

SOUTH OF CENTRAL STATION CHARACTER STATEMENT



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1 INTRODUCTION

1.1 Terms of Reference

This character appraisal has been prepared in response to Government advice.

Conservation Areas

Conservation Areas were introduced by the Civic Amenities Act 1967, and defined as being “areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”. They depend on much more than the quality of individual buildings, and take into account features such as building layout, open spaces, boundaries, thoroughfares, the mix of uses, use of materials and street furniture. It is common for a conservation area to include a number of buildings which are designated as ‘Listed Buildings’ because of their individual architectural or historic value.

Conservation Area Appraisals

The approach to conservation area designation has altered dramatically in recent years and it is now recognised that development plan policies, development control decisions, proposals for preservation or enhancement and the ‘management’ of conservation areas can be best achieved when there is a clear and sound understanding of the special interest of the conservation area. PPG 15 – “Planning and the Historic Environment” urges Local Authorities to prepare detailed assessments of their conservation areas and states that “the more clearly the special architectural or historic interest that justifies designation is defined and recorded, the sounder will be the basis for local plan policies and development control decisions, as well as for the preservation and

enhancement of the character or appearance of an area”.

Value of the Appraisal

The value of the appraisal is two-fold. First, its publication will improve the understanding of the value of the built heritage. It will provide property owners within the conservation area, and potential developers with clearer guidance on planning matters and the types of development, which are likely to be encouraged. Secondly, it will enable Newcastle City Council to improve its strategies, policies and attitude towards the conservation and development opportunities and priorities within the conservation area. The appraisal will form a sound basis for establishing effective conservation area policies; support the effective determination of planning and listed building applications, and form relevant evidence in planning appeals with specific emphasis on those relating to the demolition of unlisted buildings.

Evaluation criteria-buildings and Development Sites

- existence of/proximity to listed buildings, scheduled ancient monuments, protected trees, features of interest.
- grouping cohesiveness, linkage/relationships to other buildings
- period, style, materials, colour, detail, proportion, status
- uniqueness, distinctiveness, consistency, inventiveness
- local, regional or national importance
- completeness, condition, construction
- cultural, historical or ‘folk/popular’ associations
- archaeological and industrial

archaeological value

- orientation, access, form, height, plot shape
- relationship to topography and urban grain
- density/proximity to other buildings
- historical or planning precedents
- opportunity for creative contemporary solutions
- threat from unsympathetic development

Streetscape

- historic pattern
- effect of proportion, alignment and topography on enclosure
- street furniture, signs and features
- landscaping and surfacing
- shopfronts and commercial treatment
- period, style, materials, colour, detail, proportion, status
- relationship to urban grain
- relationship and hierarchy with connecting spaces
- cohesiveness and relationship with buildings
- local, regional or national importance
- completeness, condition, construction
- cultural, historical or 'folk/popular' associations
- archaeological and industrial archaeological value
- uniqueness, distinctiveness, consistency, inventiveness
- visual and physical activity
- traffic and access
- effects of differing lighting conditions



