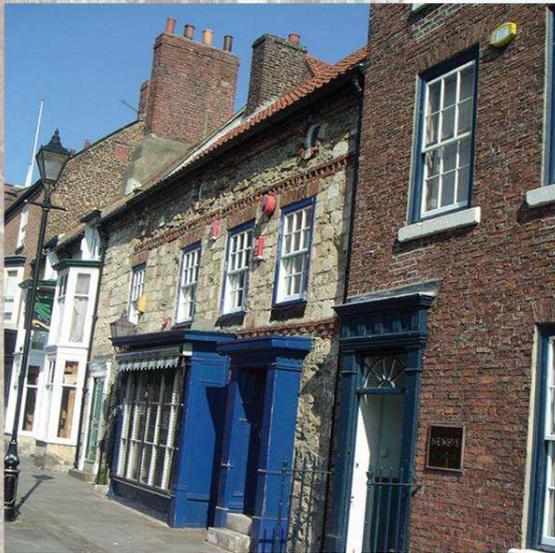


The History & Buildings of Stockton-on-Tees



**Saturday
November 3rd
2012**





Stockton in 1826

Welcome to this Dayschool on the History and buildings of Stockton

I am pleased to be able to welcome you to this dayschool and would like to thank the ARC for hosting it. This event is part of a partnership programme that Stockton-on-Tees Borough Council has embarked on with a variety of different organisations and funded by the Heritage Lottery. The aim of the various projects is to both improve the condition of the Historic Environment of Stockton and raise people's awareness of it.

As well as organising this dayschool Tees Archaeology has led a programme of recording of the buildings of the historic core of the town working with local volunteers. The project is intended to create a 'snapshot' of Stockton as it stands at the moment. All of the buildings in the historic core have been recorded, whatever their age or quality because together they make up the present character of the settlement. Each building has been photographed and described with short reports written on each. The project has been running for four years and we hope to complete it next year. If you would like to volunteer to take part in this project then please contact us or watch our website in order to find out when the work will take place.

In the meantime I would like to thank all the volunteers who have helped to date and finally I hope that you have an enjoyable time today.

Robin Daniels
Archaeology Officer
Tees Archaeology

www.teesarchaeology.com

The History & Buildings of Stockton-on-Tees

Chair : John Grundy

- 10.00 am Registration & Tea / Coffee
- 10.30 am Introduction
- 10.35 am Keynote Talk *John Grundy*
- 11.10am The Medieval Town and Castle *Robin Daniels*
- 11.45am The 18th Century Town *Elizabeth Marsh*
- 12:20pm Questions & Discussion
- 12.30pm Lunch
- 1.30pm Stockton SHiP and THI schemes *Suzanne Calvert*
- 2.05pm The Impact of the Stockton & Darlington Railway *Alan Bettaney*
- 2.40pm Afternoon Break
- 3.20pm Stockton in its Regional Context *Martin Roberts*
- 3.55pm Questions & Discussion
- 4.30pm Close

Stockton: A Personal View

John Grundy

Successful towns take pride in their historic buildings. There was a time when it seemed as if nobody cared about them, when they had come to be seen as outmoded and without value. It happened in Newcastle in the late 1960s and it happened to Stockton at the same time. It happened all over the country and wherever it did the destruction was partly a failing of taste, a desperate desire for change which blinded people to the beauties they'd grown up with; it was arrogance too which led those in power to believe that they had a vision which surpassed history. Inevitably there was also greed and corruption among those who should have been protecting our way of life. But above all the destruction was stupid. What was destroyed was not just buildings but beauty and attractiveness, the very things that draw people to a town and make it economically viable.

Fortunately, in most of our towns, and Stockton is no exception, enough of the historic structure remains to remind us of where we have come from and what we could be like in the future. It's vital to identify and hold on to the best of what we've got – it's vital for the businesses that might want to grow in the town, for the visitors who might want to come and spend their money in it – but most of all it's vital for the people who live in it who need to know where they have come from and need to be proud of where they are.

The Medieval Town and Castle of Stockton

Robin Daniels

The first documentary reference to Stockton occurs in the Boldon Book of 1183, a survey of the Bishop of Durham's landholdings. The meaning of the place name is unclear. It may mean 'an enclosure built of logs' or an 'estate owned by a religious house'. Whatever the origin of the name in 1183 AD Stockton was a small village within a large administrative unit of which Norton-on-Tees was the head.

