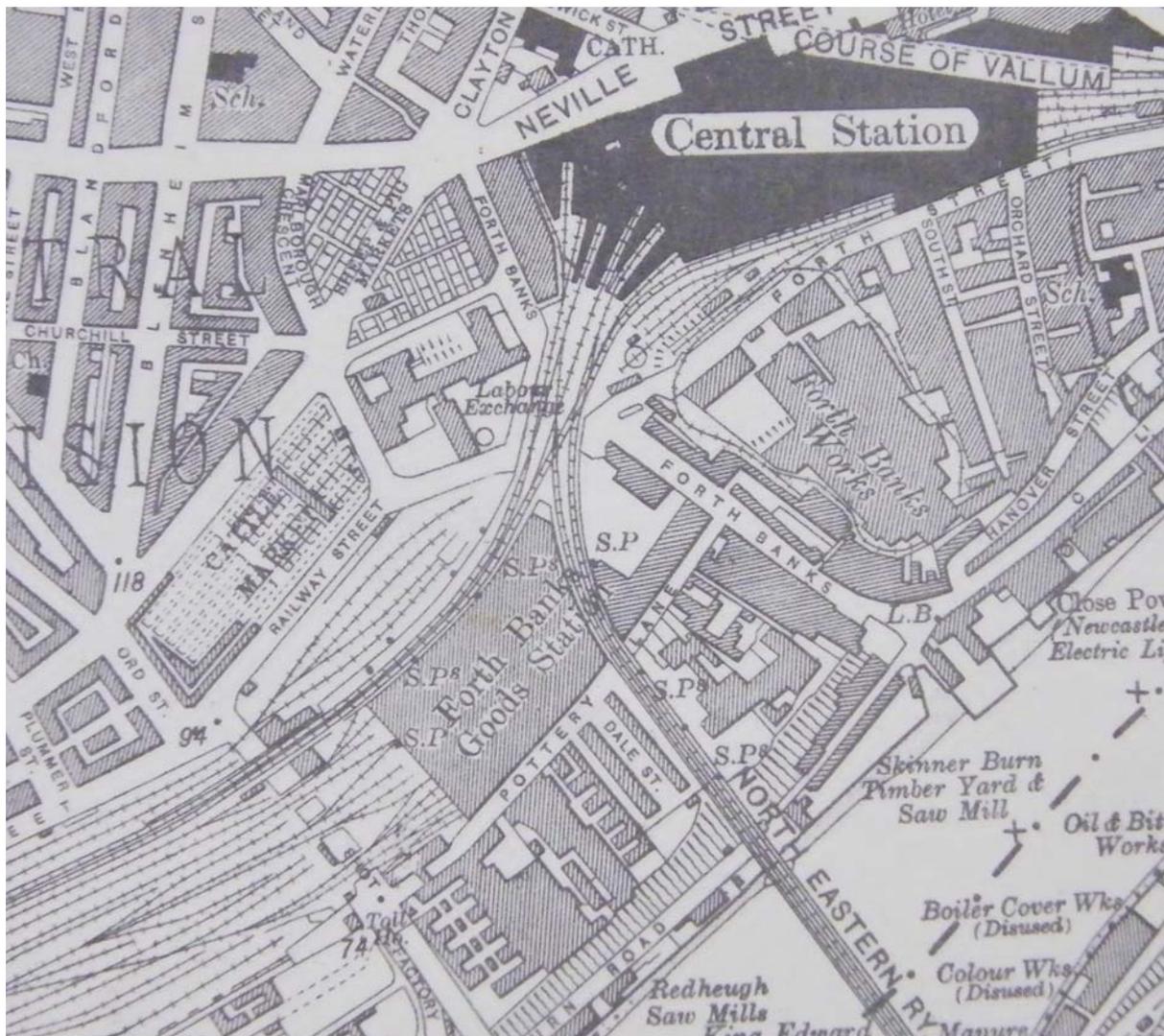


Newcastle Area Command Headquarters, Forth Banks *Newcastle-upon-Tyne*

Desk Based Assessment: December 2009

for

Wilmott Dixon Construction



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Newcastle Area Command Headquarters, Forth Banks

Newcastle-upon-Tyne

Desk Based Assessment (December 2009)

(project AA. 1847)

by Amanda Gow

Edited by Tom Addyman

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Newcastle Area Command Headquarters, Forth Banks

Newcastle-upon-Tyne

Desk Based Assessment: December 2009

1. Introduction

i. General

Addyman Archaeology were contracted by Wilmott Dixon Construction (contact, Scott Corey, Project Manager), on behalf of Northumbria Police Authority to carry out an Archaeological Desk Based Assessment of the site proposed for the development of the new Newcastle Area Command Headquarters (NACHQ) for Northumbria Police.

The Desk Based Assessment was carried out to a brief prepared by Jennifer Morrison, Tyne and Wear Archaeology Officer (see Appendix K). The aim of the study is to evaluate the historical development of the site and to appraise the potential for the survival of archaeologically significant material on the site. The study will also assess the potential impact of the proposed development upon any potentially significant archaeological remains and will make recommendations in order to mitigate the impact of the proposed development on these.

In order to ensure that this study was carried out within a secure research context, and to ensure that the investigation asked the correct questions, the North-East Regional Research Framework for the Historic Environment (NERRF, 2006) was consulted. Regional and Thematic Research Frameworks have been developed in each region in England as part of an initiative promoted by English Heritage, in collaboration with local authorities, in order to provide an effective yet flexible structure for decision making regarding archaeological research. These have adopted the three-stage structure envisaged by English Heritage in Frameworks For Our Past (Olivier 1996), which sees the research framework as comprising:

1. Resource Assessment: an overview of the current state of knowledge and understanding in the region.
2. Research Agenda: recognition of the potential of the resource, gaps in our knowledge and an unprioritised list of research topics.
3. Research Strategy: a prioritised list of research objectives (seen as flexible over time), furthered by implementing specific Research Projects.

The NERRF notes the importance of research as a vital element of development-led archaeological work. It sets out key research priorities for all periods of the past, allowing commercial contractors to demonstrate how their fieldwork relates to wider regional and national priorities for the study of archaeology and the historic environment.

In order to ensure that these research requirements were met, a number of resources were consulted in order to assess the historical development of the site. These included: historic images, cartographic and documentary sources and building control plans. These resources were held in a variety of locations, such as The Tyne and Wear Historic Environment Record (HER), Tyne and Wear Archives and Newcastle City Library local studies section.

Site visits were undertaken on 3rd November 2009 and 26th November 2009 by Amanda Gow, in order to assess the condition of the site and gain a fuller understanding of its development.

ii. Site location and context

The site proposed for development lies within the Newcastle Central Conservation Area (HER 11378). 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”.ⁱ

The site is located to the southwest of Central Station, centred on NZ2452 6356. The site is of a triangular shape which occupies an area of 0.74 hectares. It is bounded by Forth Banks to the east, Pottery Lane to the south and the King Edward VII Rail Viaduct to the north and west (see *figures 3 and 4*).

There are two upstanding buildings on the site - Kings House and Forth Banks Goods Station Warehouse (HER 8917). Kings House is a four-storey brick structure facing onto Forth Banks, constructed in 1904 as offices for the Forth Banks Goods Station (HER 4321). Forth Banks Goods Warehouse is a Grade 2 listed building which is currently derelict. This was constructed in about 1907 as an extension of the existing Goods Station (now demolished). The undercroft of the Goods Station survives and falls partially within the boundary of the development site. The lower part of the southern façade of this is also still upstanding and extends along Pottery Lane.

The ground in this area of Newcastle slopes steeply down from the northwest to southeast, towards the River Tyne. The site is located on the western side of the street known as Forth Banks, which is thought to cover the Skinner Burn (HER 11104), a stream which formed the historic boundary between the counties of Northumberland and Newcastle, and between the city of Newcastle and the township of Elswick. In the 18th century the stream became a focus for industrial activity and the quality of the water declined. The stream was culverted between 1840 and 1859. It may be the case that the culverted Skinner Burn partially encroaches upon the development site, but its precise as-existing course has yet to be confirmed by investigation.

The development site has a gentle slope from north to south, built up by made ground placed on the steep sloping natural profile of the northern slope of the Tyne Gorge. Buildings and hard standing surfaces of concrete and whinstone sets cover the whole of the site.ⁱⁱ

iii. Geology

The British Geological Survey 1:50,000 scale geological map Sheet 20, for both *Drift* and *Solid*, were reviewed to determine the geological conditions of the site. The map indicates that the site comprises boulder clay and glacial drift (pockets of sands and gravels) overlying sandstone, which is underlain by the Durham Low Main / Yard seam coal seam.

There is likely to be a large proportion of made ground on the site, associated with the culverting of the Skinner Burn and industrial activity within the area, associated with the construction of the railway line, sidings and associated buildings.

No borehole investigations have been carried out on the site to date. However, the borehole investigations carried out at the Former Tyne Depot, located at the southern end of Forth Banksⁱⁱⁱ, indicate that deep post-medieval deposits (encountered to a depth of 5.5m below the current ground surface) overlay a variety of further made ground or natural sands and boulder clay. No medieval or earlier archaeological deposits were encountered in these bore holes.

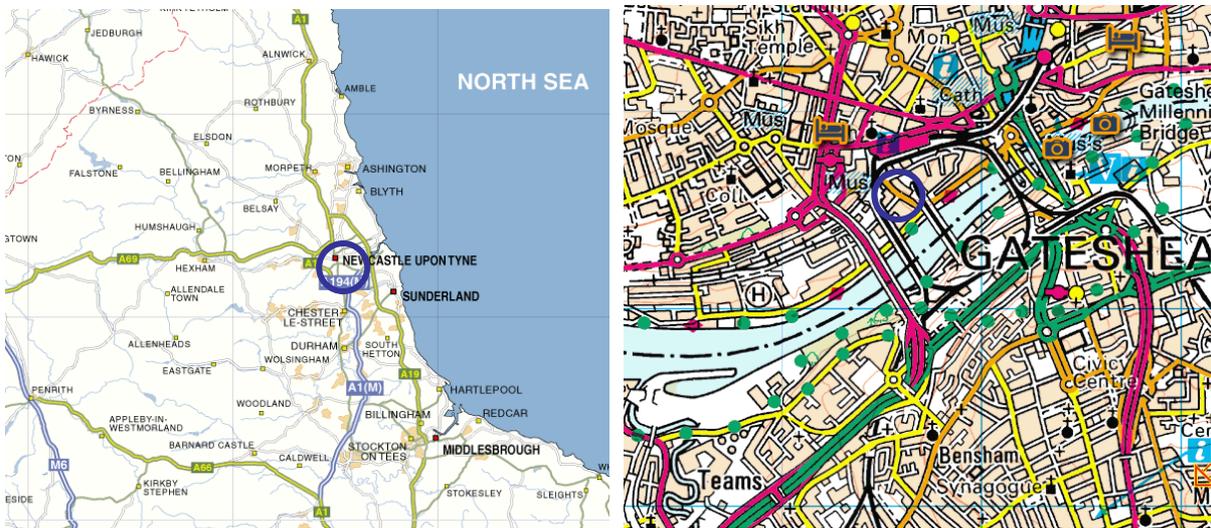
ⁱ Newcastle City Council 2001 p3

ⁱⁱ Mott MacDonald 2009 p4

ⁱⁱⁱ Northern Archaeological Associates 2000

In addition, immediately to the south there are 3 no. boreholes on Forth Banks to a depth of 6m and 1 no. borehole labelled Potters Brewery (ref NZ26SW/143) to 51m. The latter was acquired by Mott MacDonald. This represents a boring carried out in 1758 on John Swinburn Esq's Elswick Estate. Briefly the strata proved to comprise glacial till ("Stony clay, leafy clay, sand and gravel to 29.03m depth (approx 10.74mOD) over sandstone to 38.68m (approx -20.39mOD), mudstone to 39.39m (approx - 21.10mOD) overlying the "Yard" seam to 40.12m (approx -21.83mOD) and a sequence of mudstones to 51.0m (approx -32.71mOD). The "Yard" seam is also known locally as the "Durham Low Main".^{iv}

A similar situation may be expected within the development site; post medieval and industrial period made ground overlying natural subsoil. However, the type and depth of made ground at the development site is likely to differ from that at the former tyre depot site, due to the differing topographic locations and previous uses of the sites. Depending upon the depth of made ground at the development site, there is potential for the survival of medieval and earlier deposits, as these may have been protected from industrial and later developments by the depth of overlying made ground.



Figures 1 and 2: site location maps, Streetmap

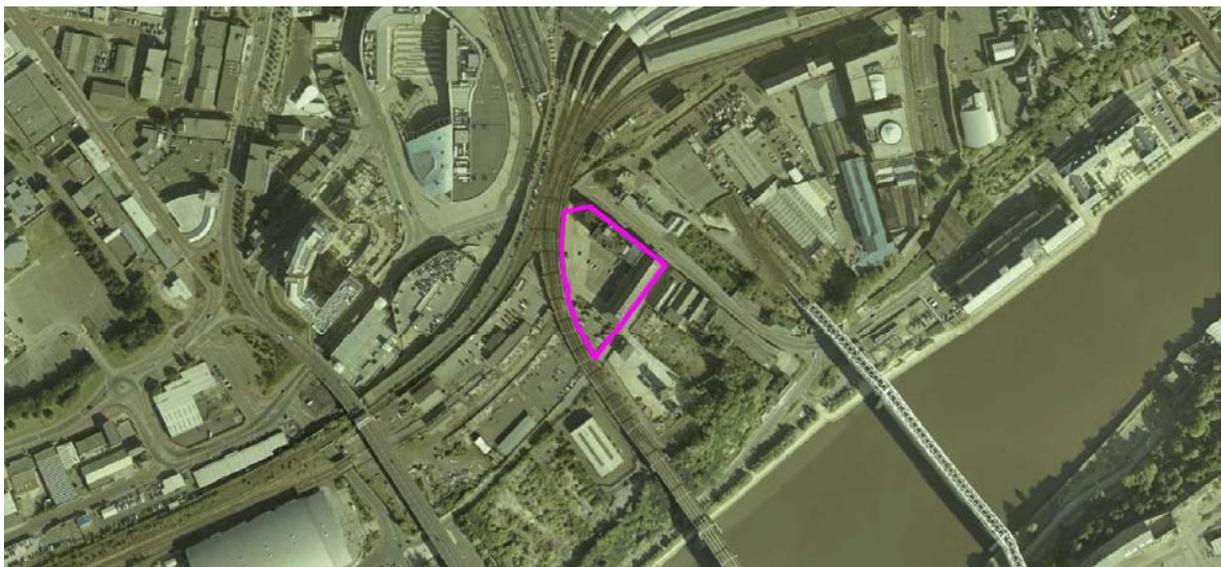


Figure 3: aerial image showing site location, boundary outlined in purple

^{iv} Mott MacDonald 2009 p6



Figure 4: aerial image of the site, comprising Kings House, the Forth Banks Goods Station warehouse and the King Edward Viaduct, Willmott Dixon Construction 2008

iv. Brief historical summary

Prior to the industrial period (the second half of the 18th century), there does not appear to have been any large scale development on the site (see section 2.iv for fuller discussion).

In the eighteenth century the Skinner Burn became one focus of the city's industrial activity. Along the burn were glass houses, lime kilns, a large brewery, a pottery and a foundry. Associated housing also grew up in the area.

In the 19th century this area became associated with the growing railway industry. The Hawthorn Engineering Works (HER 9254) were established on the eastern side of Forth Banks in 1844 (replacing an 1820s building which was destroyed by fire).

On the western side of Forth Banks, at the development site, the Newcastle and Carlisle Goods Shed opened on the 2nd June 1854. The Towneley Cole and Coke Depot (HER 5062) was also constructed. Shortly afterwards, the Goods Station for the North Eastern Railway (HER 4321) was constructed in this location; this was constructed between 1866 and 1871. This building was partially located on the development site and partially on the land to the immediate west. Offices for the Goods Station, currently known as Kings House, were constructed on the northern side of the site in 1904.

The 1866 Goods Station had an associated undercroft and both the building and undercroft were effectively cut in two in 1905 with the construction of the King Edward VII Rail Viaduct (HER 1010). The Forth Banks Goods Station Warehouse (HER 8917) was then built in approximately 1907 as an extension to the Goods Station; this was built at the junction of Forth Banks and Pottery Lane.

The Forth Banks Goods Station was largely demolished in 1972. The station undercroft (the south face of which is formed from a sandstone wall pierced by arched openings) still survives, although only the eastern corner (to the east of the King Edward viaduct) falls within the site boundary.

2. *Historical Assessment*

The development site lies within central Newcastle, in an area notable for multi-phase evidence of past human activity. This section will discuss the historical development of the site and the surrounding area and, based on this, will appraise the potential for the survival of archaeologically significant material on the site.

i. Prehistoric activity

No evidence for prehistoric activity has been found within the development site or the immediate vicinity. However, there are a number of notable prehistoric finds from the wider area. These include a log boat (HER 11236) cut from a single oak, which was dredged from the River Tyne in January 1869, from a site to the south of the development site. A number of finds of Bronze Age metal work have been recovered from the River Tyne (bronze rapier HER 1380, bronze dagger HER 1379, bronze spearhead HER 1378). A Bronze Age burial cist (HER 1372) was found to the south of Orchard Street in the mid 19th century. In 1987, excavations at Orchard Street recovered two small flint blades, although it is unclear whether these represent prehistoric activity in the area.^v

The location of the site on the banks of a burn may be a favourable location of prehistoric occupation activity. There is therefore the possible potential for evidence of prehistoric activity being located within the development area. However such deposits may lie at such a depth that they would not be impacted upon by the proposed development.

ii. Roman activity

Although no evidence for Roman activity has been found within the development site, there is a large amount evidence for activity dating to this period in the near vicinity. The most notable evidence for occupation activity relating to this period is Hadrian's Wall (HER 196), the building of which was commenced in approximately 122 AD. Associated with the wall were a number of forts and stations, one of which was located on Castle Garth, located to the northeast of the site (remains of the stone built fort have been found underlying the medieval castle). This fort, known as *Pons Aelius* (HER 204), dates to the late 2nd and early 3rd century and was constructed to guard the river crossing.

No known evidence of Roman activity has been found at Forth Banks. However, there is evidence of Roman activity close to the banks of the Tyne. It appears that the foreshore in this area was consolidated in the Roman period. Excavations at Castle Stairs in 1991 (Passmore et. al.) produced riverside dump deposits which contained residual Roman pottery dating from the 1st-3rd century. Similar finds have been uncovered at the ongoing excavations at 28-32 The Close (Addyman Archaeology).

Further evidence of Roman activity in the surrounding area was found to the west of Clavering Place and south of Forth Street, where Roman pottery of the 2nd-3rd centuries was uncovered along with possible structural remains (HER 1446).

Additional evidence of Roman activity in the area comes from stray finds, such as brooches (HER 1498) and a bronze ewer (HER 11947) found in the River Tyne, and a Roman altar (HER 1439) found in the mid 19th century during the demolition of White Friar Tower.

There is therefore the possible potential for evidence of Roman activity being located within the development area. Although, it is possibly located at such a depth that it will not be impacted upon by the proposed development.

^v Askew 1997, in *Archaeological Research Services* 2007 p7

iii. Medieval activity

Newcastle developed as a town at the beginning of the 9th century, as a trading settlement on the banks of the Tyne. Following the Norman Conquest, a timber fortress was constructed upon the site of the Roman fort *Pons Aelius*; this was known as the ‘New Castle upon Tyne’ (HER 101). This was replaced in the middle of the 12th century with a stone structure.

The area to the northeast of Forth Banks was known as *The Forth* and was open land owned by the hospital of St Mary the Virgin (HER 1502), established in the 12th century (this hospital survived in an altered form until the middle of the 19th century and the grounds are visible on Corebridge’s map of 1725, *figure 7*).

In the 13th century the town began to expand with the formal incorporation of the village of Pandon and the reclamation of the land on the north side of the river, where The Close, the Quayside and Sandhill now stand.^{vi}

The town walls were begun in the later thirteenth century and were finished in the following century. The wall cut through the land of the hospital of St. Mary the Virgin on the eastern side and a gate was inserted in the wall here, known as ‘west gate’. Thus, the development site lay out-with the area enclosed by the town walls, to the southwest of the hospital. Three sections of the town wall still survive, one of which is located to the south of Forth Street.

Whilst no evidence of medieval activity has been recovered from within the development site, there is a large amount of evidence of medieval activity from the surrounding area. Notably, excavations carried out in 1996 for the ‘Centre for Life’ to the north of the site recovered a scatter of medieval pottery (HER 7754). It was speculated that during the medieval period this area, located outside the city walls, may have been used for the production of pottery

Additional excavations carried out to the east of the site, relating to the city wall, and further east of the site in the area around the quayside at Dog Bank, Queen Street and Sandhill, have revealed a large amount of evidence for activity in the medieval period, relating to defences, domestic occupation and construction and the reclamation of the waterfront.^{vii}

iv. Post-medieval activity

By the 16th century the waterfront was lined with houses and warehouses belonging to the merchant classes. During the 17th century the focus of the English glass making industry shifted from the Weald to Tyneside, although the land at Forth Banks area still remained undeveloped.

Though the early cartographic evidence of Newcastle does not show the land out-with the town walls in great detail some development can be seen along the principal routes leading into the town from the west. It appears that the area on the west bank of the Skinner Burn, in the area of Forth Banks, remained as open pasture at this time; this can be seen on Speed’s map of 1610 (*figure 5*). On Beckman’s map of 1684 (*figure 6*) it can be seen that there has been some development out-with the town walls, leading to the southwest gate. This terminates at the Skinner Burn but there appears to be a rectangular building on the opposite side of the stream, in the area of the Forth Banks development site.

Corebridge’s map of 1725 (*figure 7*) shows the land out-with the town walls in more detail. The structure which appeared on Beckman’s map of 1684 is no longer evident; the development site is shown as undeveloped.

^{vi} *Museum of London Archaeology Service 2002 p13*

^{vii} *Museum of London Archaeology Service 2002 p15*

An engraving of 1745 (*figure 8*) shows a small upstream portion of the Skinner Burn. Only a small fraction of the land on the western side of the burn is shown, further upstream than the development site. However, this does indicate that this area is still undeveloped. The engraving also shows the small valley which the burn flowed along.

In 1751 the Newcastle Common Council provided land for the foundation of an infirmary in the Forth Banks area (HER 1371). This had an associated burial ground (HER 5187). The hospital remained on this site, originally on open ground open and then latterly enclosed the railway and livestock markets; it was replaced in 1906 and the main part of the building was demolished in 1954. The last burial was in burial ground was in 1845. This site was excavated in 1996 in advance of the construction of the International Centre for Life. The Infirmary is evident to the north of the development site on the opposite side of the Skinner Burn on Beilby's map of 1788 (*figure 9*).

v. *Industrial activity*

In the latter half of the eighteenth century the Skinner Burn became a focus of the city's industrial activity. Along the burn were glass and flint works (HER 4888), a large brewery (HER 4895), a pottery (HER 4885), a plate glass works (HER 4881), lime kilns (HER 4884) and an iron works (HER 4886). Associated housing also grew up in the area. The industrial buildings along the burn are evident on Hutton's map of 1770, Beilby's map of 1788 (*figures 9 and 10*), Kidd's map of 1802 and Roper and Cole's map of 1808 (*figure 11*), with little change occurring during the timeframe covered by these maps.

The development site lies to the north of the east-west aligned field boundary running west from the Skinner Burn (this is on roughly the same alignment as Pottery Lane). It can be seen that two groups of buildings occupy the development site. The larger broad 'U-plan' building, with the open yard area on the southern side, is later depicted as a brewery (on Oliver's map of 1831, *figure 13*). The brewery (HER 4895) was established on this site by William Potter & Co. in 1787. Baillie's directory of 1801 lists the business as Messrs Potter, Langhorn & Co. in Skinnergate. To the south of the brewery are two smaller rectangular plan buildings set at the western side of a yard.

Wood's map of 1827 (*figure 12*) shows an increased amount of development around the Skinner Burn, especially to the south of the field boundary where a Plate Glass Works (HER 4881) and a pottery are marked (the adjacent building to the northeast, HER 4885). A pottery, called the Skinner Burn Pottery, Forth Banks is recorded in 1787, worked by George Spearman & Co. Three years later this passed into the hands of Addison Falconer and Co. This pottery presumably provides the origin of the name Pottery Lane.

Interestingly, Wood's map does not show the large 'U-plan' brewery building to the north of the field boundary; a north-south aligned rectangular building and a building to the northeast are depicted in this location, with a small building to the east of the burn, facing onto Forth Banks. The Skinner Burn runs through the eastern building. The two smaller buildings to the south that had been previously depicted are still present.

Oliver's map of 1831 (*figure 13*) still shows the two small rectangular buildings to the south of the brewery. The larger brewery building to the north appears to incorporate the two buildings shown on Wood's map; the north-south aligned rectangular building has been extended to the east and again forms a rough broad 'U-plan' building as depicted on earlier maps. The smaller of the two buildings depicted on Wood's map is the building to the east of the word 'brewery'. The land to the north of the brewery is depicted as landscaped gardens/orchards.

The buildings to the south of the field boundary are labelled as 'foundry' (HER 4886), 'pottery' (HER4885), 'plate glass works' (HER 4881) and 'flour mill' (HER 4887).