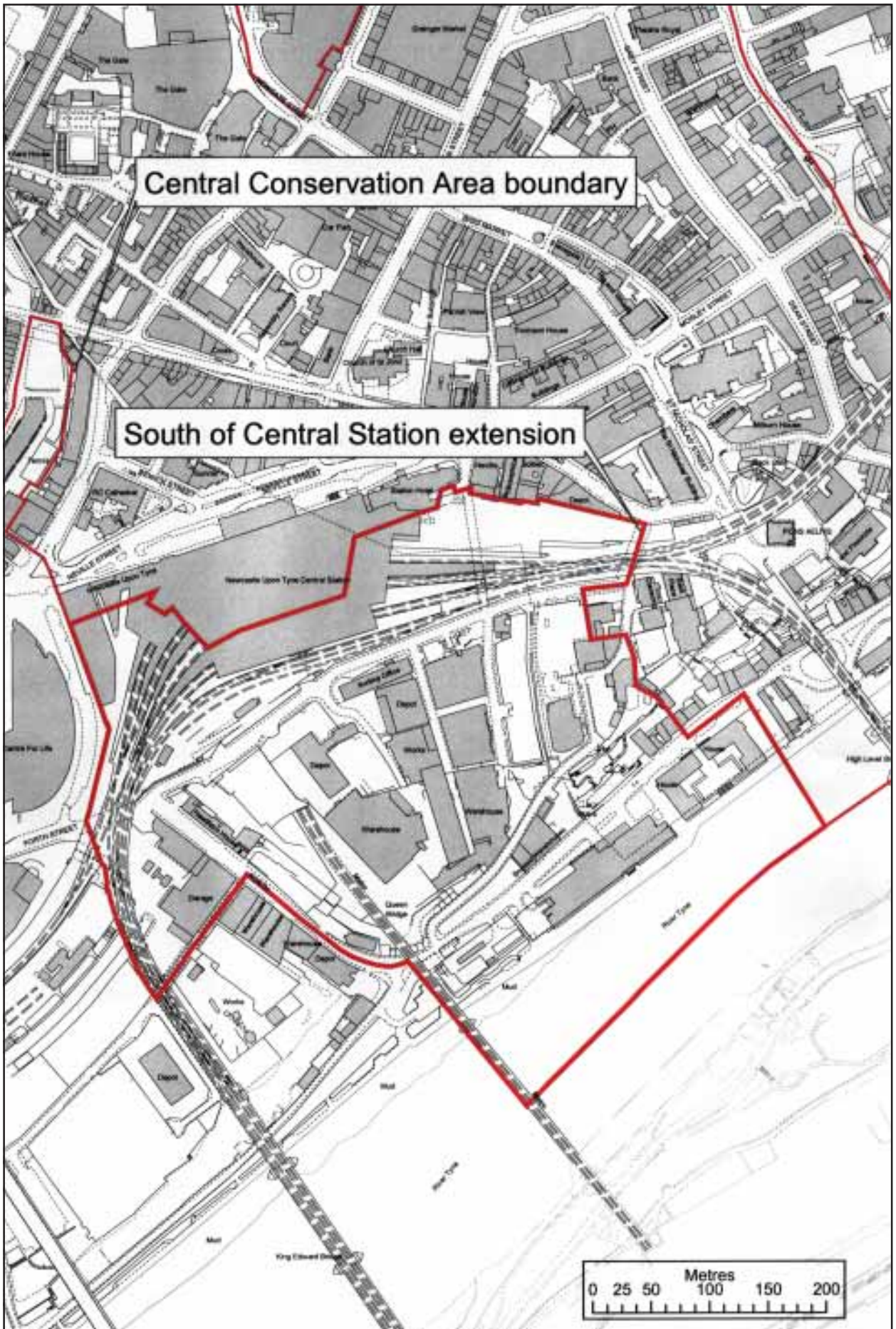
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- *Central Conservation Area map*



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- *Central Conservation Area showing South of Central Station extension*



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- *South of Central Station*