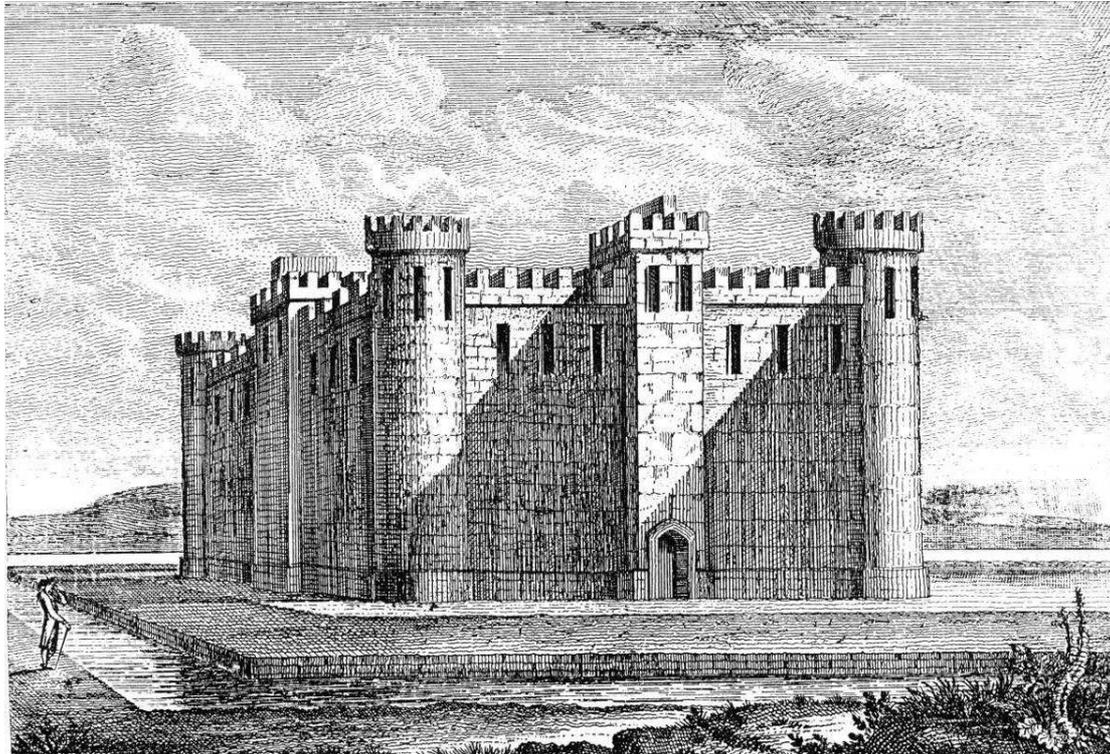
The Boldon Book does make it clear that there was a hall belonging to the Bishop at Stockton, a pre-cursor of the castle and probably sited in the village, not on the site of the later castle.

The location of the medieval village is uncertain, however it probably lay in the area of the present Parish Church, Leisure Centre and Municipal Buildings on Church Road. It continued to exist after the town was created.

To add to the uncertainty we do not know when the town was founded by the Bishop of Durham. All of the towns of the north-east of England are Norman foundations and the first reference to a borough at Stockton was in 1283. Presumably the town was planned sometime between the two dates of 1183 and 1283 AD.

The shape of the town with its two rows of properties either side of an open space is typical of the settlement plan used by the Normans and can be seen in many other towns and villages in the area.

continued



An conjectural engraving of Stockton Castle

The Bishop's Hall at Stockton probably moved to its known location at the southern end of the High Street at the same time that the new town was established. It was probably no more than a large manor house, however in the 14th century major works were carried out to the site and something resembling the castle shown in later engravings may have been built. This is very similar to the kinds of fortifications being built at the same time elsewhere in the area at Danby and Bolton in North Yorkshire.

These buildings were as much for the comfort of their noble residents as for defensive purposes and marked the beginning of the transition to the great country houses of the 16th century onwards.

Unfortunately Stockton Castle fell victim to the English Civil Wars of the mid 17th century, at which point we can begin to draw a line beneath the medieval town and its economy.

The 18th Century Town

**Elizabeth Marsh
ECM Heritage Consulting**

The purpose of this talk is to introduce 18th century Stockton and to highlight some of the fabric surviving from this era.

When Stockton was under the jurisdiction of the Palatinate of Durham restrictions were placed on the ability to trade outside the county and the substantive growth of the town could only occur after this impediment was removed in the early 16th century. However Stockton did not immediately prosper and it was not until after the Restoration of 1660 that the citizens of the town became sufficiently wealthy to rebuild their premises, in brick with pantile roofs, and to undertake a series of civic improvements.

A survey carried out by Thomas Pattison in 1722 shows that the layout of the core of the town had been established in the current form by this date. This talk will concentrate on buildings within the boundaries of the town shown on this survey, defined by Bishopton Lane to the north, the River Tees to the east, Yarm Lane to the south and West Row to the west.

The historic background underpinning the 18th century prosperity of Stockton will be introduced before describing the surviving 18th century fabric using examples of buildings in the following categories:

- Town Houses
- Commercial Premises
- Places of Worship
- Civic Buildings
- Places of Entertainment

Grants for Historic Buildings

Suzanne Calvert

Working in partnership with property owners, Heritage Lottery Fund and English Heritage, Stockton-on-Tees Borough Council is offering grants for the repair and restoration of historic buildings in Stockton Town Centre.