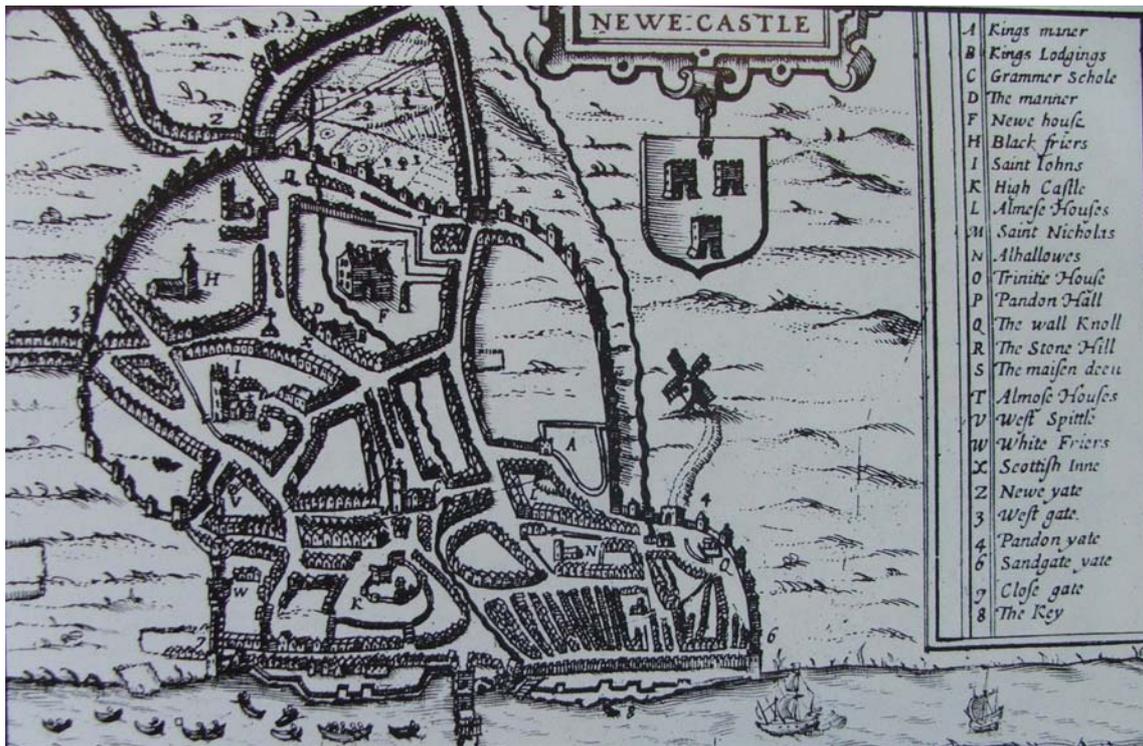


Figure 5: Speed's Plan of Newcastle, 1610



Figure 6: Beckman's map of 1684



Figure 7: Detail of Corebridge's map of 1725



Figure 8: The South East Prospect of Newcastle Upon Tyne, 1745



Figure 9: Beilby's map of 1788 (approximate location of development site is outlined in red)



Figure 10: Detail of Beilby's map of 1788, showing the industrial activity along the Skinner Burn
Figure 11: Detail of Roper and Cole's map of 1808, showing the industrial activity along the Skinner Burn



Figure 12: Wood's map of 1827, showing the increasing development around the Skinner Burn (approximate location of development site is outlined in red)



Figure 13: Oliver's map of 1831 (approximate location of development site is outlined in red)

vi. 19th century railway activity

Oliver and Tallis's maps of 1851 (*figures 14 and 15 respectively*) show that there has been a major change in the area, brought about by the establishment of the railway and Central Station (HER 4130) for the Newcastle Carlisle Railway Company. The station was designed by John Dobson and built mainly in 1850. The railway line extending from the station to the southwest was known as the Newcastle Branch line (HER 3458); this ran from the original line (HER 3292) over the Tyne into Newcastle and was laid out to Forth Banks in 1847 and into Central Station in January 1851.

At the development site new buildings have been constructed to the north of the brewery building. These included a long rectangular building and additional small square plan buildings to the south; one fronting onto Forth Banks and an additional building(s) to the southwest (Tallis's map of 1851 shows one building to the west, whilst Oliver's map of 1851 shows two).

After the completion of the central station, the Forth Banks area was given over to goods traffic and the Newcastle and Carlisle Goods Shed was built on the southern side of the line; this opened on the 2nd June 1854. The Towneley Cole and Coke Depot (HER 5062) had also been constructed and an associated rail and turn-table arrangement can be seen connecting the goods shed to the coal depot (*figure 16*). In the same year a number of companies, including the Newcastle and Carlisle Railway Company, amalgamated to form the North Eastern Railway. The construction of the Goods Shed and coke depot appears to have necessitated the demolition of the preceding buildings which were evident in this location.

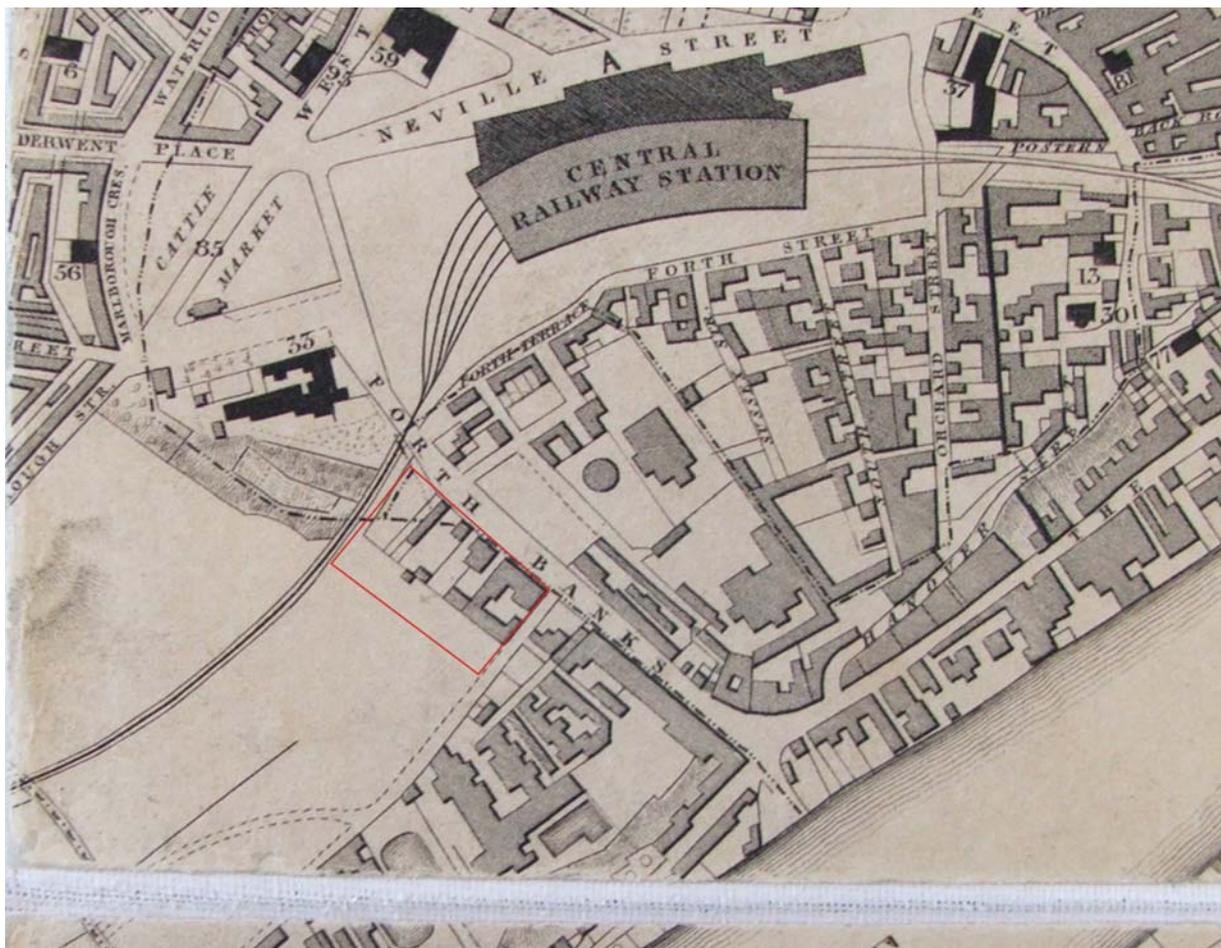


Figure 14: Oliver's map of 1851 (approximate location of development site is outlined in red)

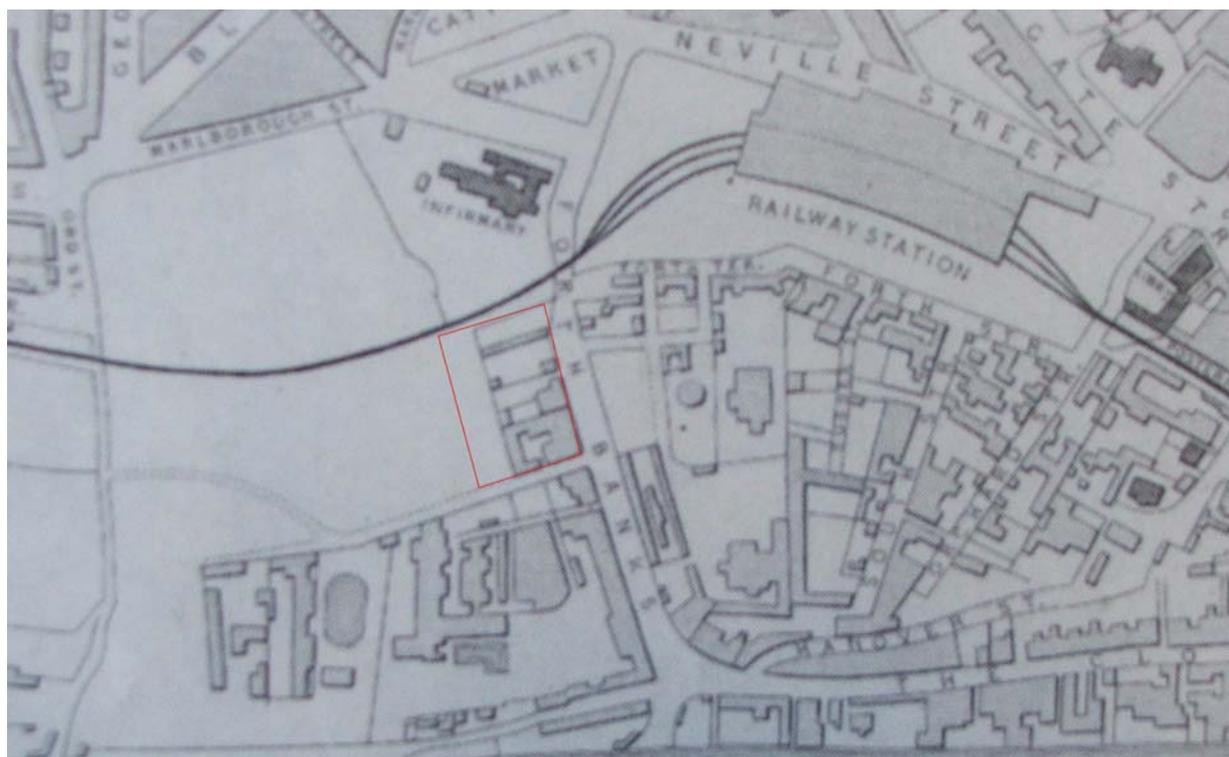


Figure 15: John Tallis' map of 1851 (approximate location of development site is outlined in red)

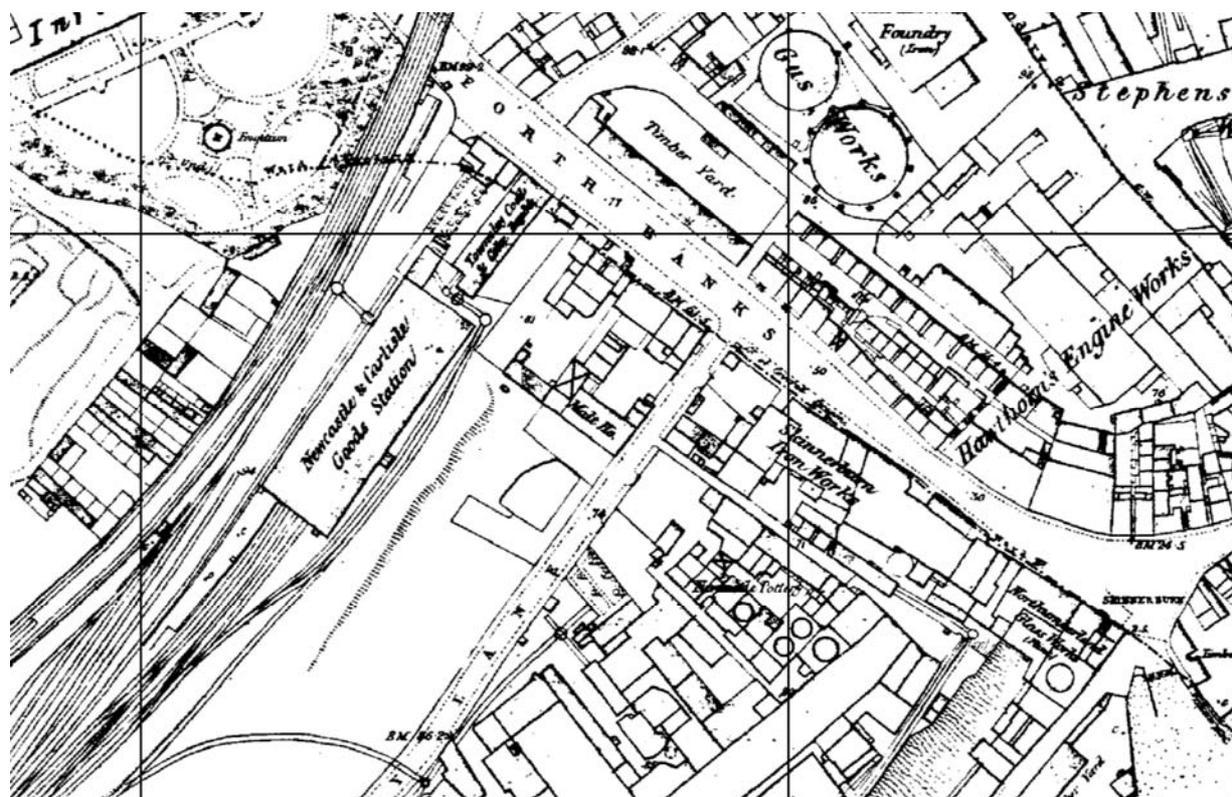


Figure 16: 1861 OS map detail, showing the Towneley Cole and Coke Depot and the Newcastle and Carlisle Goods Station, Promap

The goods shed had adjoining office accommodation, positioned at the northeast corner. There was also a superintendent's house, built to the north of the coal and coke depot, at the entrance to the site former Forth Banks (see *figures 16 and 21*).

The construction of the goods shed necessitated the demolition of the smaller square plan building(s) which were first evident on the 1851 maps (those located to the southwest of that fronting onto Forth Banks).

The Forth Banks Goods Station

The next major development at the site was the construction of the North Eastern Railways Forth Banks Goods Station (HER 4321). This was designed by Thomas Prosser in 1866 and the contract was let to Boothman and Bromhead of Leeds, although work was delayed at the site for another year whilst NER negotiated with Newcastle Corporation over the realignment of Pottery Lane. The existing goods station had to remain in use until the new building was capable of replacing it and so the construction work was planned in two phases. The first section to be constructed was the southern half which adjoined Pottery Lane. This was finished in July 1869 but delays over track laying and the installation of hydraulic cranes meant that the site did not open until 3rd March 1871, at which time the former goods shed closed.^{viii} From this point onwards all Newcastle goods traffic was handled at this site.

The North Eastern Railway building control plans for the Goods Station (see Appendix A) show that the Goods Station had accommodation for a number of offices, these arranged along the eastern side of the structure. These included a *book office store*, *Goods Manager clerks offices*, *Goods Managers offices*, *Goods Agents offices*, a *cashiers office*, a *correspondence office*, an *abstract office*, a *ledger office*, and a *reference office*. These plans also indicated that the buildings associated with the preceding goods shed (the adjoining office accommodation and the superintendents house) were retained (see *figure 17*). These were later connected by the construction of a central linking building (see *figure 18*).

In addition, these plans indicate that a second warehouse was planned at this time, to be located to the east of the principal station and the north of the brewery buildings (Appendix B and *figure 17*). However, this does not appear to have been constructed, as it does not appear on later maps (see *figure 18*).

The Forth Banks Goods Station was an important piece of railway architecture of the period. It had a pair of long, curved iron framed roofs with arched heads. Beneath the building was a vast undercroft, the southern façade of which is still upstanding, facing onto Pottery Lane; this is formed from a long sandstone wall pierced by arch headed openings (see *plates 3 and 4*).

Associated with the Goods Station were three yards; *Infirmary yard*, *Old dock yard* and *Victoria yard*. Infirmary yard was adjacent to the goods shed on the north side of the of the main Carlisle rail viaduct, with a rail connection from one of the lines serving the goods shed. The Old Dock Yard stood on the site of the old Newcastle and Carlisle passenger station. The Victoria Yard was on the west side of Shot Factory Lane.^{ix}

As the former goods shed at the site was still relatively new, NER obtained permission from the Newcastle Town improvement Committee to re-erect it at the west end of Central Station for use as a carriage shed; this work was completed in 1873 (see *figure 18*). In its new location, the building was increased in size from seven to nine bays. The second phase of works could thus commence at the goods station; this was completed in 1874.^x

^{viii} Fawcett 1987 p75

^{ix} Ayris 1990 p

^x Fawcett 1987 p76

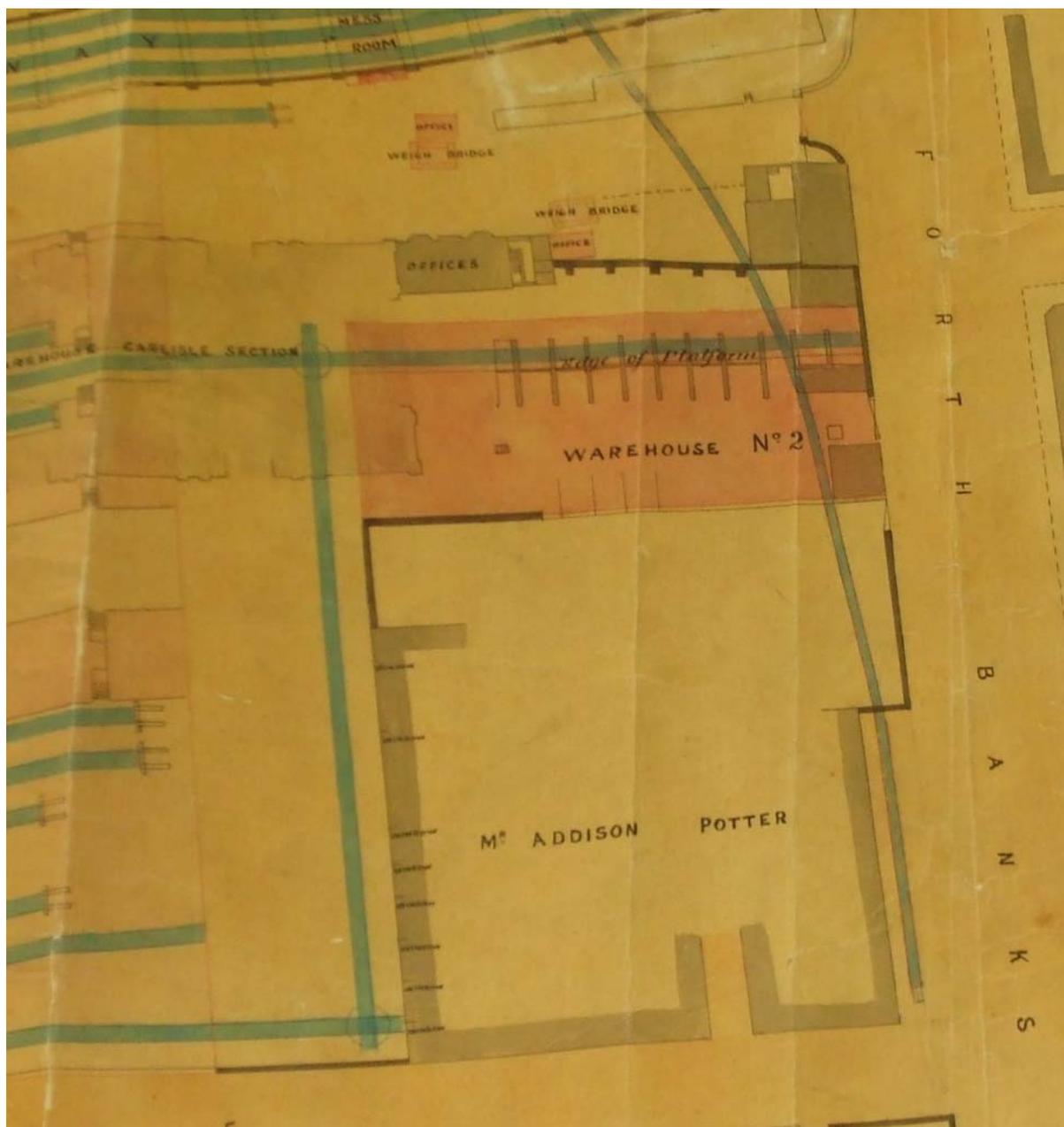


Figure 17: North Eastern Railway building control plan of 1866, indicating the second warehouse to be constructed to the north of the brewery, which is marked as belonging to Mr. Addison Potter. The office accommodation and superintendents house associated with the former goods shed are to be retained.

A second set of plans were produced of the Forth Banks Goods Warehouse in 1872, these primarily showing details of the arches (see Appendix C).

The layout and function of the buildings on the development site just prior to the next major phase of works (the construction of the new offices in 1904) can be clearly seen by examining Goods Insurance Plans of 1896 (figure 19). This clearly shows the railway office buildings to the north of the brewery, with the later central building. The functions of the individual buildings in the brewery complex are also shown; on this plan it is depicted as 'maltings'. It can also be seen that some of the old brewery buildings are occupied at this time by J.T Dove, Cement and Plaster Works.

It appears that in the following years these buildings were completely taken over by the cement works, as building control drawings dated to 1902 (see *figure 24*), relating to the construction a new entrance at the Forth Banks Goods Station depict these buildings as ‘Portland Cement Works’ (HER 10212).

North Eastern Railway building control plans dated 1891 show that an extension was proposed to the western end of the goods station (see Appendix D). It was planned that the new western elevation could reuse the doors and windows from the existing elevation. However, it is unclear whether this was ever constructed.

A number of historic images give an impression of the site in the late 19th-early 20th century. An image of the site dating to 1898 also gives an impression of the site before the construction of new offices in 1904; this shows horses’ with carts in the yard area to the east of the goods station (*figure 20*). A later image, dated 1901, shows the tracks running into the forth Banks Goods Station, giving an indication of the scale of operations at the site (*figure 22*). This can also be seen in an image dated 1930-31, which gives an impression of the interior of the Forth Banks Goods Station, at which time it was reputed to be one of the largest of its kind in the world (*figure 23*).



Figure 18: 2nd edition OS map of 1898, sheet 18. The former Forth Banks Goods station can be seen rebuilt and enlarged to the west of Central station.

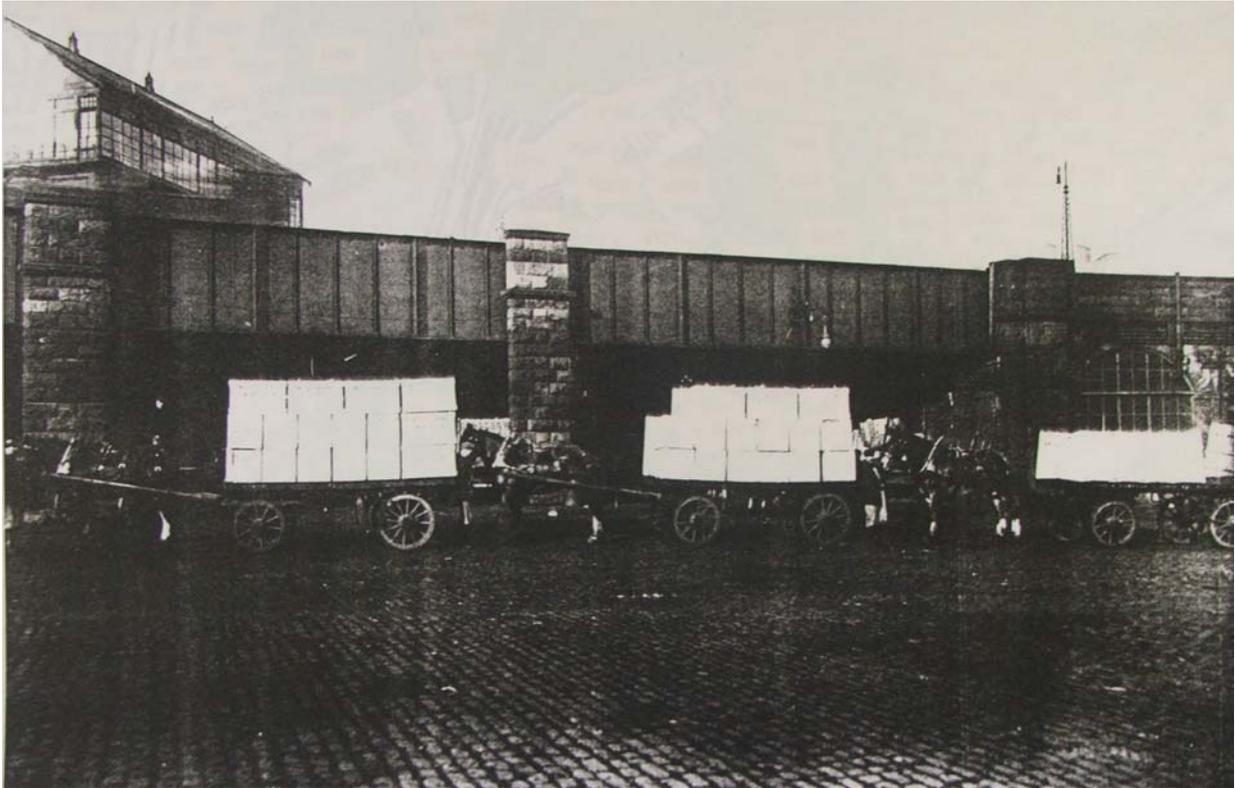


Figure 20: Forth Banks Goods Station 1898, in Tyne and Wear HER 4321



Figure 21: View down Forth Banks, dated 1900.