1.2 SOUTH OF CENTRAL STATION

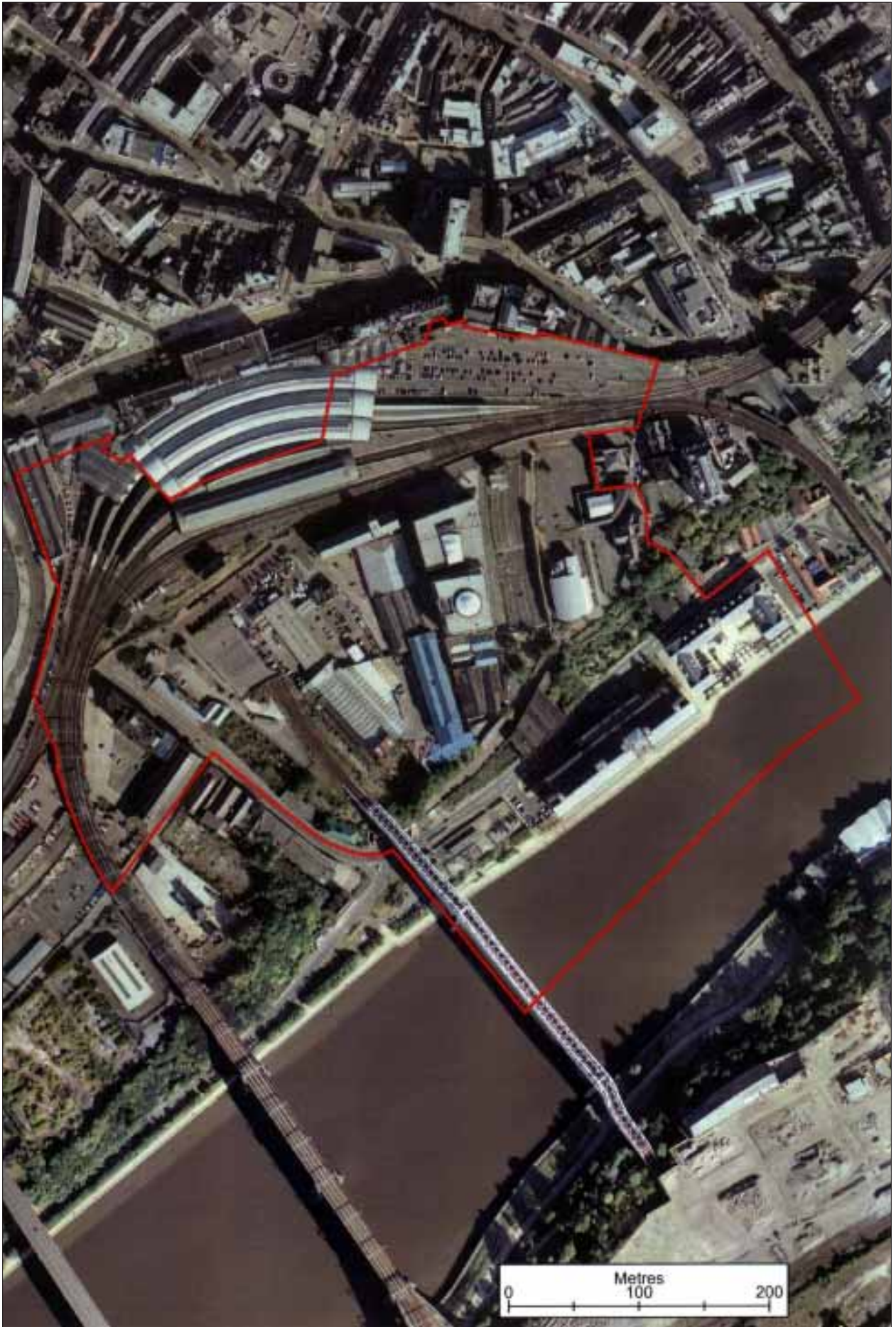
Purpose of Designation

The boundary of the Central Conservation Area has come under scrutiny due to increasing pressure for the regeneration of the area which lies between the River Tyne and Central Station. At present the boundary of the Conservation Area follows an ambiguous line through the centre of the Station buildings and heads southwards through Clavering Place and the centre of Tuthill Stairs. The proposed extension will include the area now referred to as “South of Central Station”, a small area with a rich heritage and character. In addition, the area played an important role in both the development of the City during the Industrial Revolution and the development of locomotive engines and railways. The overall character of this area relates well to that of Clavering Place, Tuthill Stairs and the adjacent Turnbills Warehouse.

The character and historic interest of this area may come under threat from comprehensive development proposals and guidance to enable more sensitive regeneration is urgently required. A number of cleared sites have been left as waste ground whilst others have been hard surfaced for use as car parking or left to become green spaces. The overall result is that these sites are unmanaged and detract from the quality of the built environment. It is crucial that the redevelopment of these sites, and the area as a whole, should reflect the character of the conservation area and contributes to this in a positive fashion. In addition there is the threat of existing, unlisted historic buildings being demolished to make way for new development. The loss of such buildings is likely to have a detrimental impact on the character of the conservation area,

as physical links to the historic development of the area are lost.

The future of the conservation area will be affected considerably by the regeneration of the area and policies to mitigate the harmful effects of such regeneration should be considered. The threat of demolition should be considered in relation to the proposed use of the cleared site and the value of retaining the historic building. This should be contrasted with the positive and negative values of the proposed redevelopment scheme and in the first instance the presumption should be in favour of retaining the historic building.



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- *South of Central Station aerial*

Principles of Character

The principles of character for this area, which directly impact on its appearance, are these essential elements; the town wall and its setting, the landscape and southerly slope of the land towards the River Tyne, north-south street pattern, and the dense industrial building blocks interspersed with Georgian residential developments.

Whilst the land uses have changed, with manufacturing and heavy industry giving way to lighter uses such as storage and residential dwellings becoming commercial offices, the character and overall appearance of the area has not been adversely affected. Historically, the majority of this area lay outside the town walls and was largely given over to fields and undeveloped land whilst quality residential dwellings were established inside the walls, in Clavering Place and Hanover Square. Later, during the C19th, the area became included within the City and developed into an industrial environment (changing types of industry from glasshouses to chemical plants to heavy engineering). Demands for labour led to the establishment of workers cottages on Leslie Terrace, which ran parallel with Forth Banks. Despite the decline of the area in the C20th the area still retains this sustaining character and ability to adapt to new uses and demands. The proposed regeneration of this area should maximise this potential and allow the character to continue to evolve in a positive and sustainable fashion without losing the key elements of its character, which are steeped in the history of the area.

There is no predominance of any one building material in this area, in turn this contributes to the overall diversity of its character. The floorscape is a pleasant mix of traditional setts and paviors, offset only by the increasing use of modern treatments such as tarmac. Building

materials vary from the coursed rubble stone of the town walls to the coursed dressed sandstone of the water tower. Brick features throughout the area, from the polite houses of Clavering Place and Hanover Square to the bonded warehouses and Robert Stephenson workshops. The former Goods Station on Forth Banks differs and is constructed of patent ferro-concrete with a steel framed roof. Slate does however, feature consistently as a roofing material.