Suzanne is co-ordinating the grants programme for the Council. At the Day School, she will provide an overview of the funding available and its contribution to the wider regeneration of the Town Centre.

Physical works to three buildings and three pedestrian Yards have already been completed, with the conversion of two further properties due for completion by December 2012 and renovation of a sixth starting onsite in November 2012. Suzanne will provide further information on what is planned and how property owners can get involved with the multi-million pound investment into Stockton's heritage. Stories behind the bricks and mortar will also be revealed.

The grant funded programmes have generated interest and engagement from a cross-section of the community. This has resulted in a diverse range of creative output (including the Day School!) with more to come. Examples will be shared at the Day School.

The Impact of the Railway on Stockton

Alan Bettenev

Prior to the 18th century, Yarm was the main port on the river Tees, situated at the lowest bridging point of the river and on the main route between York and Durham. Eighteenth century Stockton was a small port and market town renowned for its long and wide High Street and many fine buildings. The main industry of the area was agriculture with some shipbuilding and associated sailcloth and rope making.

In the 1760s plans were put forward to improve the prosperity of the town, these included:-

- a bridge to replace the ferry
- a series of cuts in the river Tees to improve access for shipping
- a canal from Winston to Stockton to transport coal from the west Durham coalfield.

The bridge was opened in 1769 and made the port and market at Stockton more accessible to the towns and villages of North Yorkshire. The two other plans took many years to come to fruition. By 1800 the town had expanded only a little despite the population increasing considerably during the 18th century.

The first cut in the river was finally opened in 1810, 40 years after the plan was first mooted. After a dinner to celebrate this opening, a new plan for a canal or a railway was proposed although it was 1818 before any progress towards a railway was made. The proposed railway plans led to the planning and opening of a gas works in 1822. The gas was to be used initially to light the streets.

After a few false starts the Stockton and Darlington Railway finally opened in 1825 and the port expanded to enable the export of coal from a series of staithes on the river. However it soon became evident that there were major problems associated with these staithes and indeed the river.

At this time a pottery was opened in South Stockton, across the river from Stockton. This signalled the start of the development of an industrial complex which took over the south bank of the river over the next 50 years.

continued

For a number of years the railway had little impact on the town apart from lowering the price of coal and increasing the amount of exports from the port. The main industry remained agriculture with very little expansion in other industries. However within a few years of the opening of the railway the population of Stockton had increased substantially requiring more housing and many new houses were constructed, particularly around the northern and western edges of the town. A few of these houses are still in standing.

Religion was an important part of the life of the people of Stockton. There were many denominations represented in the town and after the coming of the railway the increase in population meant more churches and chapels were built.

The problems with the shipment of coal from Stockton led the Stockton and Darlington Railway to look for a better port to export the coal. In 1830 the line was extended to Middlesbrough and a suspension bridge across the river was constructed. The new line eventually took much of the coal trade away from Stockton. Shortly after the opening of this railway, in 1831, a new cut on the river was opened to improve access to the port at Stockton.

In 1833 the Clarence Railway was opened to Port Clarence and Stockton and this increased the trade in the town. It was at this point that industries started to expand and further expansion of the railways in 1839 and 1852 led to an increase in the number of iron, shipbuilding and engineering firms setting up in Stockton and South Stockton (later known as Thornaby).

Stockton in Context

Martin Roberts

This is a talk by a stranger, but a friendly one. More about asking questions than giving answers.

- How is Stockton different from other towns in County Durham?
- What is the visual experience of walking through its streets and alleyways?
- Is there something unique about the Stockton experience?

My talk will examine how the town looks from the street. How much does what is seen reflect the history of the town and its fluctuating periods of growth and decline? Its great expansion in the eighteenth century is reflected in the surviving buildings, but where were the building owners looking to for inspiration?

Such a street view is an appraisal of a town that is only skin deep, what is seen on the outside. If we only judge a person by what he/she looks like are we being fair? What is the heritage of Stockton in depth? What is going on behind closed doors? Do we really know about the historic fabric of Stockton? There are clues for further investigations. Are there parallels for how to proceed in other County Durham towns?

My talk will also look at the spaces in the town – what makes the urban experience of every place special is as much about the way the air between buildings is contained, as about the buildings themselves. Does walking through the town still excite, with contrast of confinement and openness, does a walk reflect the best experiences of ‘serial vision’? How has moving through the town changed over history?

If we are talking about moving through Stockton we must talk about moving to the river. Stockton’s history is about its river. How has the town-river relationship changed? How has traffic management blessed and damned the town? How has it worked or not elsewhere? Can Stockton learn from other towns and cities?



Investing in Tees Valley



Stockton-on-Tees
BOROUGH COUNCIL



LOTTERY FUNDED