The building in the foreground is the former superintendents' house associated with the preceding goods station. This was retained when the new goods station was built in 1866, and plans indicated that it was planned to be transformed into a library.^{xi}

^{xi} Newcastle City Library 1992, in Tyne and Wear HER 4321



Figure 22: 1901 image of the tracks leading into Forth Banks Goods Station, this image provides an indication of the scale of operations at the site^{xii}



Figure 23: The interior of the Forth Goods Station, taken in about 1930-31.^{xiii}

^{xii} Northumbrian Railways website - <http://www.northumbrian-railways.co.uk/index.php?page=newcastle-forth>, unknown

^{xiii} In Tyne and Wear HER, site 8917

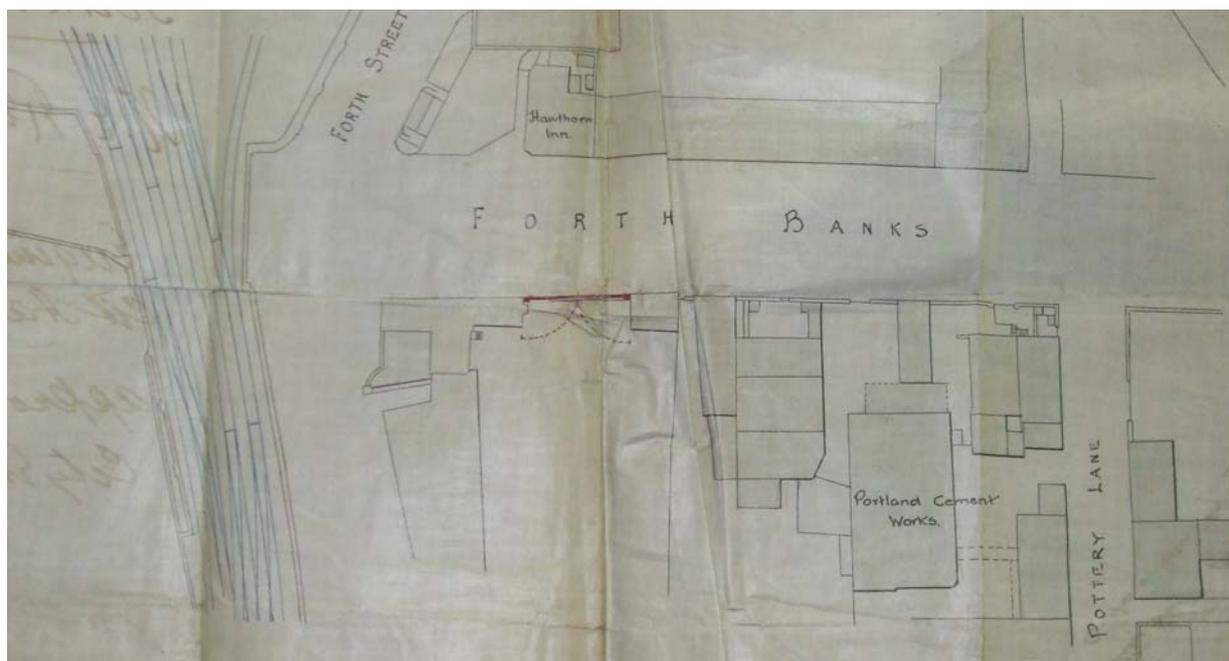


Figure 24: Plan dating to 1902, detailing the former brewery buildings as 'Portland Cement Works'

vii. The early 20th century

The early 20th century saw a number of changes at the development site; the construction of new offices (currently known as Kings House), the demolition of the brewery/cement works buildings and the construction of a warehouse extension to the Forth Banks Goods Station.

Kings House

In 1904 a new goods station office was built at the eastern side of the site, facing onto Forth Banks – this is currently known as Kings House (see Appendix E for the 1904 building control plans of the office buildings). This three storey structure (with additional basement level) was possibly designed by William Bell, the architect for the North Eastern Railway from 1877 to 1925.^{xiv} The construction of this building involved the demolition of the previous office accommodation which was located to the north of the brewery buildings.

The building is of a basic rectangular plan with a protruding half width bay at the northeast corner. The basement level housed the less formal space, such as the library, reading room, billiards room, committee meeting rooms and writing rooms. On the ground floor more public areas could be found, such as the enquiries office and the receiving office and lobbies. Here were also larger (presumably communal) staff offices, for the invoicing staff and correspondence staff. The chief clerk also had a private office on this floor. The first floor housed a number of larger drawing offices and a few smaller private offices. The second floor accommodated the clerks offices and additional general office space, along with some engineers offices. The kitchens, mess room and sitting room were located on the third floor.

^{xiv} RCHME Report on UDC Area and Tyneside



Plate 1: Northeast elevation of Kings House.

Plate 2: Date stone above doorway on northeast elevation of Kings House

King Edward Bridge Approach Viaduct

In 1905 the Goods Station warehouse of 1866 and its associated undercroft were effectively cut in two by the construction of the approach viaduct for the King Edward VII Bridge (HER 1010). The approach viaduct truncated the east and south elevations of the Goods Station, sectioning off the southeast corner of the station. The King Edward VII Bridge was designed by Charles A. Harrison for the North Eastern Railway and opened in 1906.

A set of building control plans relating dating to 1920 (see Appendix F) show the viaduct truncating the office accommodation on the eastern side of the station, as well as the alterations to the elevations. The only part of the 1866 Goods station still upstanding is the undercroft facade facing onto Pottery Lane, where the truncation of the elevation by the viaduct can be clearly seen (see *plates 2 and 3*).



Plate 3: King Edward viaduct truncating the south elevation of the 1866 Forth Banks Goods Station, view from west

Plate 4: King Edward viaduct truncating the south elevation of the 1866 Forth Banks Goods Station, view from east

Forth Banks Goods Station Warehouse

In 1907 an extension was constructed at the eastern end of the 1866 Goods Station, at the junction of Forth Banks and Pottery Lane (HER 8917). This involved the demolition of the brewery/cement works buildings which were formerly located in this position (see Appendix G for the building control plans relating to this building).

This building was designed by William Bell and was built by L.G Mouchel's Company, using the *Hennebique system*. This was a new technique developed by Francois Hennebique, which involved reinforcing concrete using iron bars (see figures 26 and 27).

The ferro-concrete building was of three storeys, in plain but functional neo-classical style. It had a steel framed roof with glazed strips, which was half-hipped at the rear (southwest) of the building. The northeast gable onto Forth Banks has a full width pediment defined by wide shallow pilasters. The rear gable had four arched openings, the central two of which have later been modified to form a larger square headed opening.

The warehouse extension abutted the Goods Station on its northeast corner and the two interconnected by means of the existing large arched brickwork openings of the Goods Station; the two central openings were formed into one by means of the insertion of a steel lintel and removal of the intervening pier. Trains could run from the Station into the upper floor of the warehouse and vice versa.

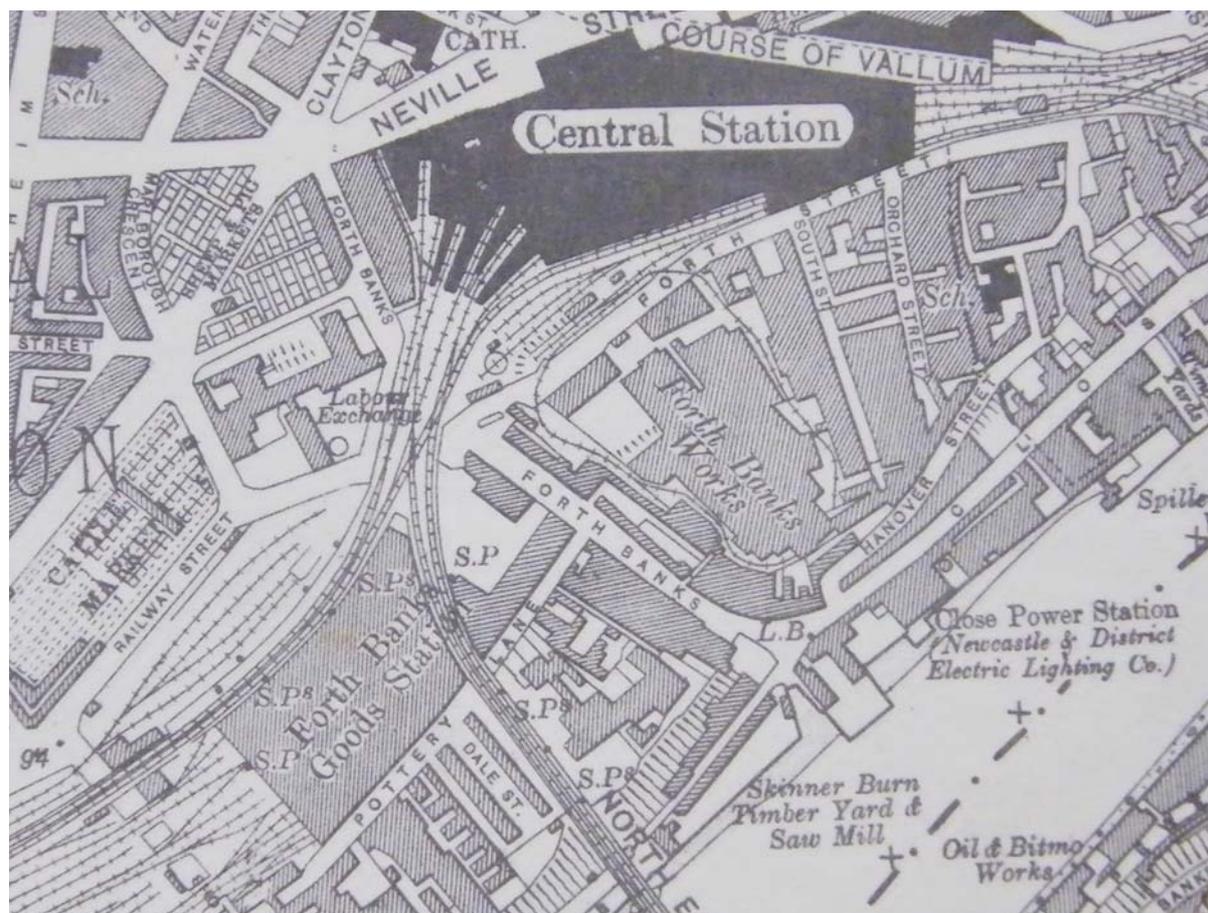


Figure 25: 1921 OS map detail, showing the 1904 railway office buildings, Prosser's 1866 Goods Station truncated by the 1905 King Edward Bridge approach viaduct, and the later warehouse extension at the southeast corner, at the corner of Forth Banks and Pottery Lane

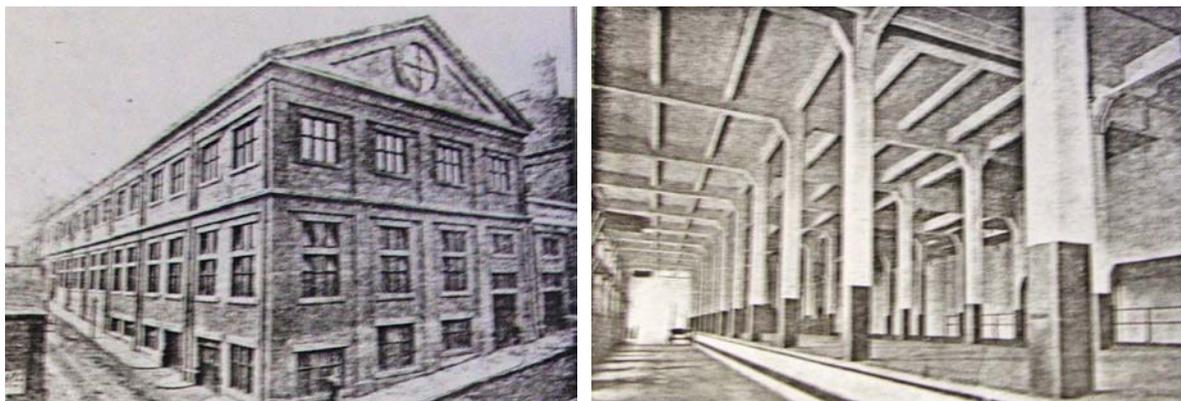


Figure 26: Exterior of the new warehouse at Forth Banks Goods Station, which was built in ferro-concrete
Figure 27: Interior ground floor of the Forth Banks Goods Station Warehouse^{xv}

viii. The closure of Forth Banks Goods Warehouse

It appears that, at some point in the early 1930s the Forth Banks Goods Warehouse ceased to be used for its original purpose and was subdivided and rented out as workshop space. A set of building architect drawings dated to 1933 (see Appendix H) by Hetherington and Wilson Architects and Surveyors, for A. N Bibby Esq, detail proposed changes to the lower floor of the building for use as an abattoir. This involved sectioning off two main areas in the warehouse, one at the western end of the building surrounded by insulating partitions, one at the eastern end of the building surrounded by normal partitions. The western space enclosed freezers, an air lock, refrigerators, a chill room and a curing tank. There was also an office sectioned off at the far western end of the building. The eastern space enclosed the ‘boning room’, defrosting tanks and the boiler house.

The 1940 OS map shows that the Forth Banks Goods Warehouse had been extended along its northern elevation (see figure 28). These extensions do not appear on any building control plans dating to this period and it is therefore unclear what function these extensions served. These have since been demolished. In addition, the northern elevation of the building (excluding the easternmost end) appears to have been replaced, as it is currently constructed from corrugated iron, and thus any evidence for these in the form of scars on the northern elevation have been lost.

This map also shows a small entrance building at the access from Forth Banks to the rear of Kings House, with a weighing machine located on either side. These are still evident on the image of this area of the site taken in 1962 (see figure 29), however they have since been demolished.

A set of building control plans dated to December 1954 (see Appendix I) detail alterations to the upper floors of Forth Banks Goods Warehouse for use as ‘Hog Abattoir and Dressing Hall’ by Empire Bacon Curing Co. Ltd Newcastle; these plans were approved in July 1955. These give details of the proposed alterations to the building, including the function of spaces (‘gut room’, ‘dressing hall’ drainage, holding pens). There appear to have been additional alterations relating to this use of the building in 1955; this involved the installation of a flue from the furnace on the southern elevation of the building (see Appendix I).

These drawings show that, at this time, the lower floor of the building was occupied by ‘C.W.S Ltd’; this was accessed from Pottery Lane.

The use of the building as general workshops continued until relatively recently.

^{xv} Images in Tyne and Wear HER, site 8917

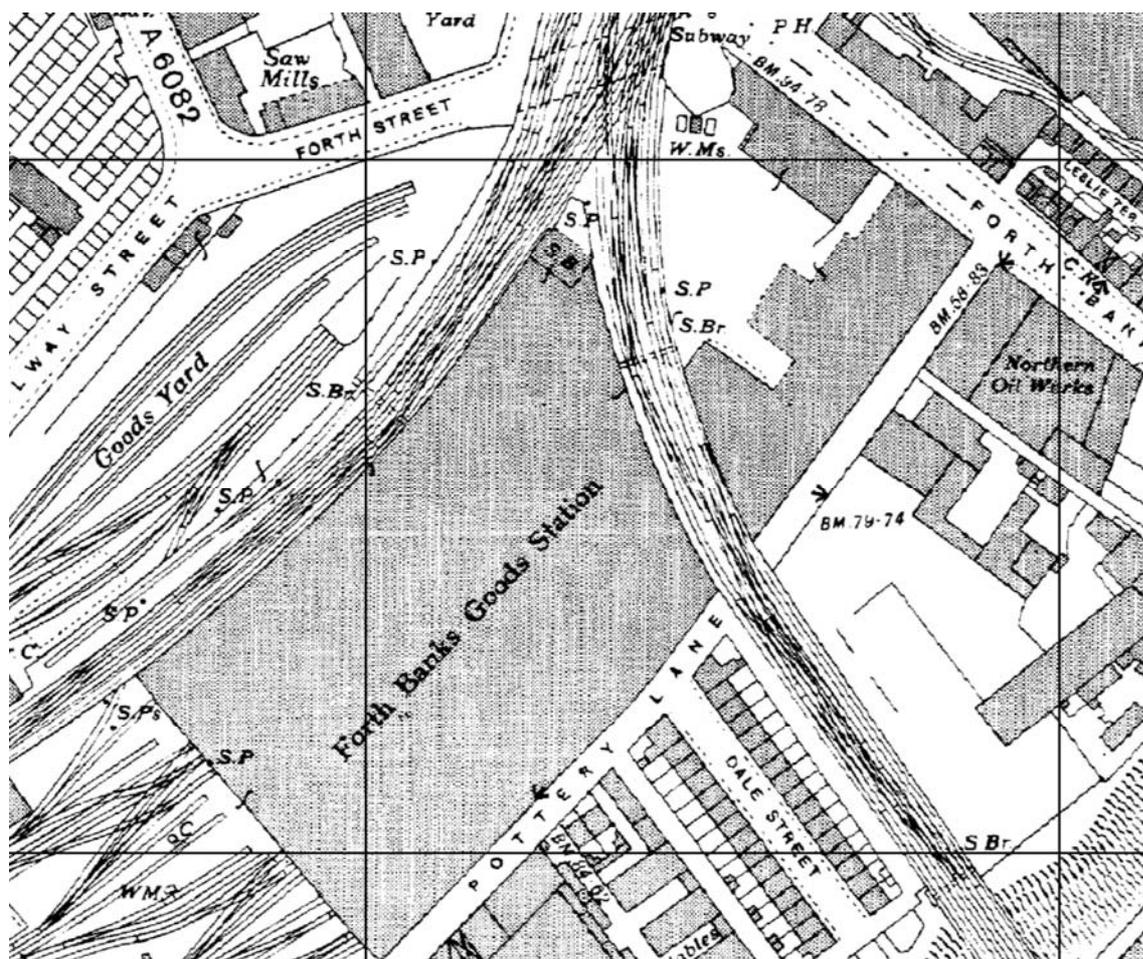


Figure 28: 1940 OS map detail, showing the northern extension to the Forth Banks Goods Warehouse



Figure 29: View of the yard area to the NW of Kings House, with entrance building and weighing machines^{xvi}

^{xvi} Northumbrian Railways website - <http://www.northumbrian-railways.co.uk/index.php?page=newcastle-forth>, Brian Johnson 1962

ix. *Forth Banks Goods Station Closure and Kings House alterations*

It appears that in the latter half of the 20th century the amount of goods traffic handled at Forth Banks Goods Station began to decrease. In 1963 sundries, that is less than wagon load traffic, which had been handled inside the shed, was transferred to Tyneside Central Freight Depot in Gateshead.

A number of images taken in the early 1960s and 1970s give an impression of the site and interior arrangement of space before it was demolished in 1972 (see *figures 31-32*). The 1983-4 OS map shows the site after the demolition of the Goods Station; the tracks and platforms are still shown, as are a number of buildings to the north of the tracks (see *figure 33*). The remnants of these platforms are still visible today (see *plate 5*). The southern end of the eastern elevation, where the Goods Station met with the warehouse, was left upstanding. It seems likely that the eastern elevation was identical in style to the western elevation, as the remains of the truncated eastern elevation with arched openings is still upstanding, currently forming the west elevation of the warehouse (see *plate 6*).



Plate 5: Remnants of platforms from Forth Banks Goods Station, also forming the top of the station undercroft, located to the southwest of Kings House



Figure 30: View of the western end of the Goods Station, shortly before it was demolished in 1972^{xvii}

^{xvii} From 'Northumbrian Railways' website: <http://www.northumbrian-railways.co.uk/index.php?page=newcastle-forth>, unknown photographer



Plate 6: view of the western end of the goods warehouse, with the truncated elevation of former Goods station visible



Figures 31 and 32: View of balcony and offices at eastern end of the Goods Station, Brian Johnson 1962^{xviii}

A set of architects plans were drawn up in 1989 for the British Railway Board (see Appendix J); these detail proposals for the use of the building for the Area Civil Engineers Offices. These alterations generally relate to the subdivision of once large open plan areas.

^{xviii} From 'Northumbrian Railways' website: <http://www.northumbrian-railways.co.uk/index.php?page=newcastle-forth>,



Figure 33: 1983-4 OS map, showing the site after the demolition of Forth Banks Goods Station



Figure 34: Forth Banks Goods Warehouse, built c.1907, view from southeast, taken in 2001^{xix}

^{xix} Images of England, site number 468847, copyright Mr Bob Cottrell

3. *Assessment and recommendations*

From the preceding historical assessment it can be seen that the development site appears to have remained largely undeveloped until the industrial period (later half of the 18th century). Immediately before this the area appears to have served largely as communal grazing/recreational ground out-with the town walls. Although there are no finds of prehistoric-medieval date that from within the development site, the large amount of activity recorded from the surrounding area suggests that there may be the potential for archaeologically significant material to be found within the development site. However, the large amount of development on the site from the industrial period onward likely involved considerable disturbance to the pre-existing ground.

i. Current site condition

The present condition of the site is as follows. The former Goods Warehouse at the junction of Pottery Lane and Forth Banks is derelict and unoccupied, although there have been some recent motoring-related business activity in the lower floors on Pottery Lane. Debris, such as oil, paint and discarded car parts have been left *in situ*. This waste material hindered further investigation of this structure at this time. The roof is in a poor condition and parts of the building are covered in scaffolding with netting to protect the public from falling masonry.

At present, Kings House is owned by Network Rail; Network Rail uses some of the interior space and the remainder is sub-let to a variety of tenants. The interior is in good condition and, although there has been some alterations from the original layout (mainly consisting of subdivisions of formerly large open spaces), much of the original design is still visible, particularly in the stairwells.

Most of yard area is used as car parking for Network Rail and the tenants of Kings House. A number of lock-up containers at the western elevation of Kings House are currently storing oil and petroleum products for the use of Network Rail.



Plate 7: View of the eastern facades of the former Forth Banks Warehouse and Kings House, fronting onto Pottery Lane (taken from the SE)

ii. Previous and current impacts

By examining a site plan with all previous developments on the site superimposed, it is possible to see the amount of the site which has been affected by previous development works (see *figure 35*). It is evident that, whilst there has been a large amount of previous development on the site, there does appear to be pockets of undeveloped ground.

Based on borehole evidence from the surrounding area (see section *1.iii*) it appears likely that there is a large amount of made ground within the development area. There is therefore the potential for the presence of contamination within these made ground deposits, derived from past uses such as the railway and various industrial uses.

iii. Archaeological potential and recommendations

As discussed in section *3.ii* there are pockets of ground on the development site that may not have been affected by previous development. There is also the likelihood of deep deposits of made ground on the development site, as suggested by borehole evidence from the surrounding area.

There is a large amount of evidence for prehistoric, roman and medieval activity from the area surrounding the development site. Therefore, depending upon the depth of made ground at the development site, there is possibly the potential for medieval and earlier deposits surviving, as these may have been protected from industrial and later developments by the depth of overlying made ground.

The construction of buildings on the site, in particular the Good Station, would have necessitated an amount of landscaping in the area, which likely heavily impacted upon any earlier deposits. However, it is also possible that the creation of made ground in these areas may have preserved pockets of previous activity. In addition, the remains of the pre-existing buildings which may have destroyed earlier deposits are in themselves of historic interest.

The current proposed development intends to retain Kings House and the Former Goods Station Warehouse, with additional large scale development within the yard area to the rear (west) of Kings House. An access road is also proposed, between the development and the viaduct, which follows the curve of the viaduct.

It is therefore suggested that exploratory ground works on the site are subject to archaeological monitoring, as this would provide an opportunity to investigate the nature of deposited material on the site and assess the potential for the survival of archaeological remains preserved *in situ*. For example, it may provide the opportunity to identify any evidence for medieval and earlier occupation evidence on the site, as well as locating the foundations of now-demolished structures which were present in the yard area, including parts of the brewery buildings, the Townley Coal and Coke Depot and the Newcastle and Carlisle Goods Shed. It is suggested that any potentially significant material revealed as part of the monitoring works be recorded through a photographic and written record.

The archaeological monitoring of ground breaking works would therefore allow an assessment of the nature of any potentially significant archaeological material on the site and thus provide information on which to base any further archaeological mitigation strategies. If any potentially significant archaeological material was uncovered during the monitoring of exploratory works, it may be the case that further archaeological mitigation would be required.

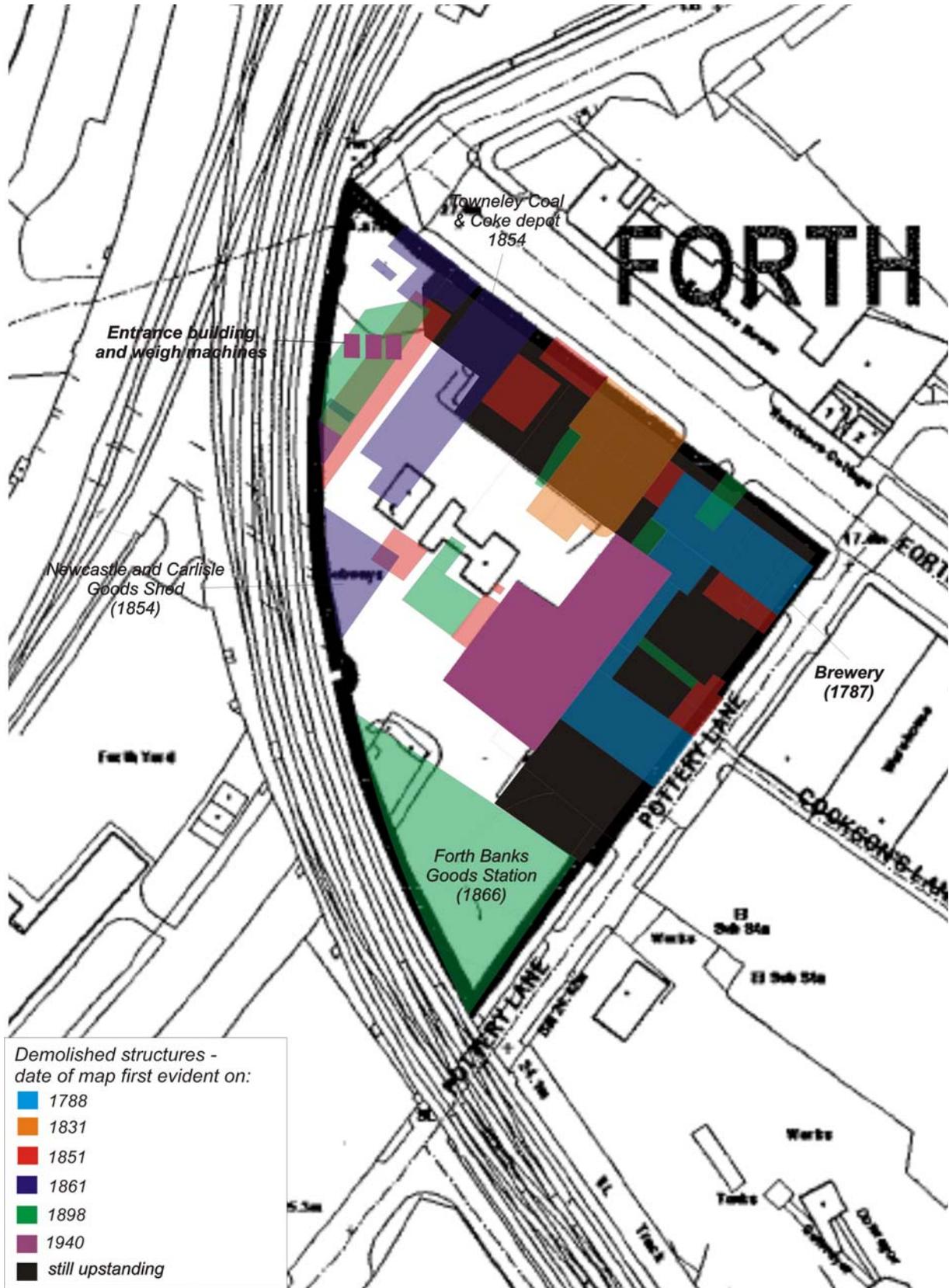


Figure 35: Extent of previous development on the site

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Newcastle City Library, Local Studies Section

National Monuments Record

Websites

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North East museums Libraries & Archives Council - <http://www.mla.gov.uk>