Boundaries

The boundary of the existing central Conservation Area will be amended to run south between the Central Station buildings and Centre for Life. At the junction with Forth Street the boundary will follow the western edge of the railway as far as Pottery Lane where it will return east to Forth Banks. Following Forth Banks as far as the Metro line the boundary will then take the line of the Metro to the centre of the River Tyne. At this point it will return east to meet the existing boundary of the Central Conservation Area.



- *View showing Queen Elizabeth II and King Edward VII bridges*

2 CONTEXT OF SOUTH OF CENTRAL STATION

2.1 Historical Development

The principle feature of this area, prior to the C18th was the town wall. The C13th walls became redundant as a defensive mechanism in the C16th but were retained due to the relative proximity of Newcastle to Scotland. However, by the late C18th the town had outgrown the boundary established by the walls. The majority of the wall was then demolished to aid the improvement/expansion of the town. The tallest stretch of wall which remains runs down the east side of Orchard Street to the River Tyne, crossing Hanover Square and Hanging Gardens (now represented by Breakneck Stairs). Pevsner (1995), in *Buildings of Northumberland*, described the walls of Newcastle as being comparable to those in Chester, Chichester, York and Southampton.

The area inside the line of the town walls is rich in archaeology, from as early as the Roman period and as a result is very



● *Town Wall, Orchard Street*

sensitive to new development and regeneration. It is known that a Roman cemetery exists in this area and some investigative work has already taken place. However, the extent of the cemetery is not yet known. A number of burial grounds are thought to exist in this locality.

The industrialisation of the area began following the demolition of the walls and expansion of the Town. By the C18th Newcastle had, through coastal trades and the coal industry, achieved prosperity which brought with it physical, economic and social changes. Along with the Lower Ouseburn Valley and the Gallowgate area, this was identified as an area where expansion could be accommodated. Forth Banks followed the line of the Skinner Burn and was dominated in the C18th by glasshouses, potteries, lime and brewing industries. By the C19th the principle streets – Forth Street, Sussex Street, South Street, and Orchard Street were established (c.1812) and surrounded by large factory buildings. Leslie Terrace was established by 1825 to provide workers cottages.

The area is best known for its pioneering role in the development of the locomotive engine. In 1824 Robert Stephenson opened the Stephenson Engine Works on South Street. The workshop and offices still exist and are listed grade II*. Stephenson successfully developed the existing steam engine into an efficient workhorse of the industrial revolution and contributed directly to the development of rail. Complementing Stephenson's workshops on South Street are the Hawthorne engineering works on Forth Street who supplied engines for both the railways and ships. The railway influence in this area is not restricted to the development of steam engines. The first railway station (pre-1849), serving the Newcastle-Carlisle line, was located

immediately west of Forth Banks and on the corner of Forth Banks and Pottery Lane survives the former North Eastern Railway Co. Goods Station Warehouse built c.1910 and grade II listed.

As a result of the way in which this area has developed there is a strong industrial archaeological interest in the land to the west of the town wall, complementing the archaeological interest of the land to the east of the wall.