Historic Environment Local Management - www.helm.org.uk

Tyneside Life and Times - www.tynesidelifeandtimes.org.uk

Tomorrows History - <http://www.tomorrows-history.com/>

Tyneside Life and Times – <http://www.tynesidelifeandtimes.org.uk>

Cartographic

1590 *Bird's Eye View of Newcastle*, NCL

1610 *John Speed Plan of Newcastle*, TWAS

1684 *M. Beckman map of Newcastle*, NCL

1725 *Corbridge's map of Newcastle*, NCL

1736 *A Plan of Newcastle for the Rev. Henry Bourne*, NCL

1746 *I. Thompson's map of Newcastle*, NCL

1770 *Charles Hutton's Plan of Newcastle upon Tyne and Gateshead*, NCL

1788 *Beilby's map of Newcastle*, TWAS

1802 *L,K Kidd's map of Newcastle*, TWAS

1808 *Roper and Cole's map of Newcastle*, NCL

1827 *John Wood's Plan of Newcastle Upon Tyne and Gateshead*, TWAS

1831 *Thomas Oliver's Plan of Newcastle Upon Tyne*, TWAS

1851 *Thomas Oliver's Plan of Newcastle Upon Tyne*, TWAS

1851 *John Tallis' map of Newcastle*, NCL

1861 *Ordnance Survey map*, Promap

1896 *Charles Goads Insurance Plans*, NCL

1898 *Ordnance Survey map*, Promap

1921 *Ordnance Survey map*, Promap

1940 *Ordnance Survey map*, Promap

1983 *Ordnance Survey map*, Promap

British Geological Survey, Solid and Drift mapping

Building Control Records

Tyne and Wear Archives (TWAS)

- 1866 Proposal Drawings of the Forth Banks Goods Station and Warehouse
- 1933 Proposal drawings for alterations to Forth Banks Goods Station Warehouse
- 1954-55 Proposal drawings for alterations to Forth Banks Goods Station Warehouse

North Eastern Railways Archives

- 1866 Proposal Drawings of the Forth Banks Goods Station and Warehouse
- 1872 Detail drawings of Forth Banks Goods Station
- 1891 Proposal drawings for extension to Forth Banks Goods Warehouse
- 1904 Proposal drawings for Goods Offices
- 1920s Plans of the Forth Banks site
- 1907 Proposal drawings for the Forth Banks Goods Warehouse
- 1989 Drawings for alterations to Kings House

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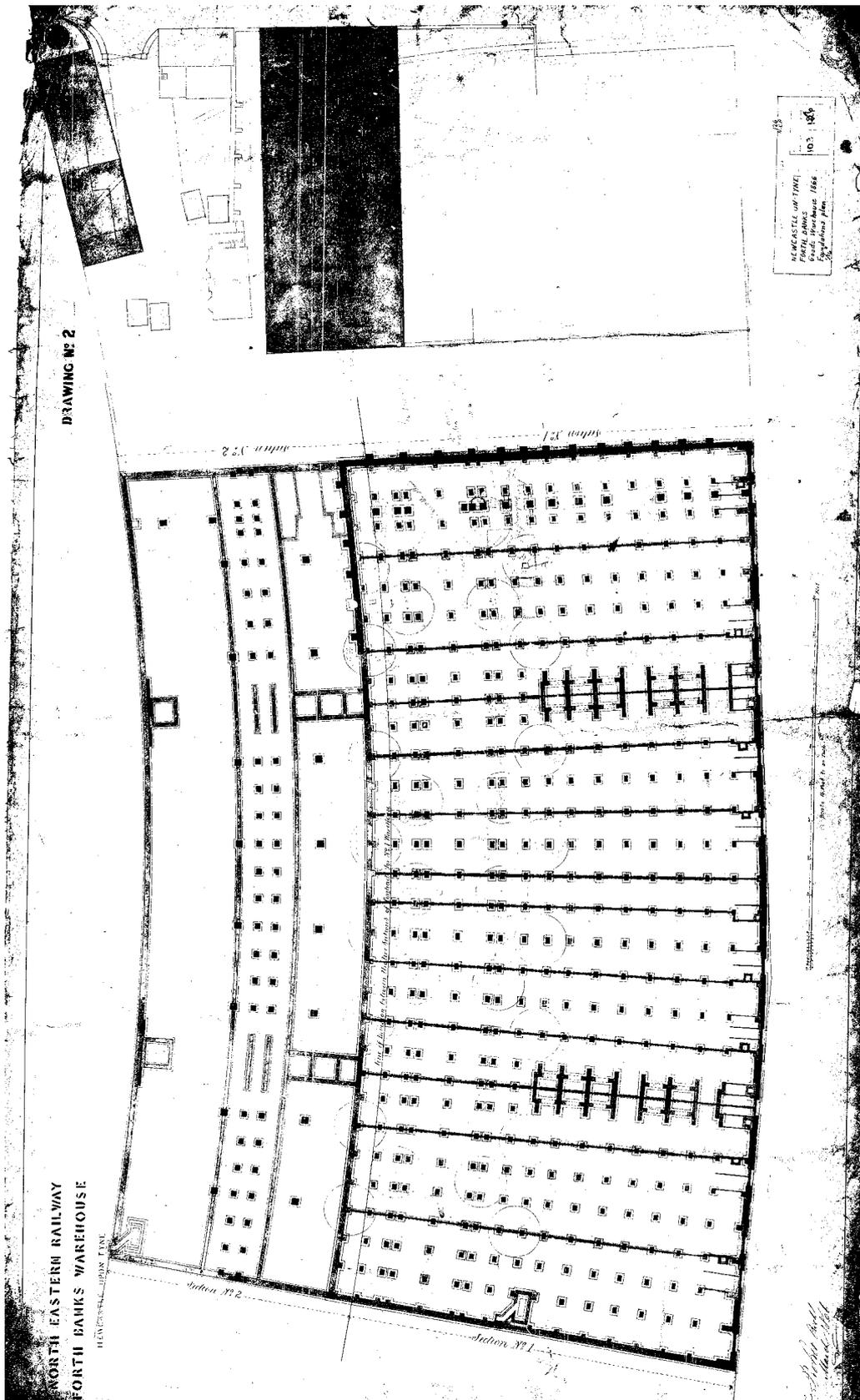
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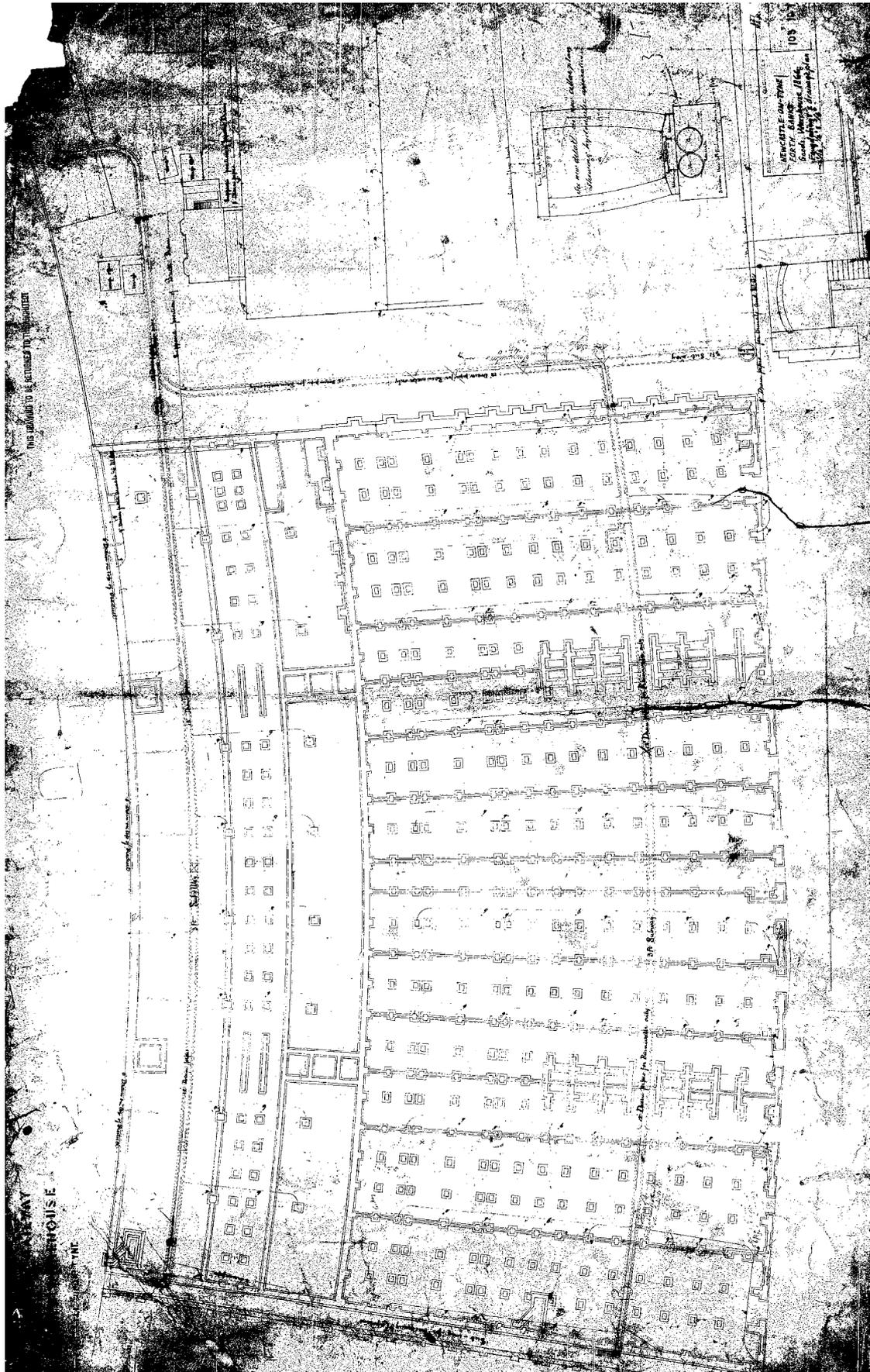
Newcastle City Council 2001 *South of Central Station Character Statement*

Northern Archaeological Associates 2000 *Forth Banks, Newcastle Upon Tyne, Borehole monitoring Report*, for State Corporation Ltd. (Tyne and Wear HER ref 2000/3).

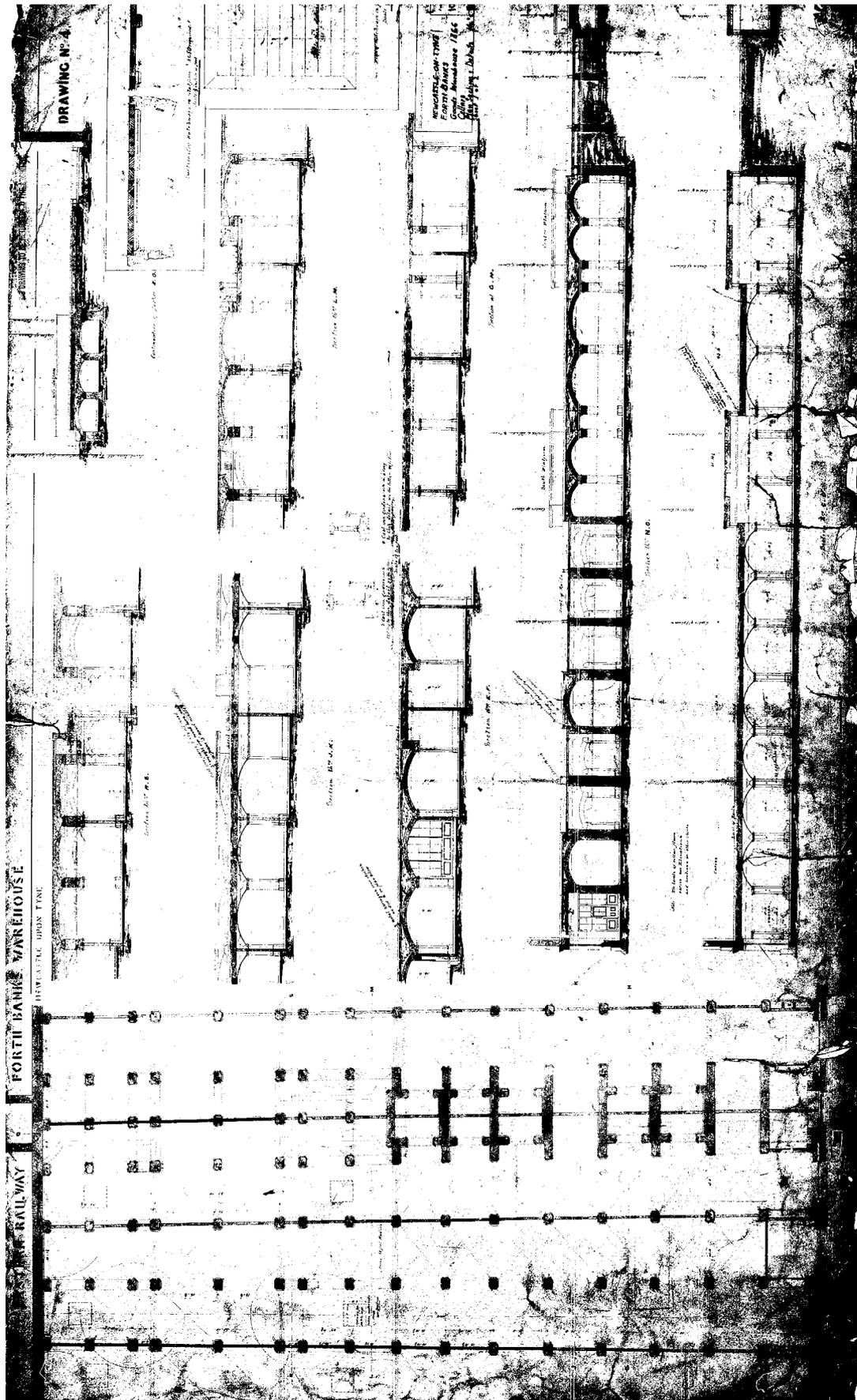
Appendix A: Forth Banks Goods Station, North Eastern Railway Building Control Plans



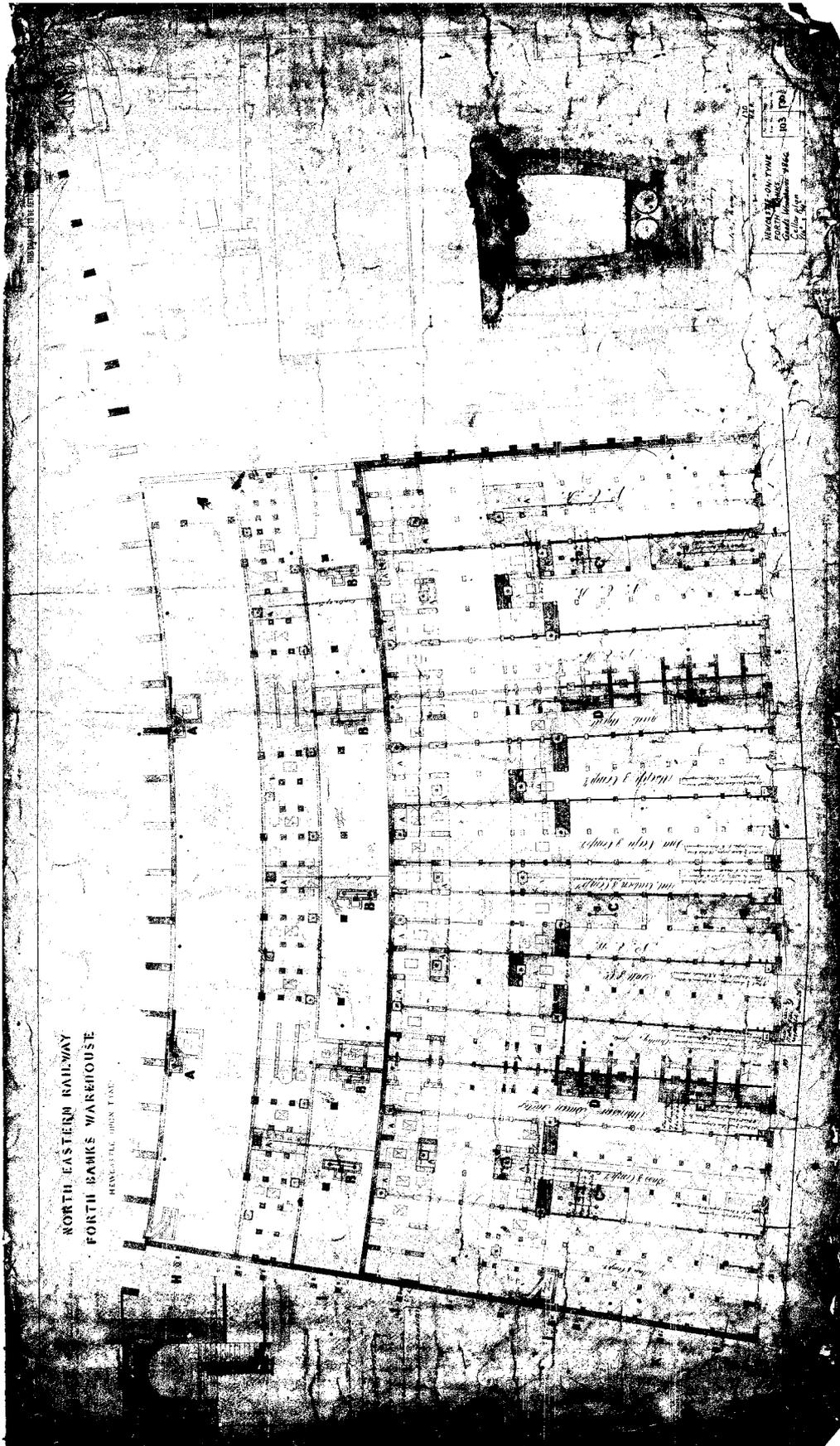
Forth Banks Goods Station, 1866 foundation plan, North Easter Railway (N.E.R) ref. 126



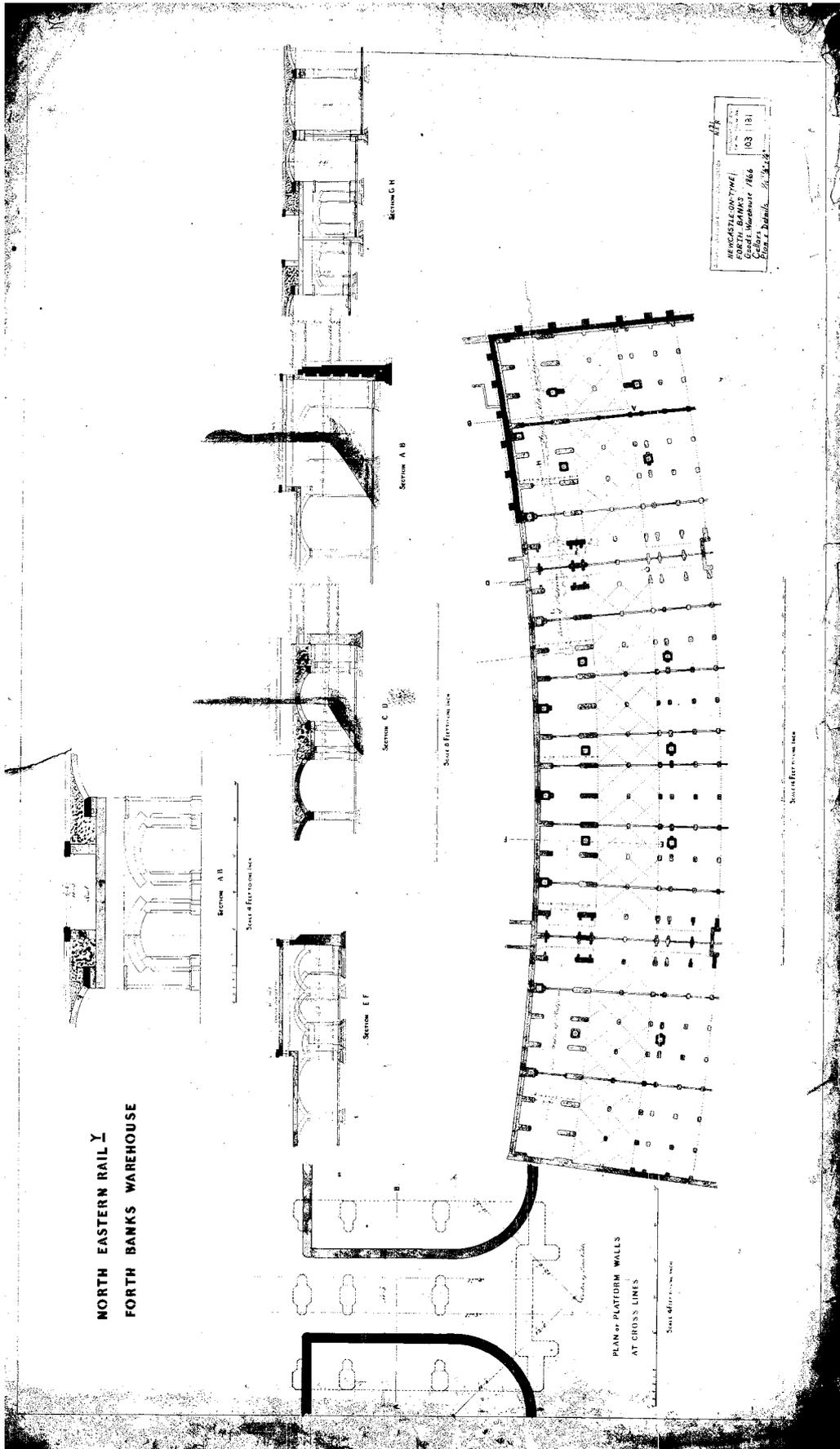
Forth Banks Goods Station, 1866 foundation drainage plan, N.E.R ref 127



Forth Banks Goods Station, 1866, cellars, N.E.R ref 128



Forth Banks Goods Station, 1866, cellar plan, N.E.R ref 130



Forth Banks Goods Station, 1866, cellar plan and section, N.E.R ref 131

N.E.R. FORTH GOODS WAREHOUSE

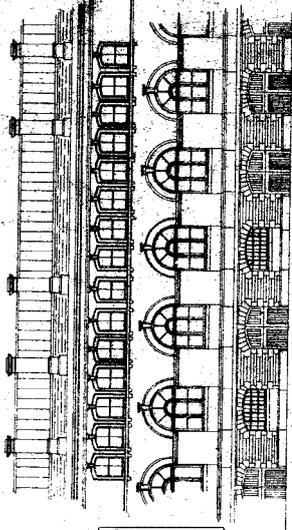
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BRITISH RAILWAYS (N.E. REGION) CLASSIFICATION
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FORTH BANKS
Goods Warehouse
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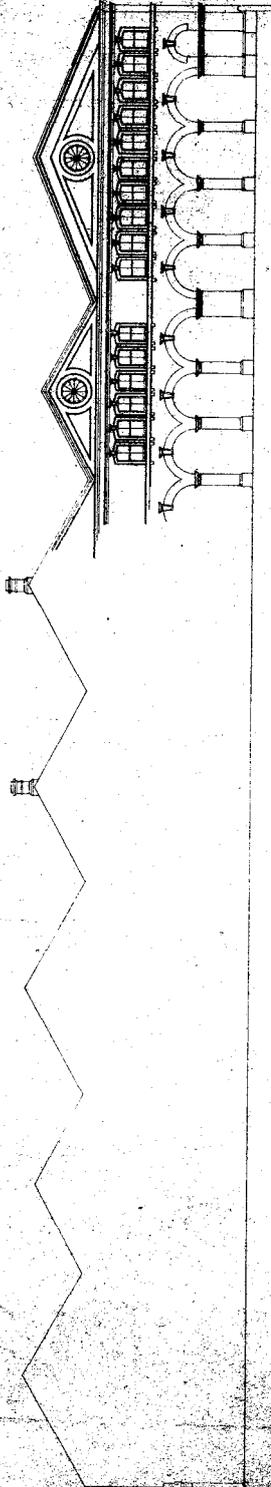
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N.E.R.

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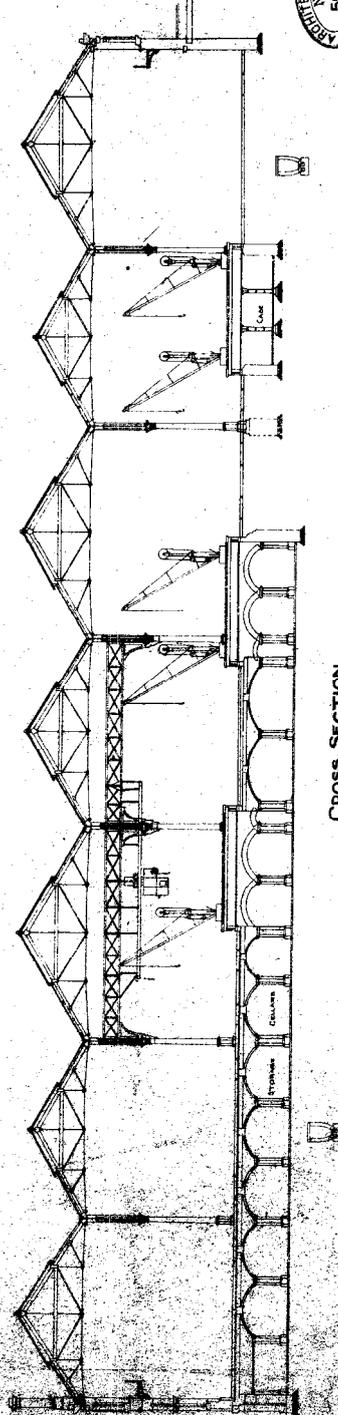
SCALE IS FEET TO AN INCH



ELEVATION TO POTTERY LANE.
SOUTH.



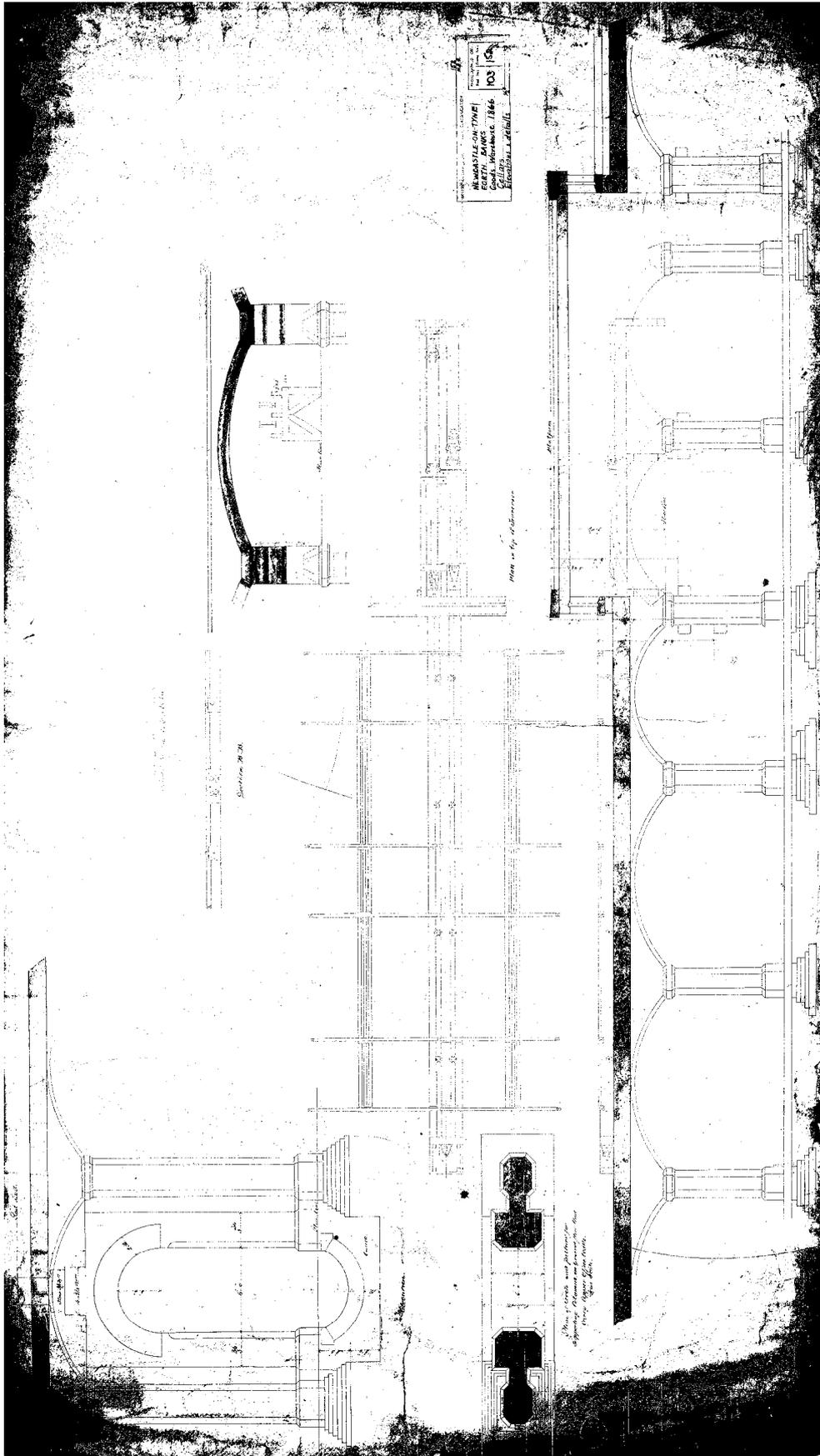
WEST ELEVATION.



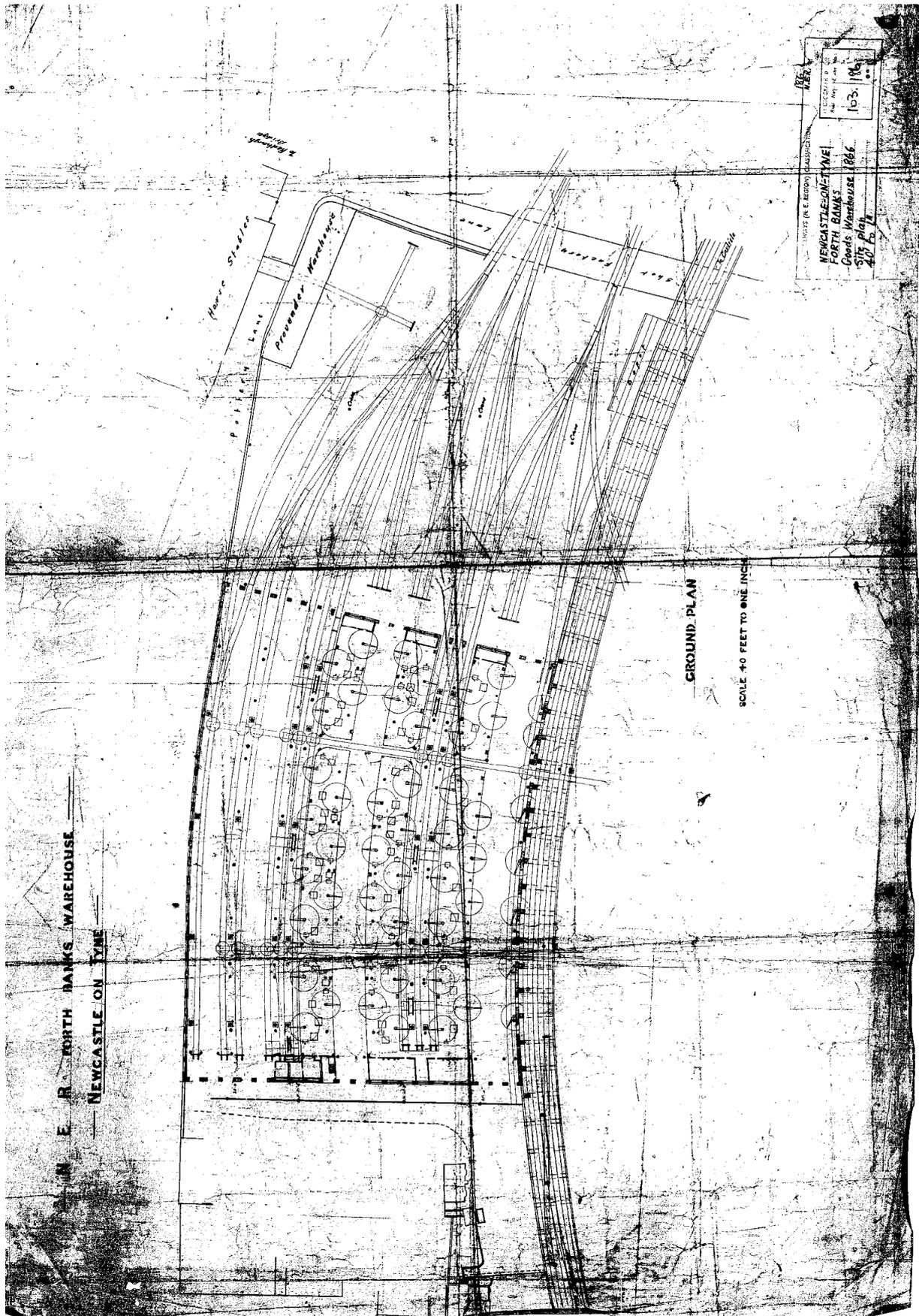
CROSS SECTION.



Forth Banks Goods Station, 1866, part elevations and section drawing, N.E.R ref 150



Forth Banks Goods Station, 1866, cellars, elevations and details, N.E.R ref 152

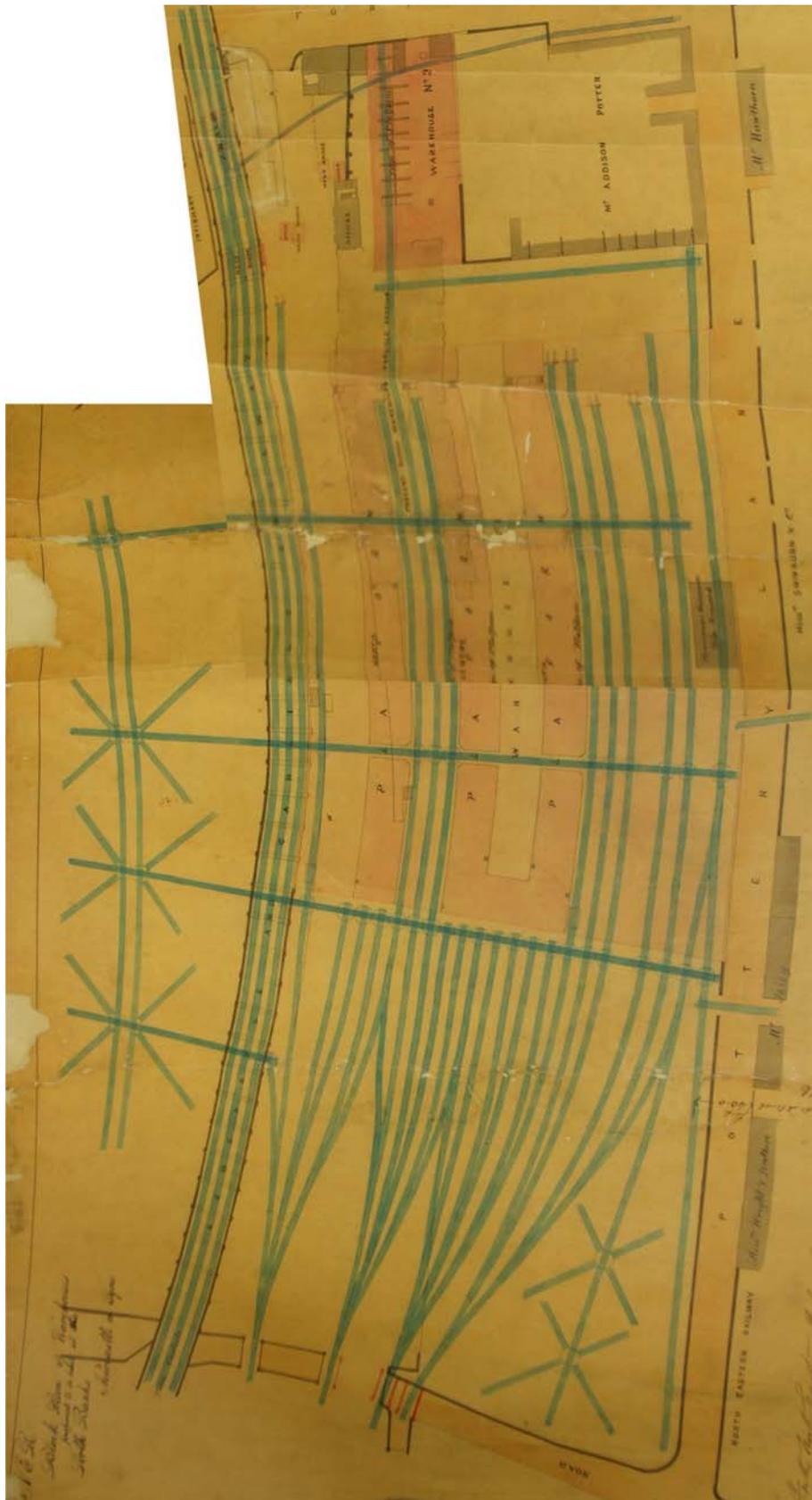


N. E. R. FORTH BANKS WAREHOUSE
 NEWCASTLE ON TYNE

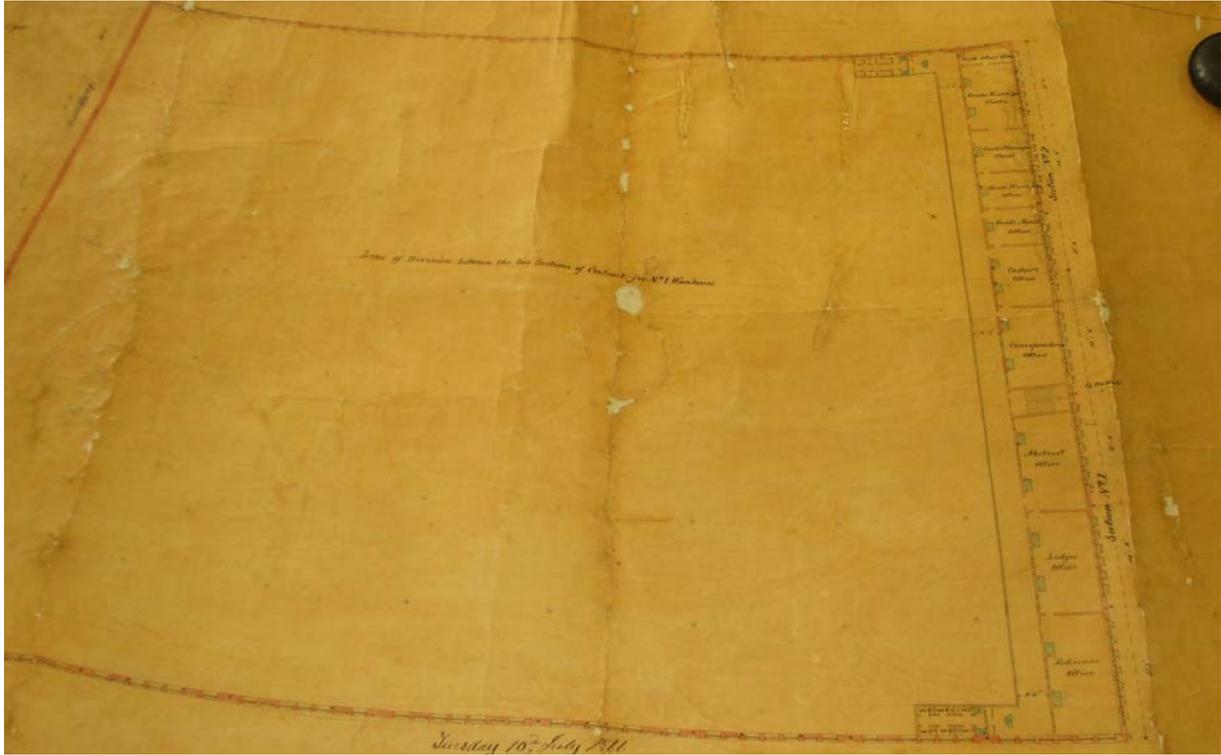
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GROUND PLAN
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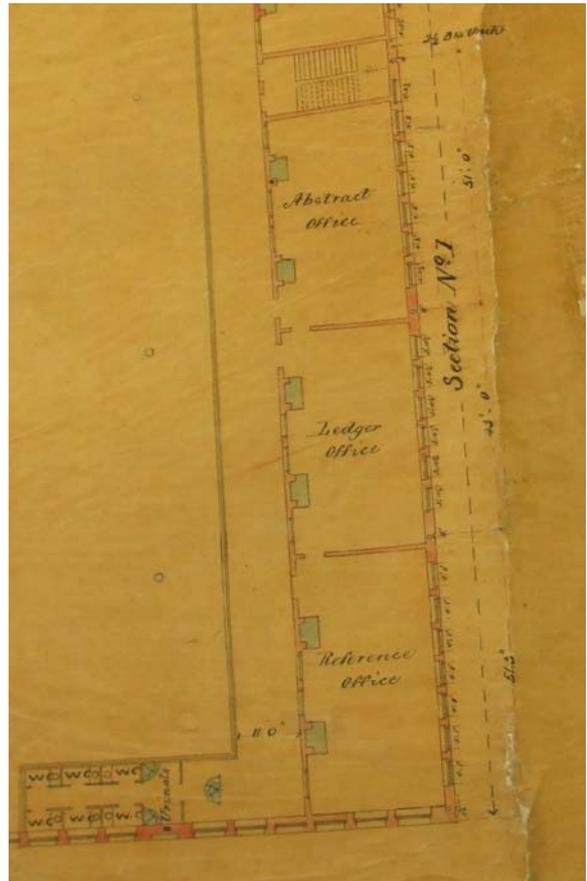
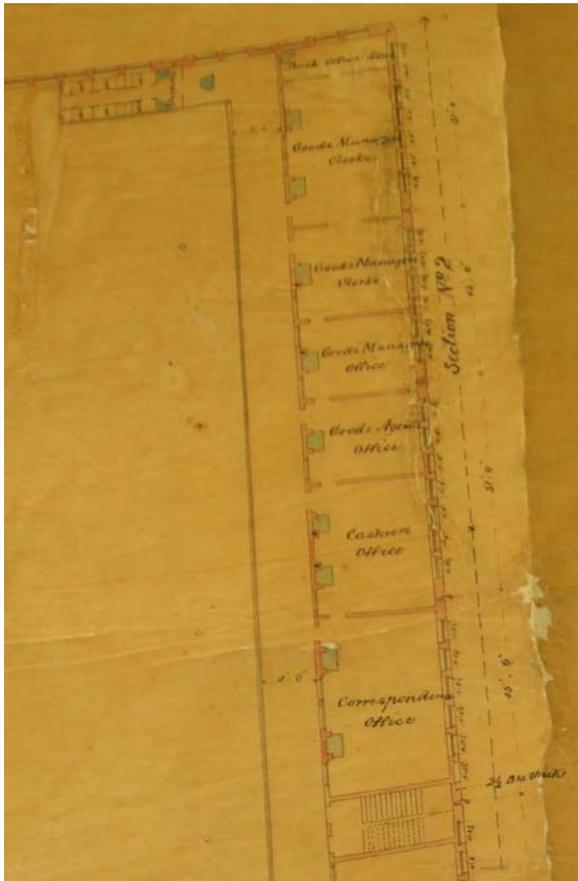
Forth Banks Goods Warehouse site plan, N.E.R ref186



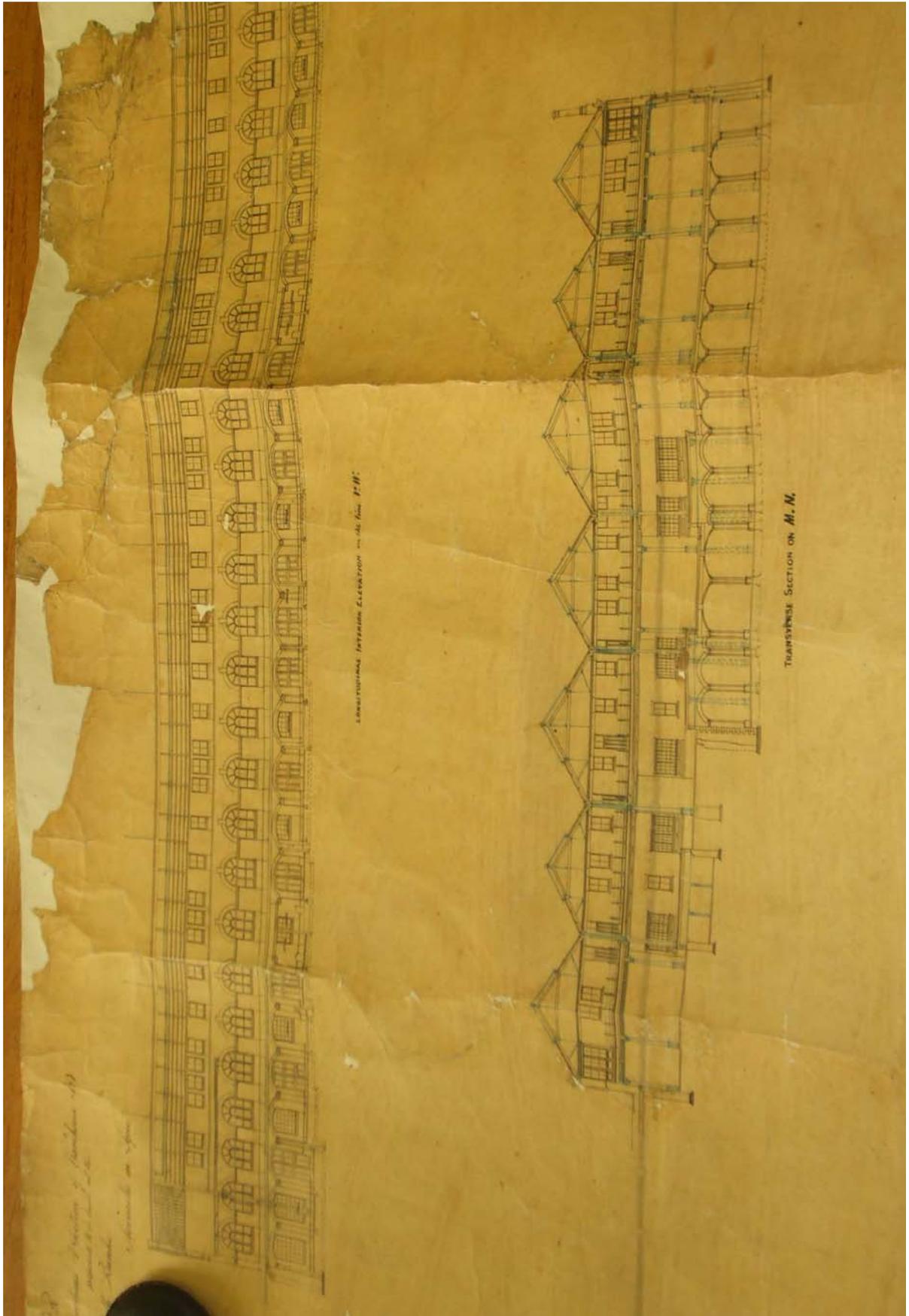
N.E.R Block Plan of the Warehouses to be built at Forth Banks, 1866



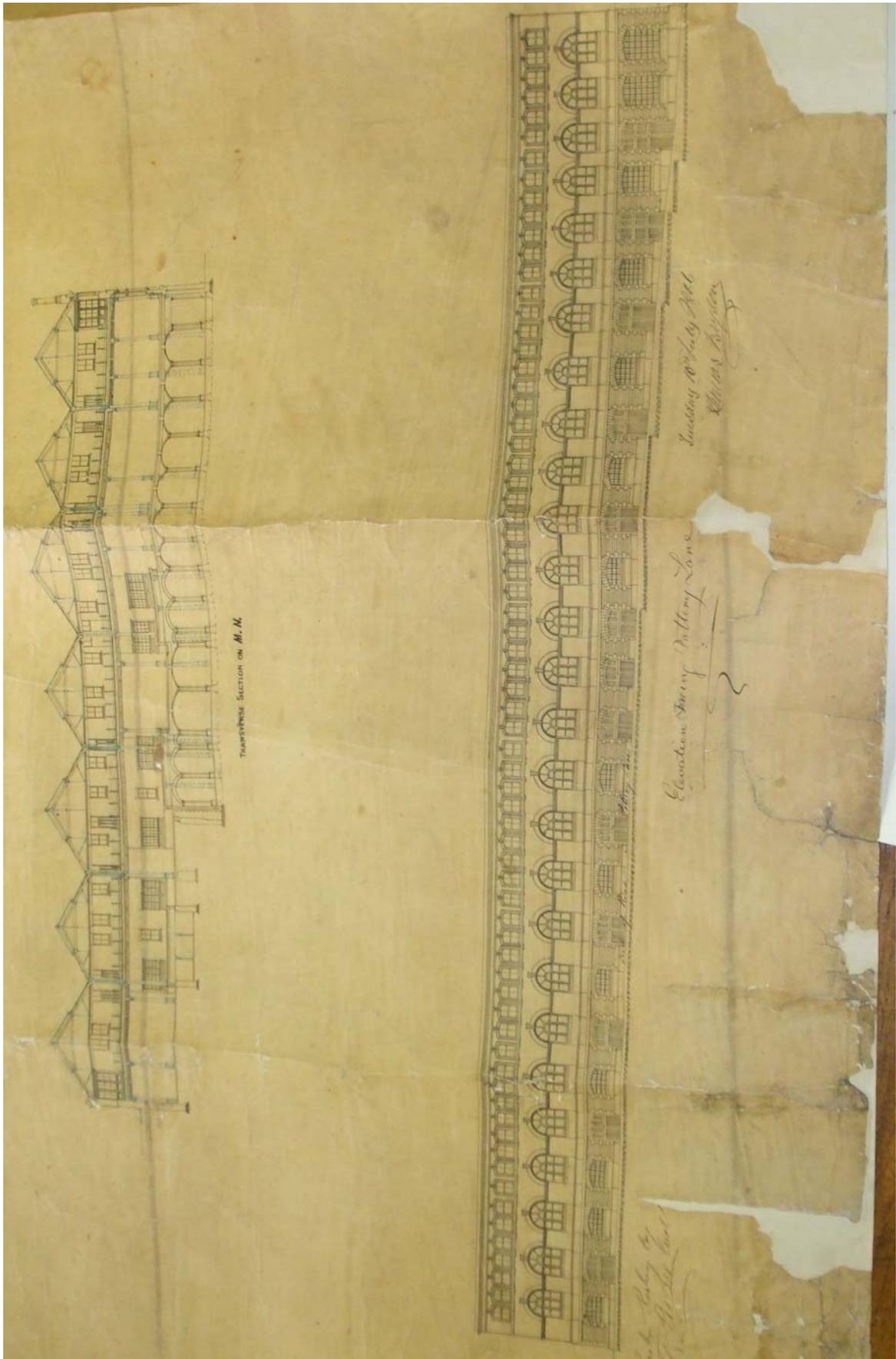
Plan of the Warehouse No. 1 to be built at Forth Banks, 1866



Detail of offices in Warehouse 1 (northeast and southeast respectively)

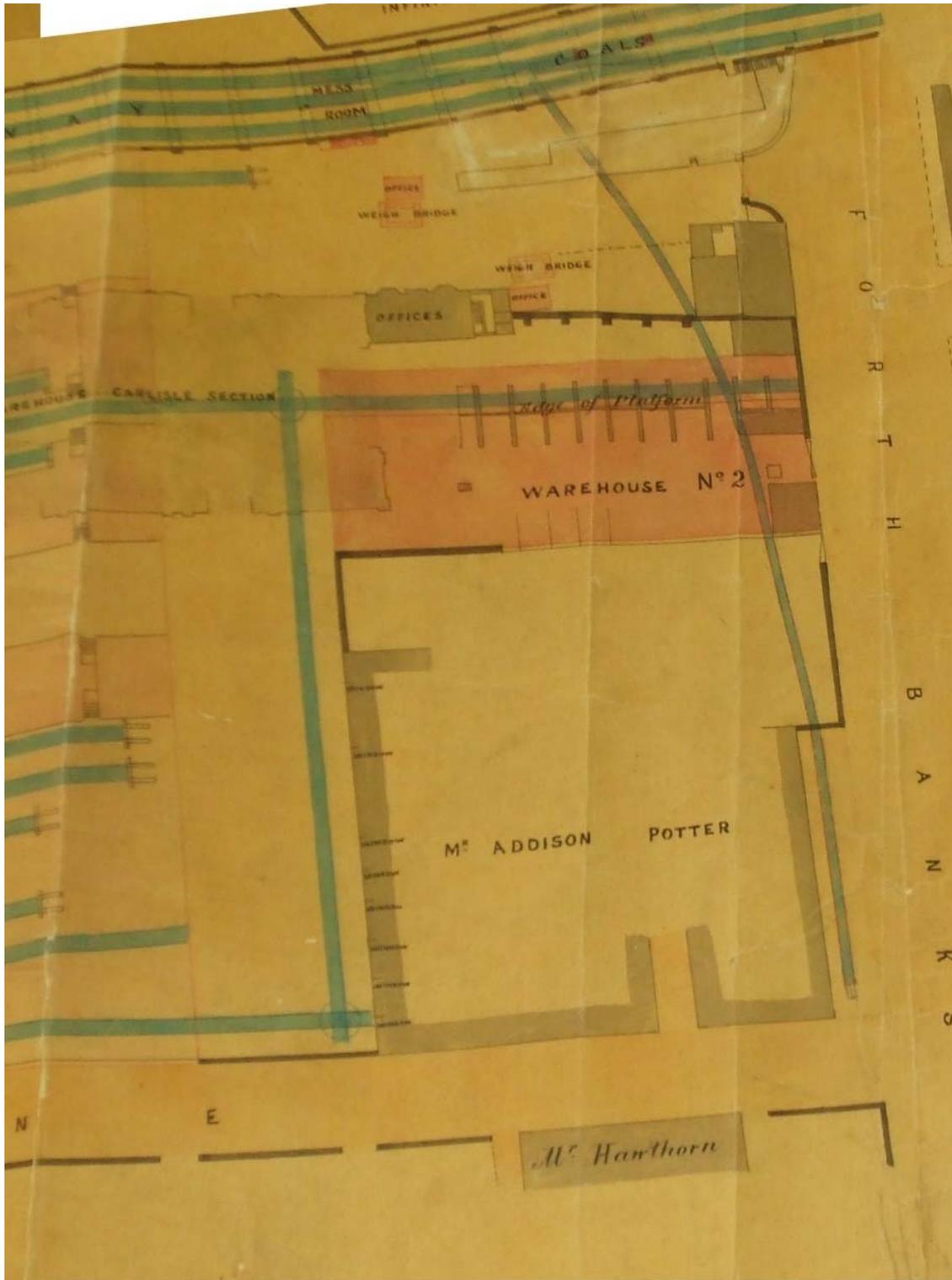


Interior elevation and section of Warehouse No. 1 to be built at Forth Banks, 1866