- *Forth Banks Warehouse, Grade II listed*

2.2 Recent Changes and Developments – South of Central Station in the 20th century

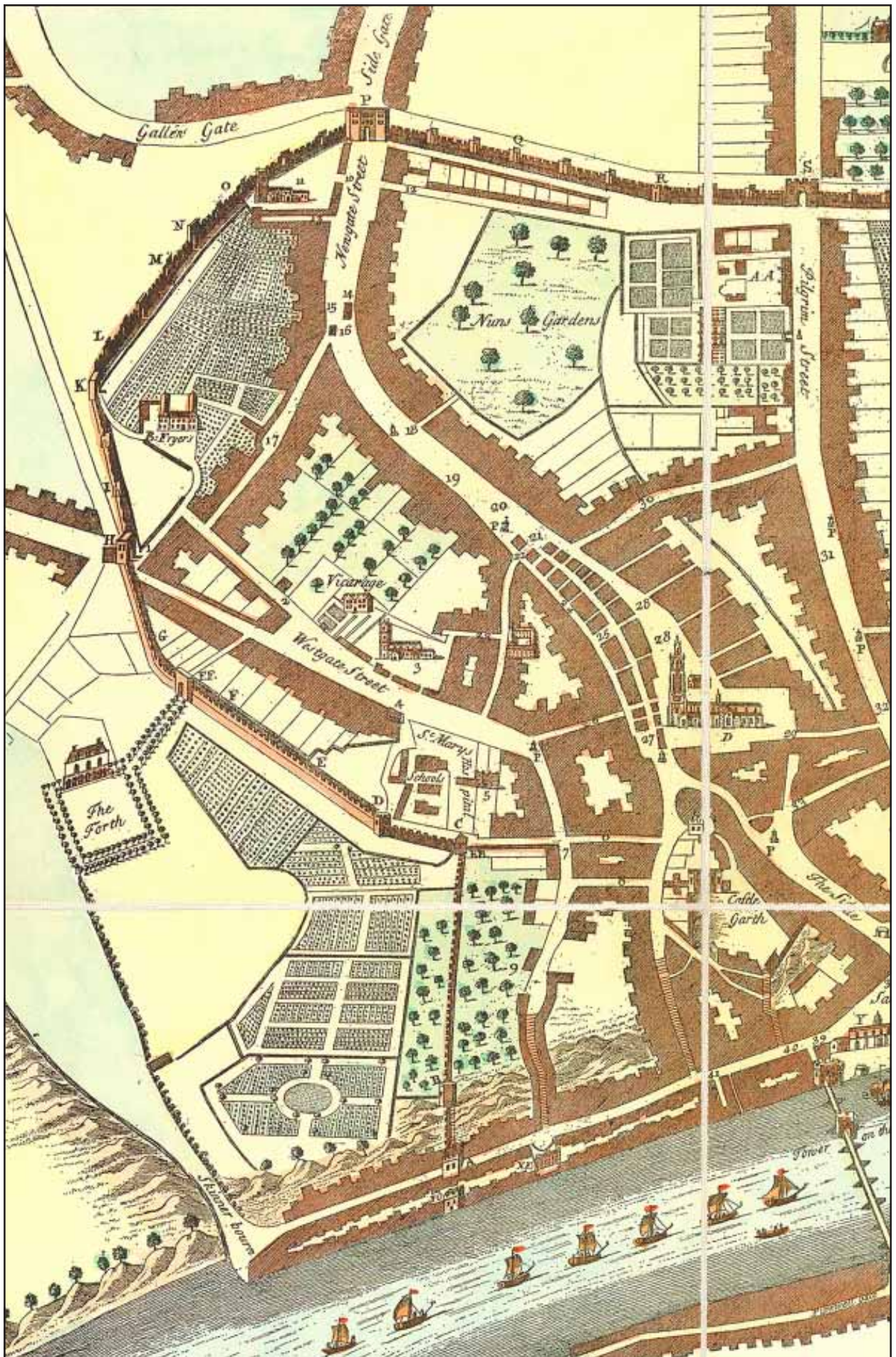
The industrial nature of the area has declined and the area now acts as a backland to the City Centre. A lack of investment and management has allowed the area to develop as a low cost, secondary location for companies

who need a base in the centre but are unable to find the accommodation they require or the rent they can afford in the centre. In addition, it provides car parking to support the limited supply of spaces in the City Centre with approximately 700 spaces not including those attached to Central Station.

A number of industrial buildings have been cleared, along with the workers housing on Leslie Terrace. Those buildings which have survived are no longer in their original or intended use. Noticeable, recent changes have included the successful conversion of the former Post Office Sorting Office into Central Square office development and the construction of the Casino at the southern end of Orchard Street.



- *Central Square, winner of Lord Mayors Design Award 2001, Refurbishment category*



Bourne's map of 1736



Beilby's map of 1788



Reid's map of 1863



1st Edition O.S. map c1859



2nd Edition O.S. map c1898



3rd Edition O.S. map c1919

3 CHARACTER AND APPEARANCE

3.1 Accessibility

The site is dominated by the railway, its bridges, and the Central Station, which severs the area from the City Centre. This is further exacerbated by the lack of a station entrance from the south. At present, integration of the area with the rest of the City is limited to three gateways from the north. Two entrances lead off Westgate Road, the elliptical tunnel which runs to Clavering Place and the Orchard Street Tunnel, the third is a road entrance along Forth Street at the top of Forth Banks. The entrances do not announce the area which lies ahead and equally, are not welcoming to pedestrians. Alternative entrances are from the Quayside along the Close. The Quayside entrance is the most pleasant, with a landscaped riverside walkway, which runs along the riverside of the Copthorne Hotel and adjacent office



- *View through Orchard Tunnel*



- *Orchard Tunnel from Clavering Place*

block. A number of stairs climb up from the Quayside, including Tuthill Stairs and Breakneck Stairs as well as routes up through Hanging Gardens. Tuthill Stairs are poorly lit and managed, at night-time creating an unattractive darkened through route. Likewise Hanging Gardens is ill maintained as a through route and suffers from poor lighting.

The existing road network is large-scaled and coarse, with Forth Street running east west along the rear of the station and the Close running parallel to the River Tyne. Hanover Street and Forth Banks connect the two roads.

3.2 Built Environment

The built environment is largely characterised by the scale of buildings in the west and the domestic nature of the buildings to the east. Throughout, the conservation area buildings are interspersed with car parking on vacant sites.