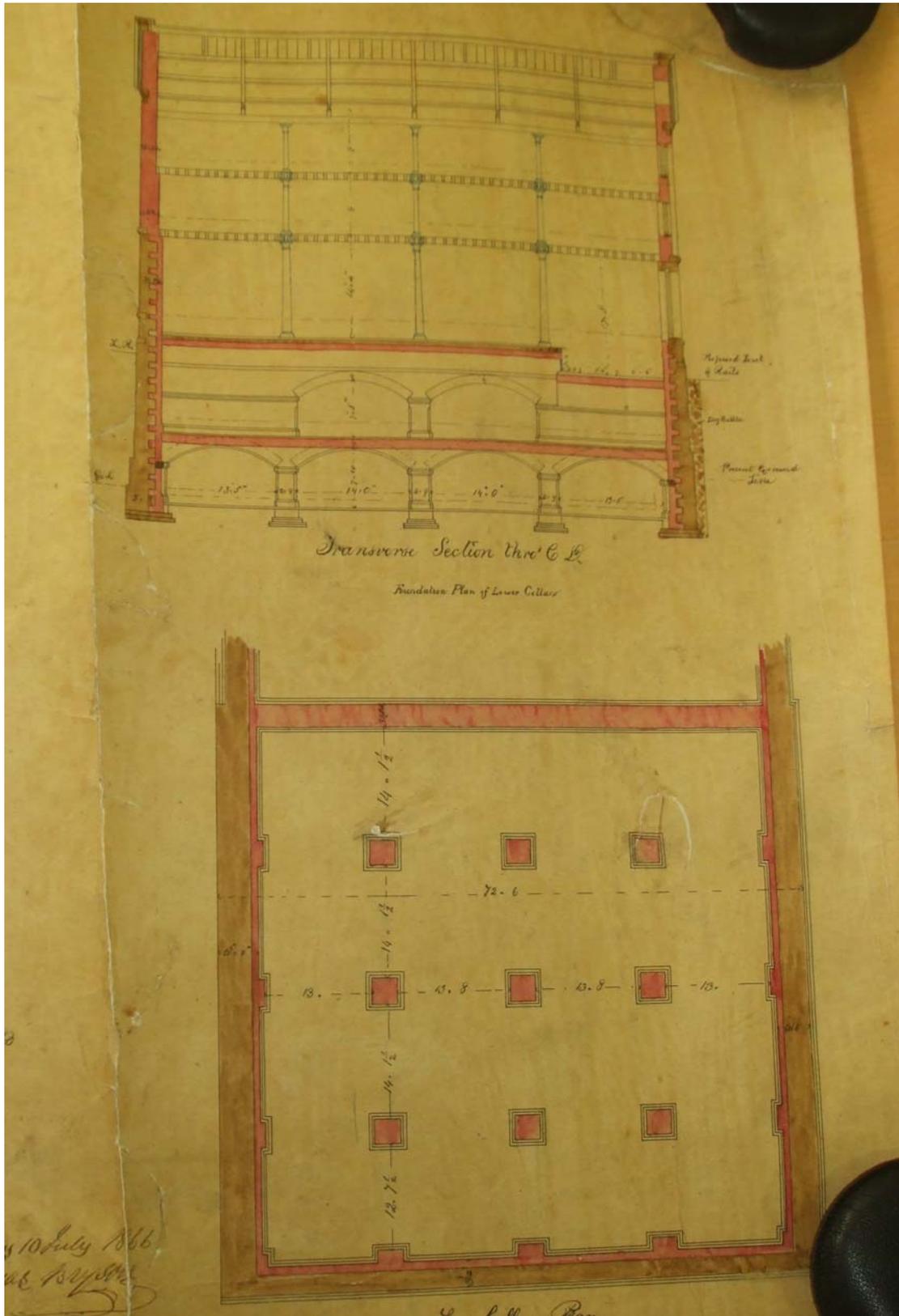


Elevation and section of Warehouse No. 1 to be built at Forth Banks, 1866, elevation facing Pottery Lane

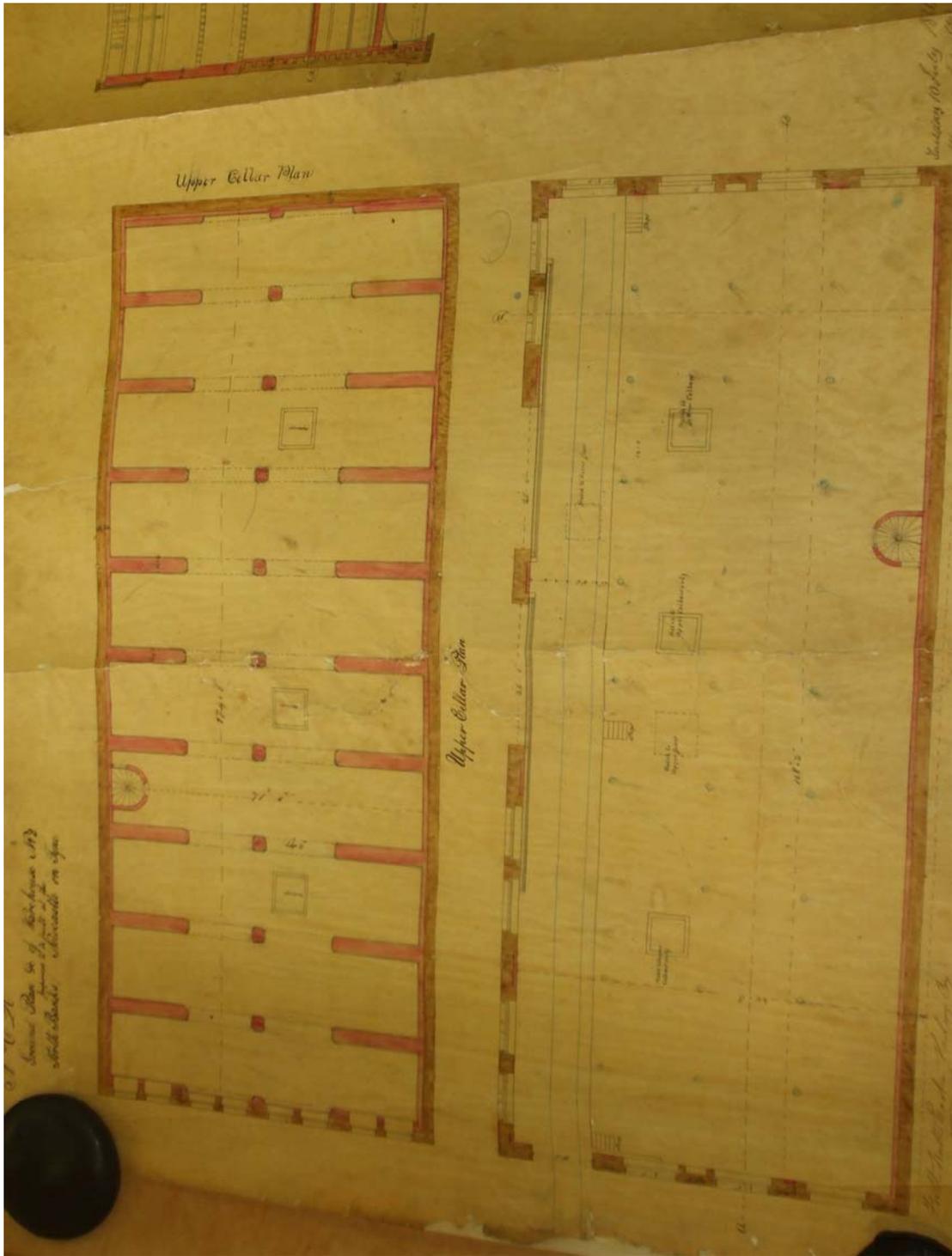
Appendix B: Forth Banks Goods Station, North Eastern Railway Building Control Plans for Warehouse No. 2



1866 Building control plan, showing location of planned Warehouse No. 2 at Forth Banks

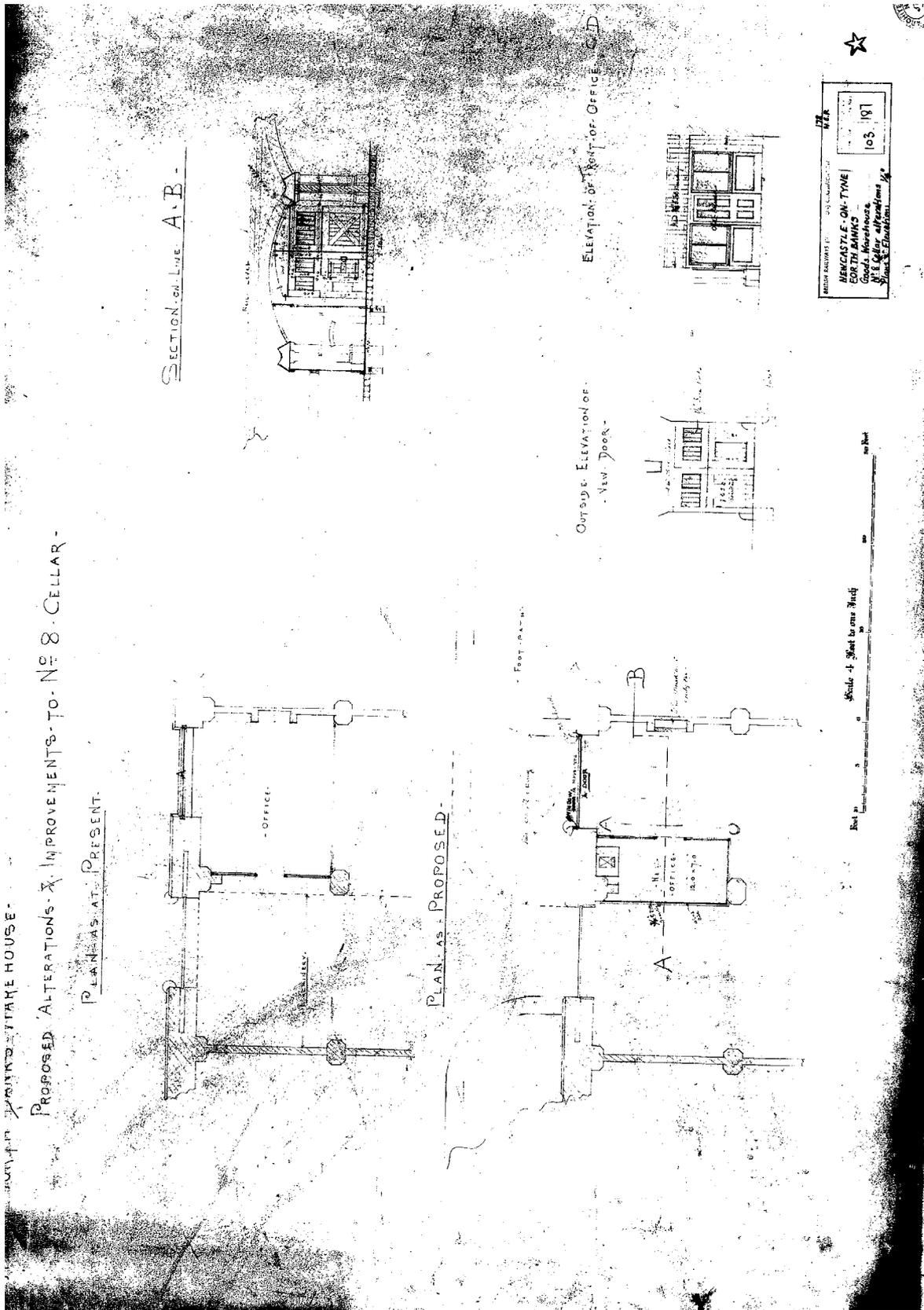


1866 Building control plan of proposed Warehouse No. 2 at Forth Banks



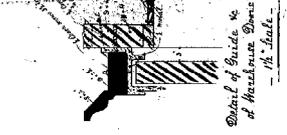
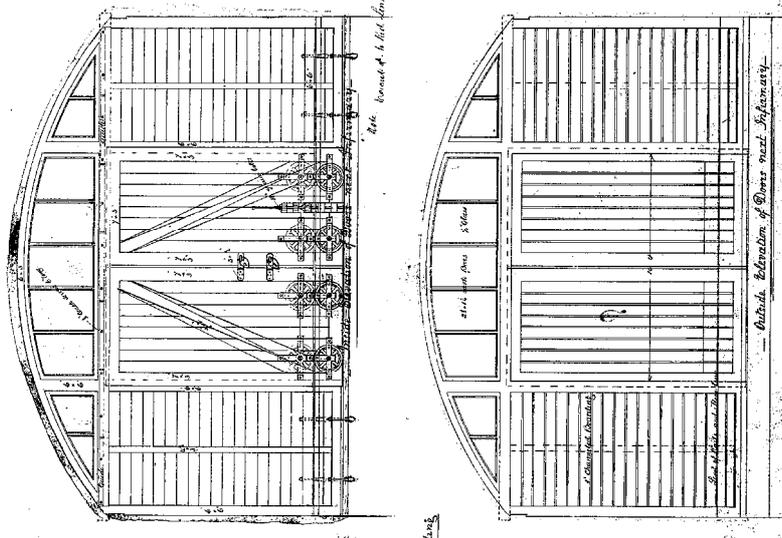
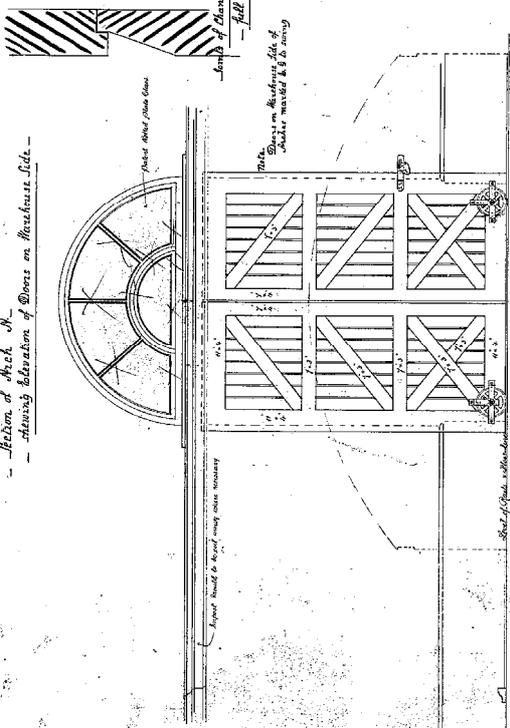
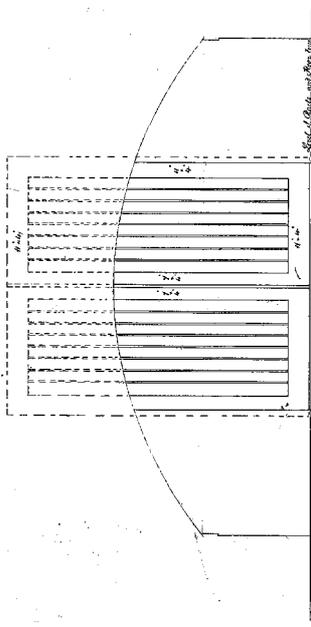
1866 Building control plans of proposed Warehouse No. 2 at Forth Banks

Appendix C: Forth Banks Goods Station, North Eastern Railway Building Control Plans, 1872-3 detail drawings



Forth Banks Good Warehouse, arch details, N.E.R ref 188

H. B. B.
 Forth Banks Warehouse -
 - Detail of Archway Doors No. 1 -

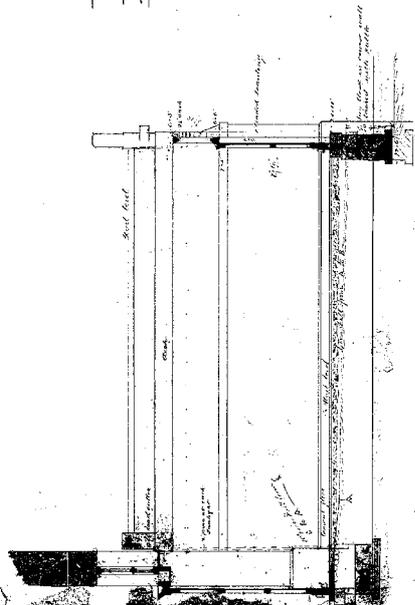


NEWCASTLE-ON-TYNE
 GEORGE BARKER
 CIVIL ENGINEER
 103, 190
 1872

Forth Banks Good Warehouse, arch details, N.E.R ref 189

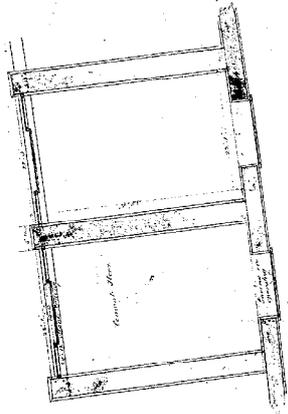
F. C. W. Forth, Forth, N.E.R. ref 190

Details of other details



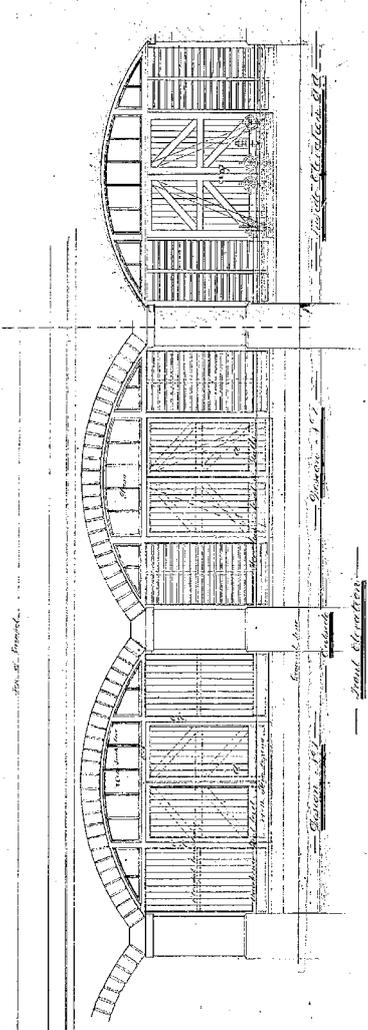
General Section

Scale of feet to one inch

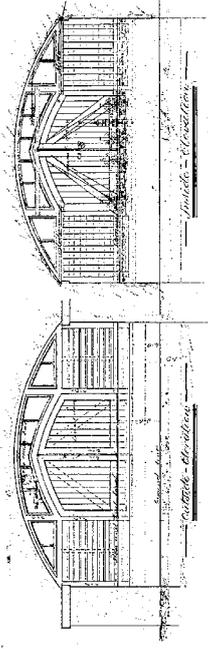


General Section

Scale of feet to one inch



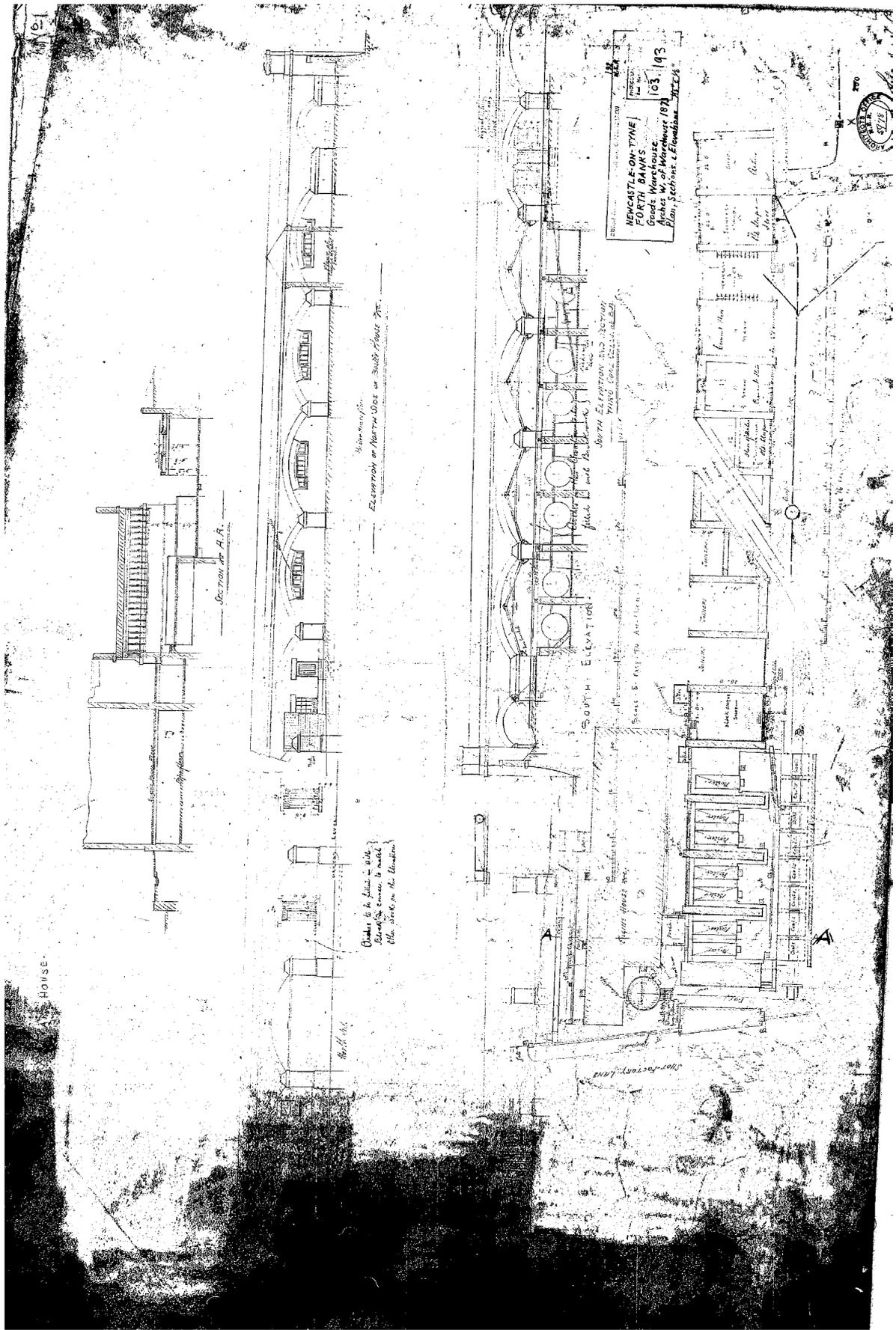
Front Elevation



Rear Elevation

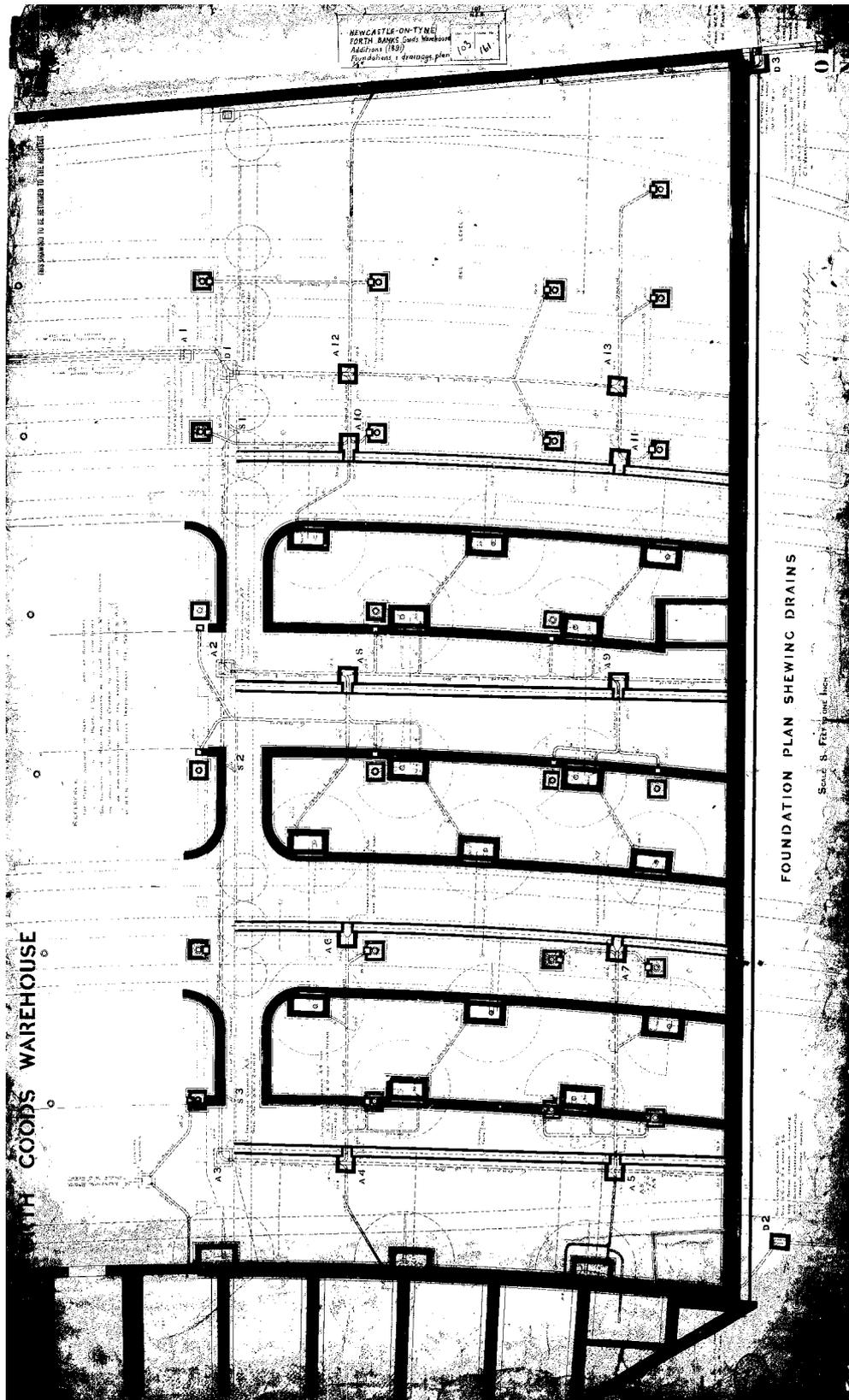
190
 NEWCASTLE-ON-TYNE
 NORTH BANKS
 Goods Warehouse
 Arch Details 1872
 Sheet 3 of 4