- *Car parking to the west of South Street*

Hanover Square is a pleasant contrast to the rest of the conservation area. It leads off from Clavering Place, already within the boundary of the Central Conservation Area. The character of Hanover Square is similar to that of Clavering Place, which contains a number of houses listed grade II and the former Presbyterian Chapel, also grade II listed.



- *Hanover Square*

The three buildings in Hanover Square are all of a domestic/commercial scale rather than an industrial scale and each has a slightly different character. On the West Side the building follows the curve of the road, sitting on a plinth of coursed, dressed sandstone the brick building is characterised by the fenestration detail with arched openings at ground floor and sashes on the upper floors. The visual quality of this building has been reduced through the installation of modern, metal framed mirrored windows in the upper floors. This building stands on the site of the 1720 Unitarian Chapel, remnants of which can be found in the west wall. The Chapel formed part of the early C18 development of Hanover Square.



- *Strong curved frontage to Hanover Square*

Opposite, the first of the two brick buildings sits directly on the road and is Victorian in character and built of a strong red brick. Like the building opposite its appearance has been spoiled by the introduction of uPVC look-a-like sash windows at ground floor. The

southern building is Georgian with later alterations including a mansard roof which is one of only two in this area where pitched roofs prevail. Despite changes of use and alterations to its built form the building has retained a simple elegance.

The Square leads onto the newly built casino, a modern building which sits on top of **Hanover Street** overlooking Hanging Gardens. Whilst the curved roof of the building is interesting the general appearance is particularly bland. Overall, the building lacks cohesion with the character of the conservation area and its setting. Whilst the design of the building does not contribute positively to the character or appearance of the conservation area the process of its construction has enabled access to the town walls to be enhanced, and has created an open setting, which has improved the permeability of this area.



- *View of new casino from The Close, above Hanging Gardens*

The Town Wall, a scheduled ancient monument, runs north south along the back line of **Orchard Street** and the plot occupied by the new casino. The wall crossed **Hanover Street** (this part is missing) and continues south down through **Hanging Gardens** where it becomes "Breakneck Stairs" due to the steepness of the bank. The Town Wall is clearly visible and forms a prominent landmark in this area of the City. The setting of the wall is also important and



- *Breakneck Stairs, part of Hanging Gardens*

features associated with the wall are currently below ground level. Archaeological investigations have discovered the location of the ditch in places but to date this remains unopened. Ideally, the setting of the wall would be improved through the reopening of the ditch, similar to the Gallowgate/Bath Lane area of the wall. At present the Town Wall is surrounded by hard standing and car parking on both sides. The presence of the wall, as a dividing feature is still very much apparent. The scale of building size, density and use on the east side is very much domestic in comparison to that on the west, reflecting the former boundary of the city and use of the areas immediately outside the walls for industrial expansion. This difference in scale, borne out of historical land use and development is an important characteristic of the area and should be reflected in proposals for new development/regeneration. Likewise,

new development must respect the archaeology associated with this monument and its surrounding environment.

The bonded warehouses of **Hanover Street** were built in 1841-2 for Amos Spoor. Historically the warehouses lined the length of the street, unfortunately, a series of fires in the 1990's destroyed most of these buildings. Those that remain are listed grade II and still dominate the street scene. Their design, unique in this area, is characterised by their dense mass, vertical emphasis and gable roof detail. The vertical arrangement of the openings reflects the way the warehouses were intended to work. Also of note is the way in which the elevation steps down Hanover Street whilst the elevation onto **The Close** remains of equal height and form for the length of the development.

Unfortunately, the warehouses have been neglected for a number of years and are now in a poor condition.



- Bonded Warehouses, elevation to The Close



- Bonded Warehouses, elevation to Hanover Street

The Close was historically the home of a number of fine buildings, including the C17th Mansion House, which stood opposite the base of Tuthill Stairs. However, very little of historic interest remains. The medieval street has been widened and modern developments have destroyed the medieval pattern of burgage plots, overall, the area bears little relationship to the context of the upper areas of the conservation area. The modern office block, Bridge House, stands on the site of the Mansion House alongside the Copthorne Hotel. The design of each building has been directed towards a public face looking out over the river and a rear, service face looking onto The Close. Whilst this provides good views from the Gateshead riverside walkway, it gives the appearance of having turned their backs onto the north side of The Close. Although the scale and mass of each building does not detract from the overall



- Rear elevation of the Copthorne Hotel to The Close

character of the conservation area, their isolation does not enhance its appearance.