Forth Banks Good Warehouse, arch details, N.E.R ref 190

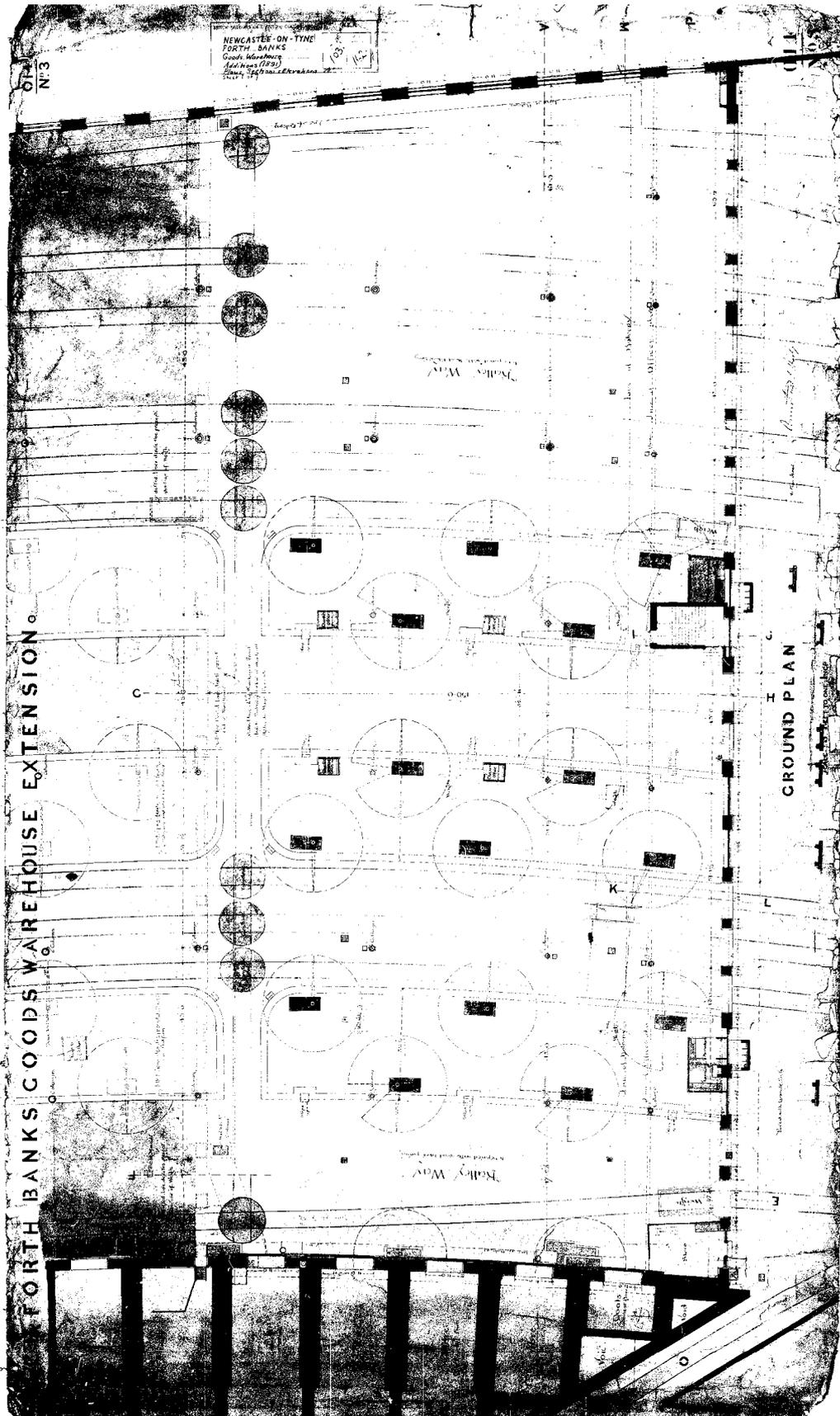


Forth Banks Good Warehouse, arches west of warehouse, N.E.R ref 192

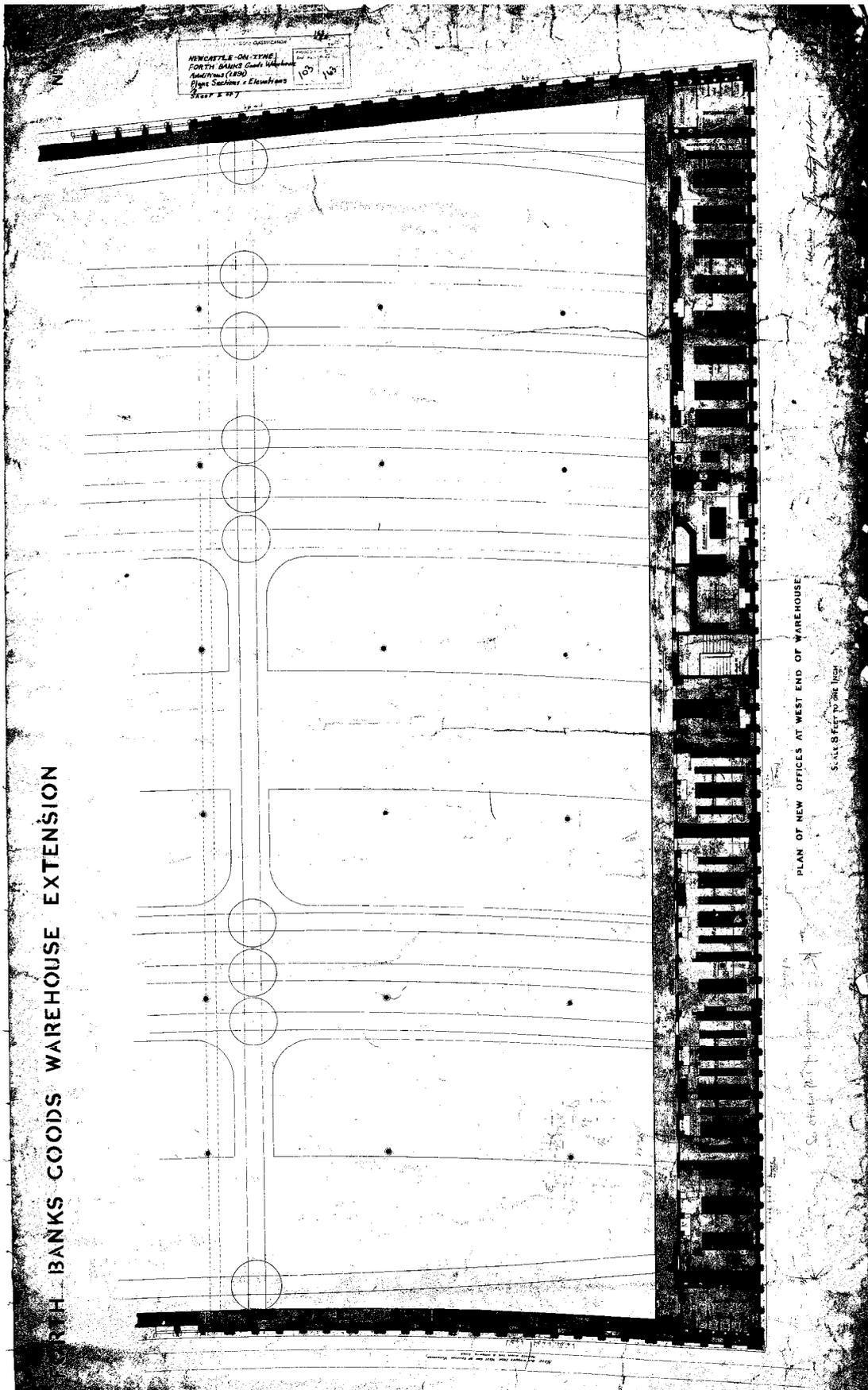
Appendix D: Forth Banks Goods Station, North Eastern Railway Building Control Plans, 1891 proposed western extension to Forth Banks Goods Warehouse



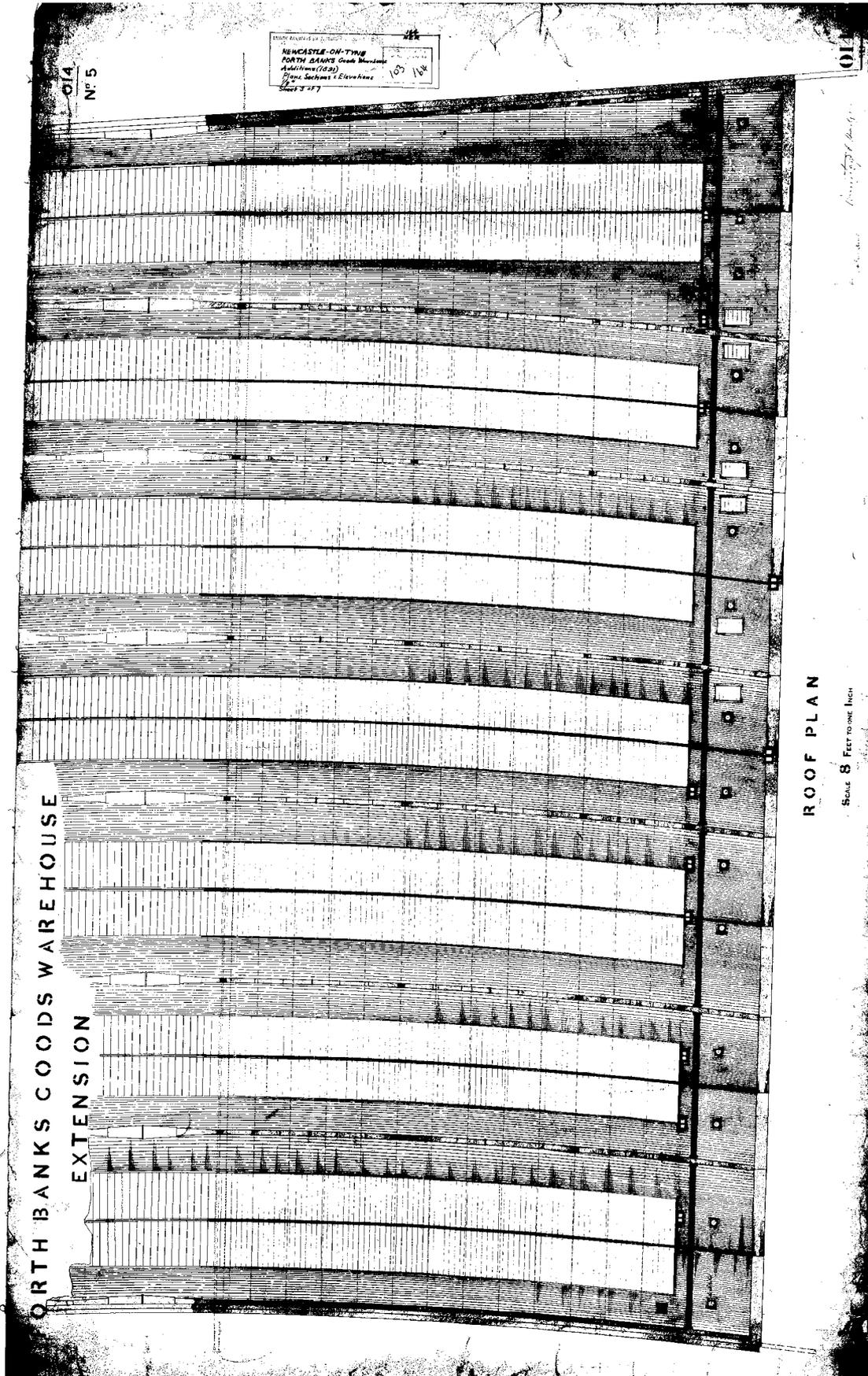
Proposed western addition to Forth Banks Goods Warehouse, foundation and drainage plan, N.E.R ref 101



Proposed western addition to Forth Banks Goods Warehouse, plan, section and elevations, N.E.R ref 162



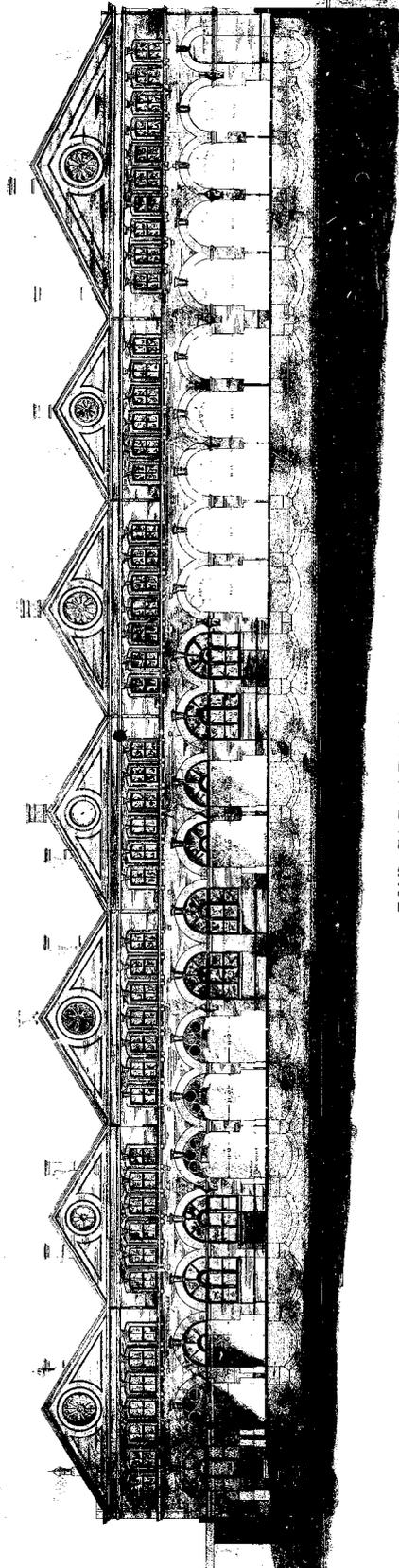
Proposed western addition to Forth Banks Goods Warehouse, plan of new offices at west end of warehouse, N.E.R ref 163



Proposed western addition to Forth Banks Goods Warehouse, roof plan, N.E.R ref 164

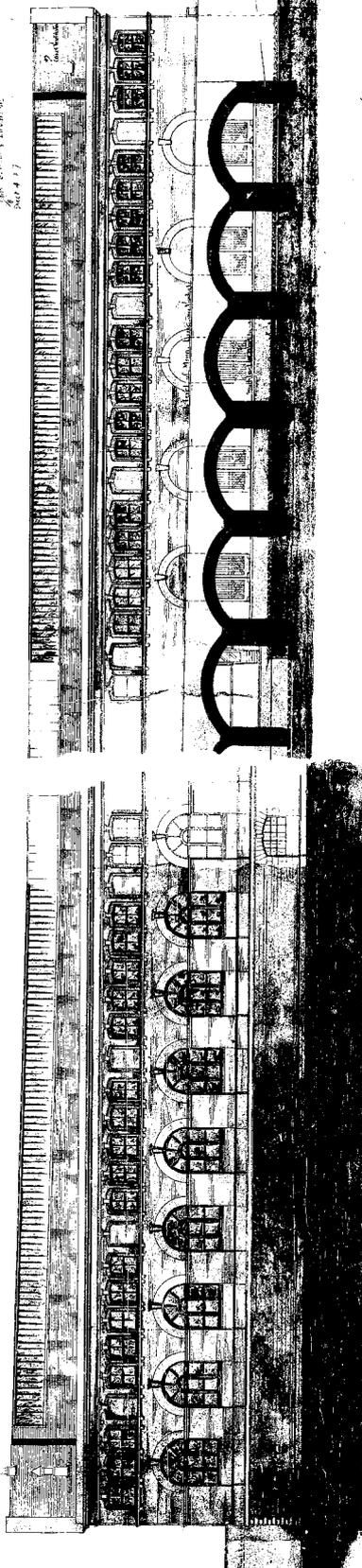
014
N° 6

E-R- FORTH GOODS WAREHOUSE



END ELEVATION

NO. 12 - ON 1200
FOR THE ENGINE and Warehouse
Address: 1200
4th Avenue, Brooklyn
No. 457



ELEVATION AT MAIN LINE

SCALE 8 FEET TO ONE INCH

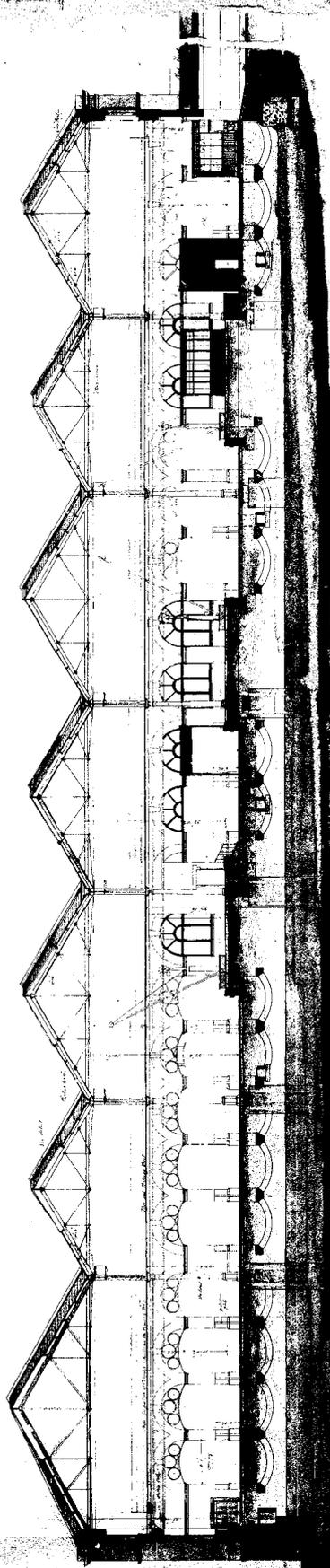
ELEVATION AT POTTERY LANE

014
N° 6

Proposed western addition to Forth Banks Goods Warehouse, elevations, N.E.R ref 165

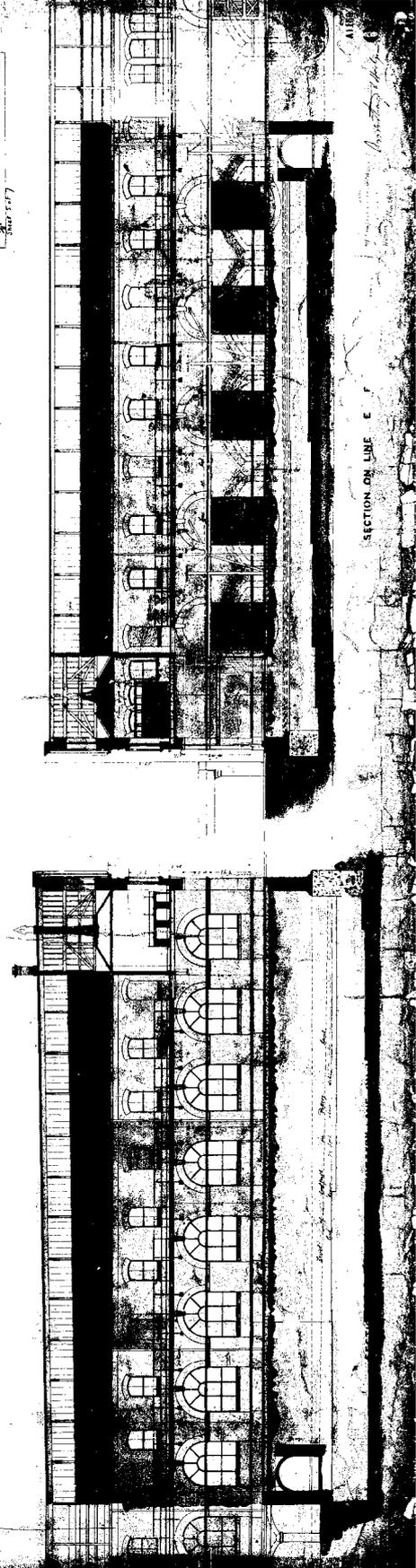
FORTH GOODS WAREHOUSE

O14
N° 7



LONGITUDINAL SECTION THRO ROOF ON LINE A B

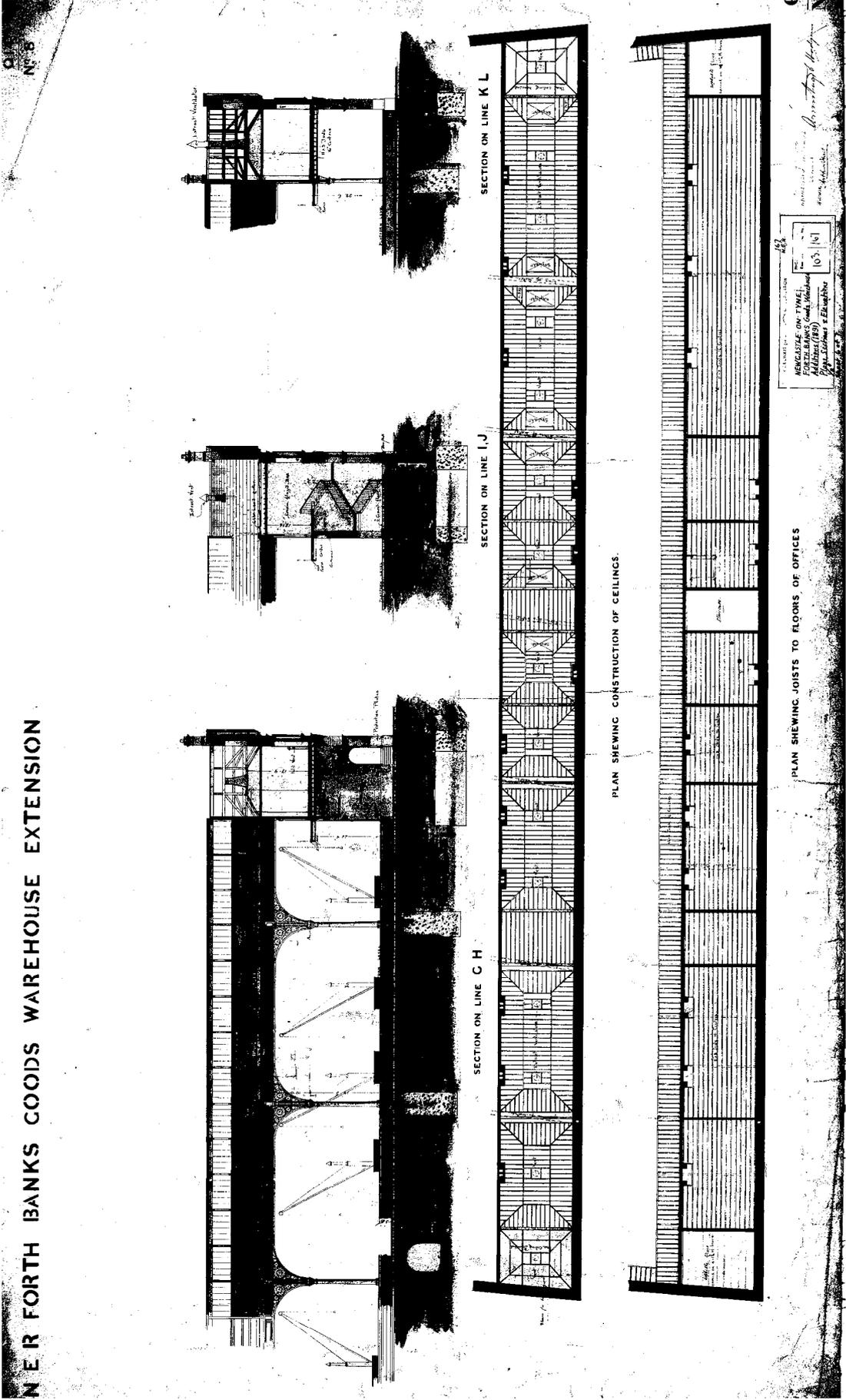
NEWCASTLE ON TYNE
FORTH BANKS Goods Warehouse
Architects (1895)
163, 166
167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



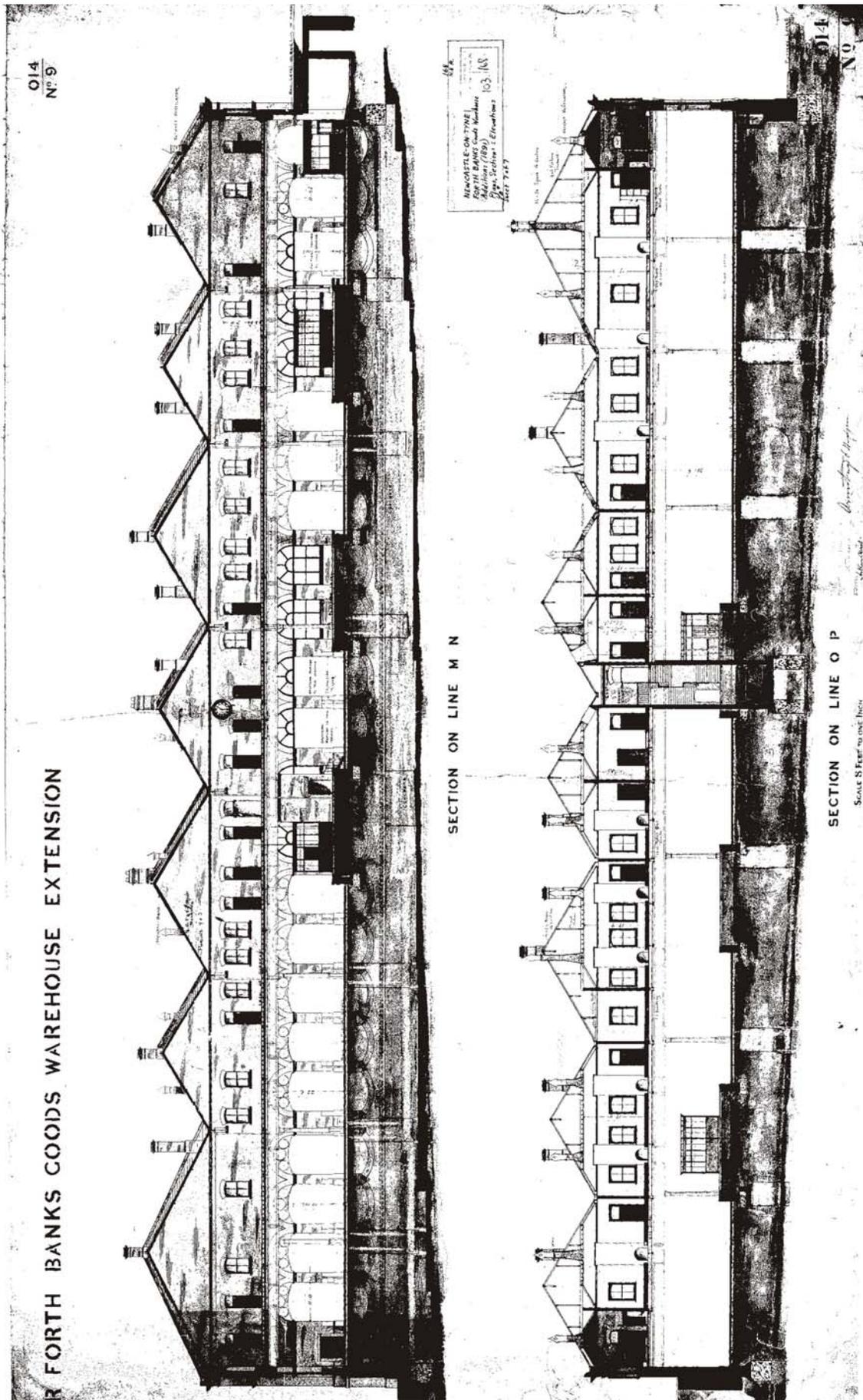
SECTION ON LINE E F

Proposed western addition to Forth Banks Goods Warehouse, elevations, N.E.R ref 166