- *View of Copthorne Hotel fronting the river*



- *View south down Forth Banks*

Forth Banks is one of the steepest sloping streets in the conservation area. The west side is dominated by the red brick building, owned by Railtrack, and the classical Former Goods Warehouse. The brick building (photo 1) has an interesting roofline, broken by projecting dormers on the main elevation. Its scale and street presence are prominent yet understated due to its pleasant, commercial frontage. The rear yard stretches under the King Edward Rail Bridge arches and retains a traditional floorscape of granite setts. In contrast the Former Goods Warehouse, occupying a corner site with Pottery Lane stands tall with a scale and mass which overshadows the smaller, modern

buildings on the south side of Pottery Lane. The simple lines of the building and its unique construction which has produced a stark “off white” appearance have contributed to it becoming a focal point in this area. The ground floor treatment of signage and its deteriorating condition are of concern. The east side continues the simple character of this area, the Indian restaurant at the top, (photo 2) formerly the Hawthorn Public House, is an anomaly but not offensively. Likewise the Chinese restaurant at the southern end is a modern building and features ornate Chinese decoration (photo 3). The decoration and bright colours of this building are not common features of this area but it does provide a



focal point to the end of the Quayside.

Stretching south from the Indian restaurant is a long stone building, the former offices for Hawthorne Engineering Works (photo 4). Interestingly, the building accommodates the steep slope at ground level whilst maintaining a constant eaves level. The modern roof detracts from the overall appearance of the building whilst the simple fenestration and rendered upper floors maintain the character of the conservation area. The lower half of the street is a cleared site on which stood Leslie Terrace, some of the city's earliest workers cottages. There is still considerable evidence of these cottages. The site has not been redeveloped and has become untidy and overgrown (photos 5 and 6). There is opportunity to enhance the street scene through the development of this site. Whilst such development should reflect the overall character of the conservation area there is scope for innovation in terms of construction and architecture mirroring the different styles which exist on Forth Banks already.

Forth Street effectively separates the station from the rest of the area. The blank elevation of the station acts almost as a barrier to the rest of the city, not helped by the many security measures attached to the top of the stone boundary wall. Within the grounds of the station stands the grade II listed water tower. This provides a focal point on



- *Grade II listed Water Tower set within context of Central Station*



- *View east along Forth Street showing railway arches*

approaching the conservation area and relates well to the station buildings. The starkness of the station is contrasted by the arches, which open onto Forth Street. They provide interest by way of their simplicity and the treatment of the openings.



The south side of the street is dominated by the first phase of the Central Square development, a refurbishment of the former Post Office Sorting Office and the current Post Office Building. The Telegraph publichouse, which stands at the top of Orchard Street, is of interest in its own right but is inevitably dwarfed by Central Square. The Telegraph has a slate mansard roof and a strong red brick façade. Central Square, phase one, contributes to the character and appearance of the conservation area. It is lively with an interesting landscaped “Square” combining parking and public art. The focal point of the landscape is the “Vulcan”, a towering sculpture by Edwardo Paolizzi. The scale and mass of the building has been retained but has been lightened through the use of different materials and textures. The rendered ground floor and glass detailing are complimentary yet modern. The roof detail is of particular interest and provides a focal point to many views across the river or from the many bridges. The current Royal Mail building is of similar scale to Central Square in terms of height and mass but has a much darker appearance. Whilst this simplicity is complimentary to its character its lack of detail does little to liven the streetscene.



- *Telegraph Public House and recent extension to rear*

The land to the west of the Post Office is largely maintained as car parking. This does little to enhance the conservation area or the streetscene. This presents

an opportunity for enhancing the appearance of the conservation area through the reflection of elements of the industrial character of the area. The low-level buildings stretching down towards the river are of some interest, particularly the most southern building. The brick warehouse is characterised by the simple brick arches, which are visible from the Metro.

South Street is probably the most well known street of this area, being home to the Stephenson Workshops. The street is reasonably narrow and dark due to the denseness of the buildings on either side. The East Side of the street is dominated by the first and second phases of the Central Square development. The second phase, under construction at present has repeated the basic form of the first phase including



- *View of Central Square and Central Square phase II from the Quayside showing the context of the buildings within the topography of the site.*

the roofing detail. However, it does not reflect the basic characteristics of this area and, instead of stepping down the bank to the river and having a lower eaves level than the first phase or continuing the eaves level as on Forth Banks and accommodating the slope of the land at ground level, it is taller. This contrasts with the character of the conservation area, and together with its step up in scale from the first phase, creates a dominant landmark.

Opposite, on the West Side stands the current Post Office and the Stephenson Workshops, 20 South Street, listed grade II*. The lower end of the street is enclosed by moderately scaled buildings. The buildings to the east are rendered yellow. The buildings to the west, including no.20, demonstrate the concept of “stepping down” the land, along north-south lines, towards Hanover Street. These buildings are of interest for historical reasons and retain much of their townscape value through their simple architectural style and close linkage, contributing positively to the character and appearance of the conservation area. In addition, this collection of workshops are of particular value for their industrial archaeology, which forms a strong element of their character. As a result this collection of



- *20 South Street - grade II* listed, former offices of Robert Stephenson and Company.*

buildings is particularly sensitive and redevelopment should reflect this.



- *Rear of 20 South Street*



- *View down South Street east side*

Orchard Street is largely given over to car parking and hard landscaping. Along the East Side stands the town wall. Like South Street it is perhaps dominated by the scale of the second phase of Central Square. There is opportunity for enhancing the accessibility of the wall and, potentially, for the recreation of the grassed ditch similar to that along the Bath Lane section of the wall.



- *Orchard Street car parking*



- *The Queen Elizabeth II (Metro) and King Edward VII bridges*

A further characteristic of this area are the rail bridges. The Queen Elizabeth II bridge (Metro bridge) and King Edward VII rail bridge (listed grade II) are both found in the western half of the conservation area. Whilst neither bridge matches the architectural quality of the other Tyne bridges they have a powerful engineering presence which dominates that immediate area. This however, complements the character of the area where, as an industrial area, design is dictated by function rather than decoration.

3.3 Landscape

Since the Industrial Revolution this section of the Tyne waterfront and the steep bank rising up to the City Centre have presented a largely industrial face to the rest of the City. Prior to that it has provided the market gardens for that part of medieval Newcastle. The topography has, in the past, dictated the building form. It has encouraged the north-south street pattern and design of buildings sloping and stepping down towards the riverside.

Hard landscape treatments consist of modern floor surfaces such as tarmac and concrete pavers and traditional surfaces of red granite setts. Small pockets of granite setts exist throughout the conservation area whilst Hanover



- *Early floorscape treatment on Hanover Street*

Square and Hanover Street are complete. Hanover Street is particularly important as a streetscape for reasons of its completeness and its design. The granite setts were laid out specifically to tackle the problems faced by cartwheels and horses with long slabs of granite laid on smaller granite setts to provide even travel. There is considerable difference between the character and appearance of the traditional floorscapes and the modern. The mass use of modern materials has created a series of bland and uninteresting floorscapes, which do not reflect the character or history of the area. Street lighting, where it exists, is utilitarian and bears no relation to the character of the area, nor does it benefit from quality modern design input.

Softer landscapes are found throughout the conservation area. A number of small pockets of vegetation have sprung up without planning, a form of natural

regeneration. The corner of Forth Banks and The Close is more substantial and would benefit from management and enhancement proposals. At present the area is underused as an amenity space due to poor access.

Hanging Gardens are irregular due to the topography and informal in character. The gardens provide a pleasant backdrop to the industrial character of this area and to the riverside developments such as the Copthorne Hotel. A principle feature of the gardens are the many paths which curve upwards towards Hanover Street and Breakneck Stairs, part of the town walls. The gardens, underused as an amenity space due to poor lighting and personal security issues, generally have a reputation for being an unpleasant place to use.



● *View of Hanging Gardens*

In contrast to the informality of Hanging Gardens, the quayside walkway is a formal and planned landscape. It

combines hard and soft landscaping with a tree lined walkway and retains a regular character which may appear bland when faced with the nature of the Hanging Gardens but which suits its position in front of the more recent developments along the riverside.

3.4 Views

The area has a remarkable series of south facing slopes, platforms, terraces and viewpoints. Noticeably the majority of views are southwards, following the slope of the landscape towards the river with panoramic views of the Tyne bridges, and of Newcastle and Gateshead Quaysides. North south views along Forth Banks illustrate some of the principle characteristics of this area, the steep south slope with the large, dense building blocks stepping down the bank. The former goods station dominates the western aspect by way of its sheer scale and mass and the simplicity of its design. Hanover Street provides a similar aspect, characterised by the floorscape and bonded warehouses stepping down The Close. North South views along Orchard Street are characterised by the Town Wall sloping towards the River Tyne.

East west views are limited to Forth Street and The Close. Forth Street is characterised by the rear elevation of the station and the many arches. Central Square on the south side is a dominant feature by means of its scale, mass and also the modern interpretation of the buildings inherent character and architecture. The Close provides views east to the Tyne bridges and central quayside area. Whilst the Hanover Street warehouses and Hanging Gardens provide a visual focus on the northern aspect, the southern is dominated by the mass of the Copthorne Hotel and office block, rather than their architecture or character.

A very different view can be found in Hanover Square. Unlike the rest of the conservation area the view here is of simple, domestic scale Georgian buildings which gently curve round into what was the top of Hanover Street. Unfortunately the view then loses its special interest, faced by the hard surfaced car park and starkly modern casino.

ACKNOWLEDGEMENTS

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