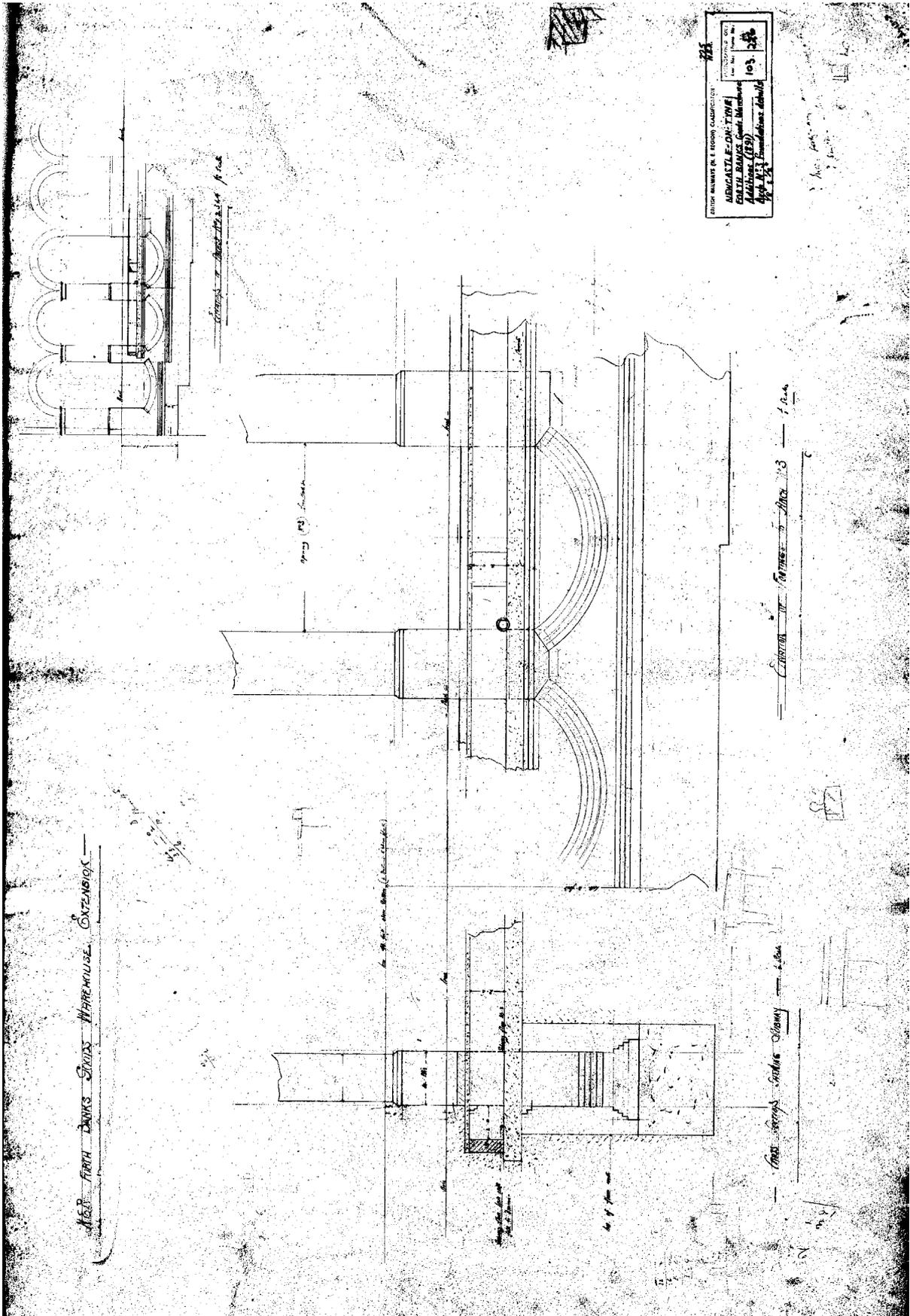
N E R FORTH BANKS GOODS WAREHOUSE EXTENSION



Proposed western addition to Forth Banks Goods Warehouse, elevations, N.E.R ref 167

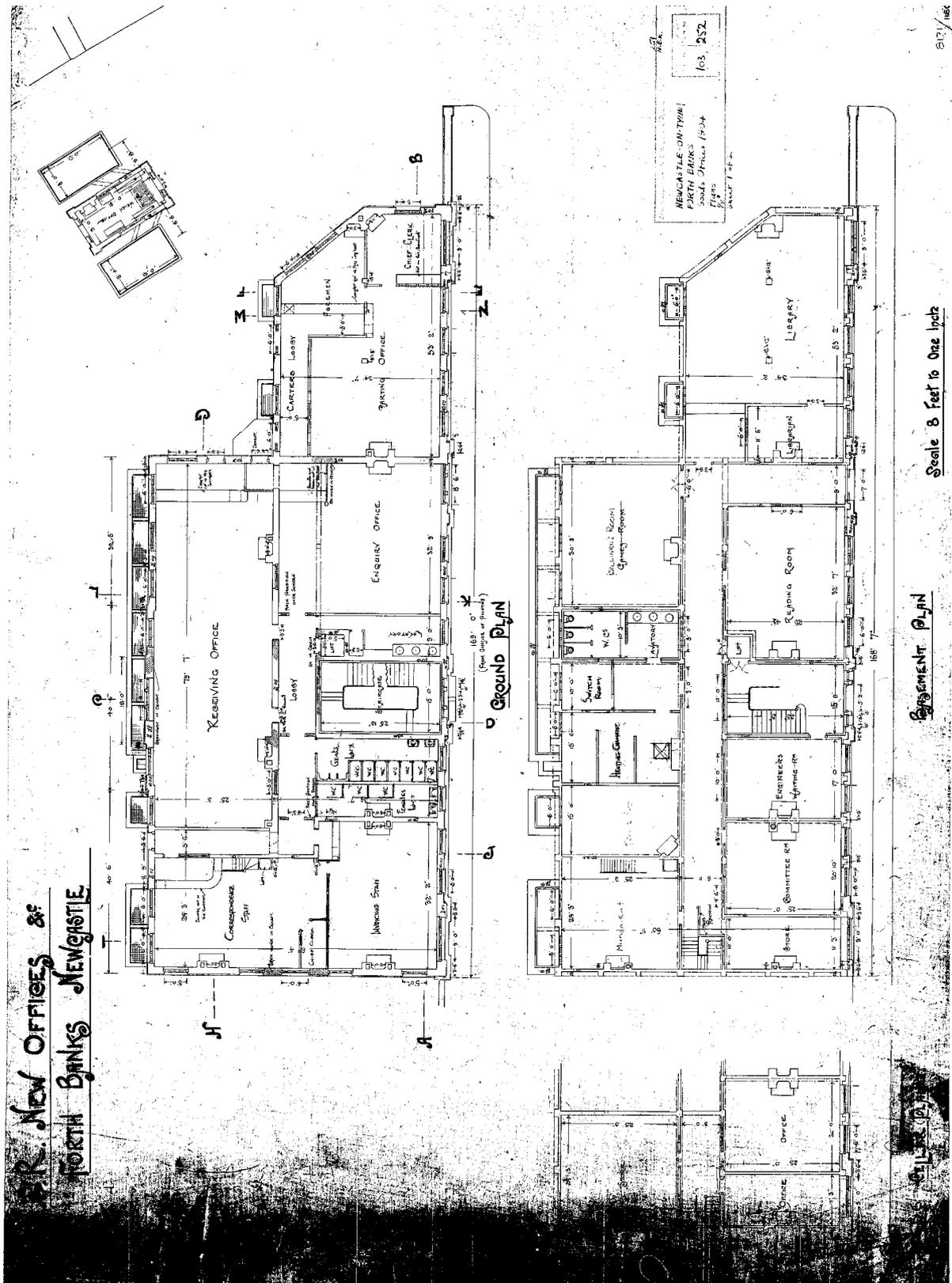


Proposed western addition to Forth Banks Goods Warehouse, elevations, N.E.R ref 168



Proposed western addition to Forth Banks Goods Warehouse, detail of Arch 3, N.E.R ref 225

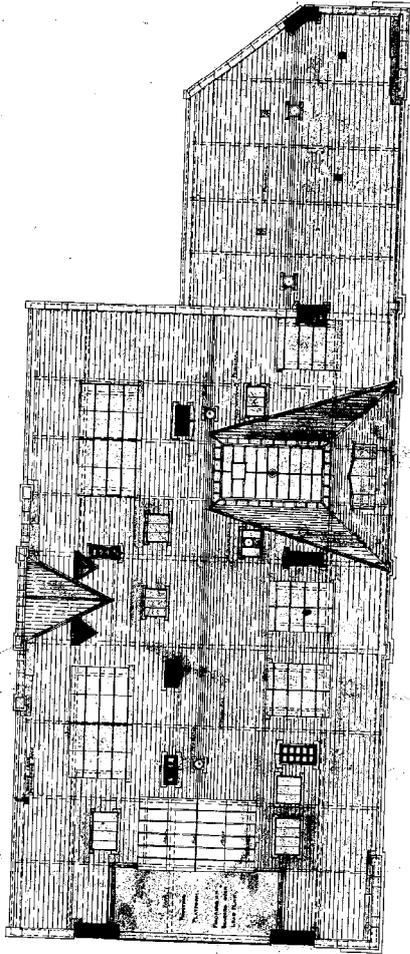
Appendix E: Forth Banks Goods Station, North Eastern Railway Building Control Plans, 1904 Goods Offices



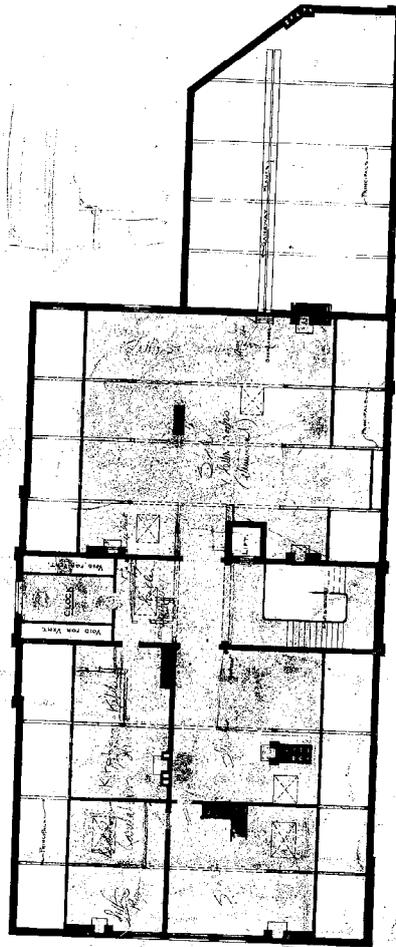
Goods Office, Plans, N.E.R ref 251

**N.E.R. NEW OFFICES & C.
FORTH BANKS NEWCASTLE.**

THIS DRAWING TO BE RETURNED TO THE ARCHITECT

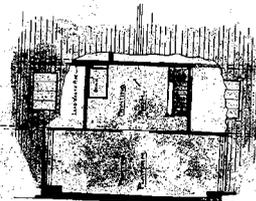


ROOF PLAN



THIRD FLOOR

SCALE 1/8" = 1'-0"



PLAN OF PRINTING FLOOR

NEWCASTLE-ON-TYNE
FORTH BANKS
Goods Offices 1904
Plans, Sections & Elevations
Sheet 2 of 6

THIS IS ONE OF THE PROJECTIONS
FORMED IN THE TRADE MARK
REGISTERED IN THE PATENT OFFICE
LONDON

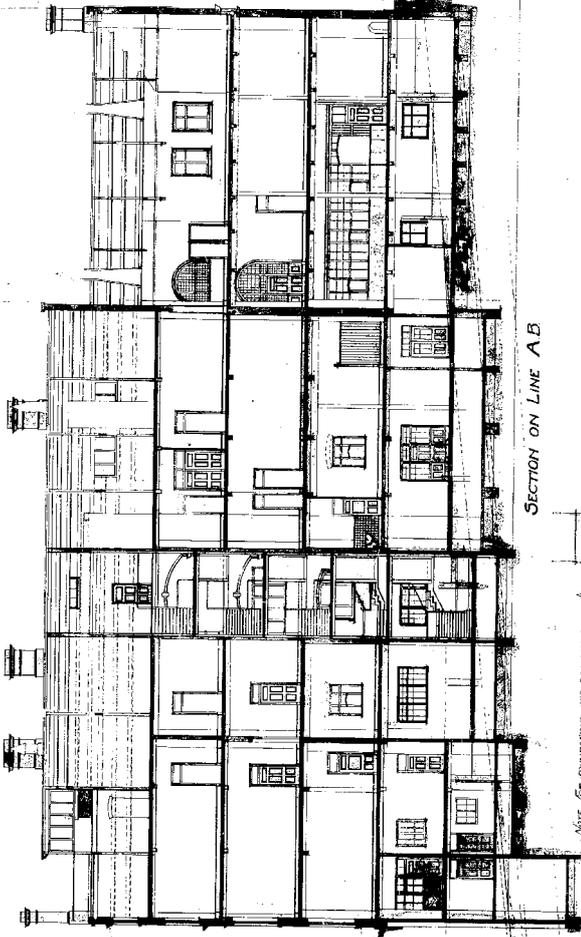
Edwin R. Kelly

8175

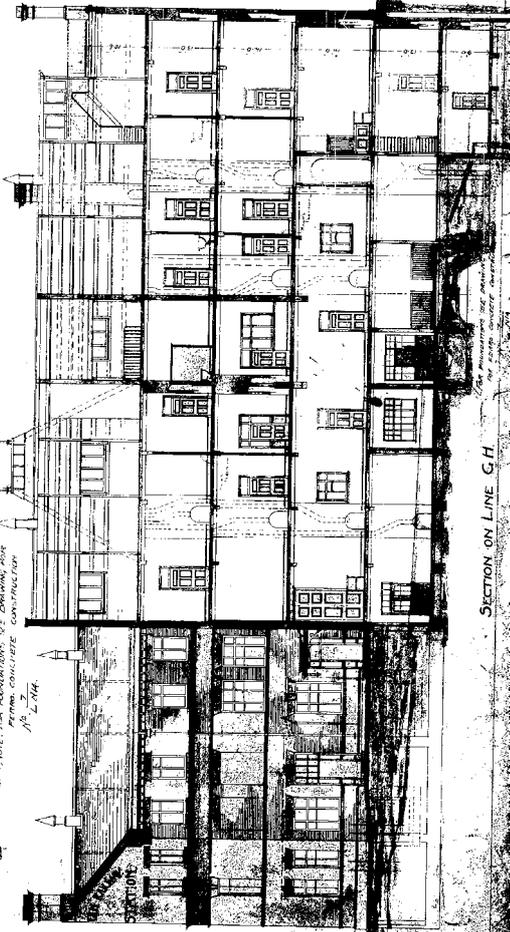
0656
5

NEWCASTLE-ON-TYNE
FORTH BANKS
NEWCASTLE

NEWCASTLE-ON-TYNE
 FORTH BANKS
 Goods Office, 1904
 Plans, Sections & Elevations
 Sheet 3 of 6

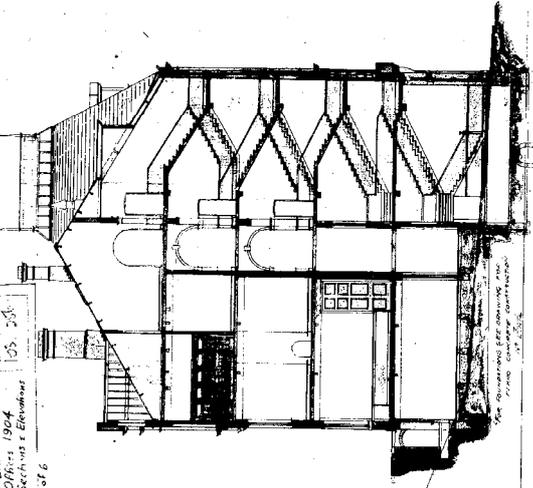


SECTION ON LINE A B

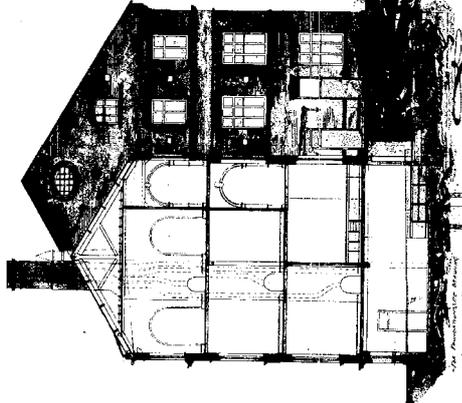


SECTION ON LINE C H

NOTE: FOR FOUNDATIONS SEE DRAWING NO. 1/3 2
 AND CONCRETE CONTRACTOR
 1/3 2 1/4



SECTION ON LINE C D

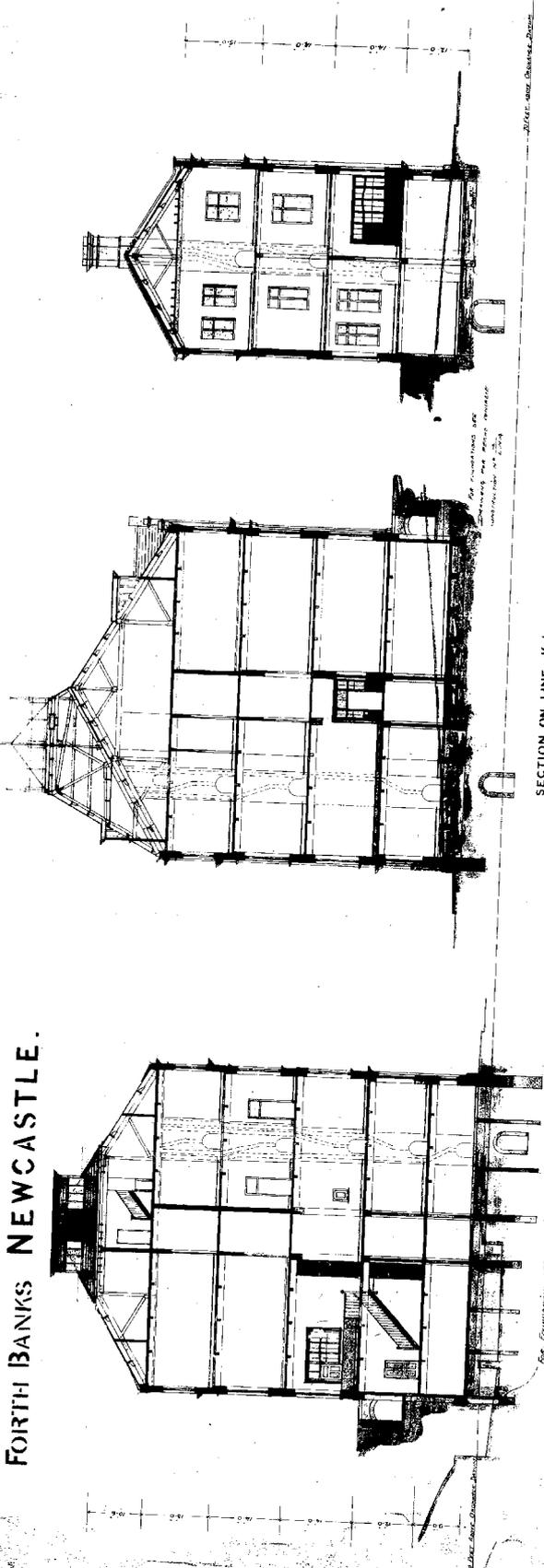


SECTION ON LINE E F

8174

656

**N.E.R. NEW OFFICES & C.
FORTH BANKS NEWCASTLE.**



SECTION ON LINE K L
SECTION ON LINE M N
SECTION ON LINE P Q

NEWCASTLE-ON-TYNE:
FORBES BANKS
Goods Office 1904
Plans Section Elevations
No. 256

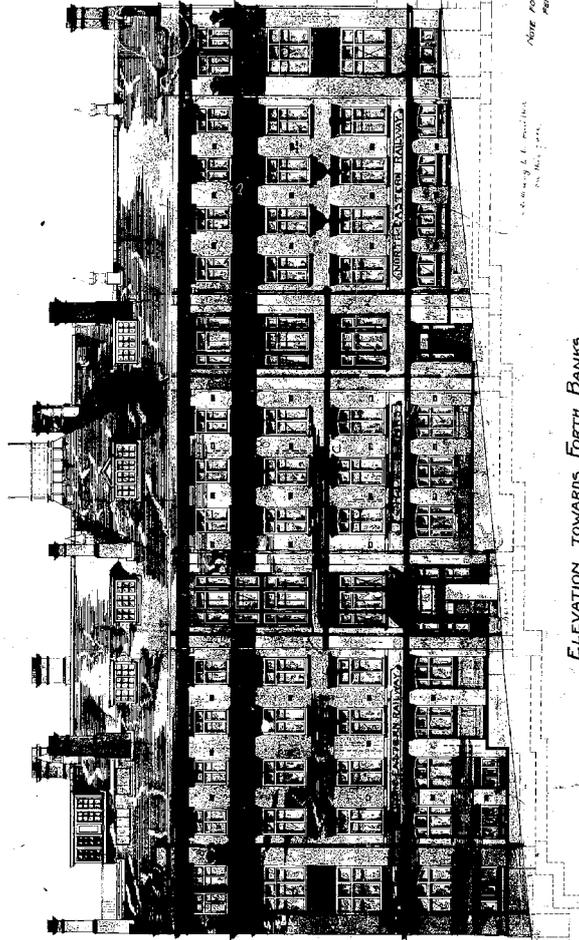
Architect
J. H. ...

8175

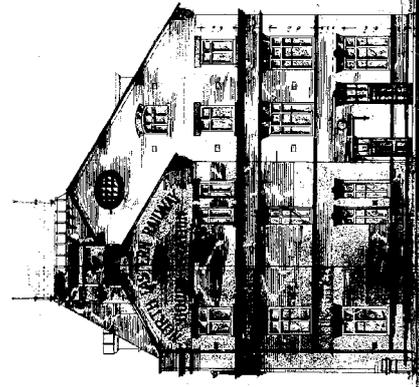
NEWCASTLE-ON-TYNE
ESTD 1864

Nº 0656
7

**N.E.R. NEW OFFICES & C
FORTH BANKS NEWCASTLE.**



ELEVATION TOWARDS FORTH BANKS.



ELEVATION TOWARDS ENTRANCE.

NOTE FOR FOUNDATIONS SEE DRAWINGS AND
APPROVED CONTRACT DOCUMENTS. A.M. 2.1.14

W. & A. G. MILLER
ARCHT. & CIVIL ENGRS.
NEWCASTLE

NEWCASTLE-ON-TYNE
FORTH BANKS
Goods Offices 1904
Plans, Sections & Elevations
No. 257

W. & A. G. MILLER
ARCHT. & CIVIL ENGRS.
NEWCASTLE

SCALE 8 FEET TO 1 INCH

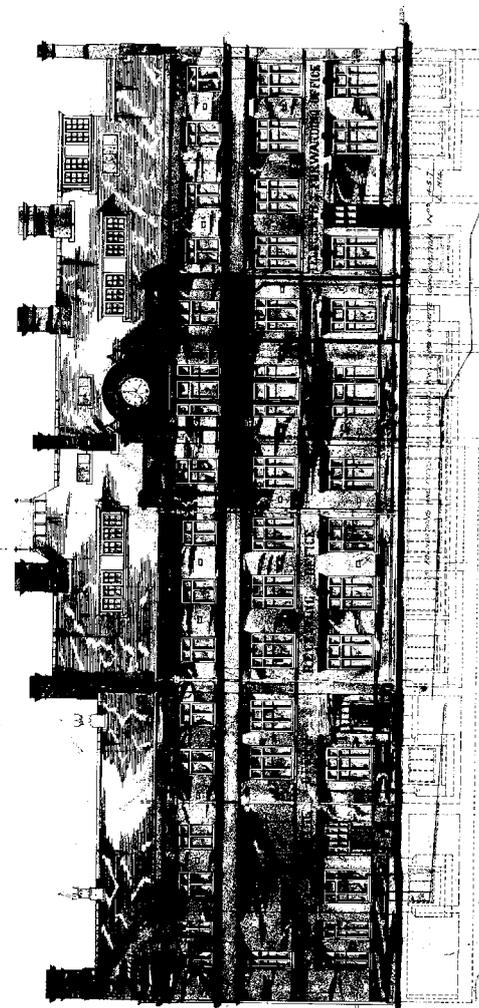
1015G
8

8176
1015G

Goods Office, elevations, N.E.R ref 257

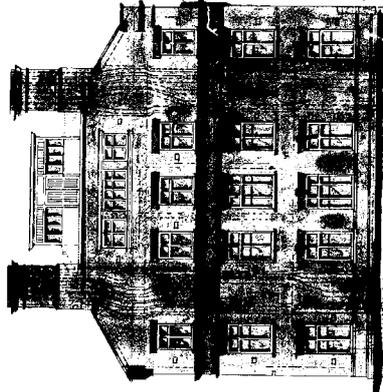
**N·E·R· NEW OFFICES & C.
FORTH BANKS NEWCASTLE.**

228.
NEWCASTLE-ON-TYNE
FORTH BANKS
Goods Office 1904
Plans Sections & Elevations
Sheet 6 of 6



WEST ELEVATION

SCALE 8 FEET TO ONE INCH



SOUTH ELEVATION

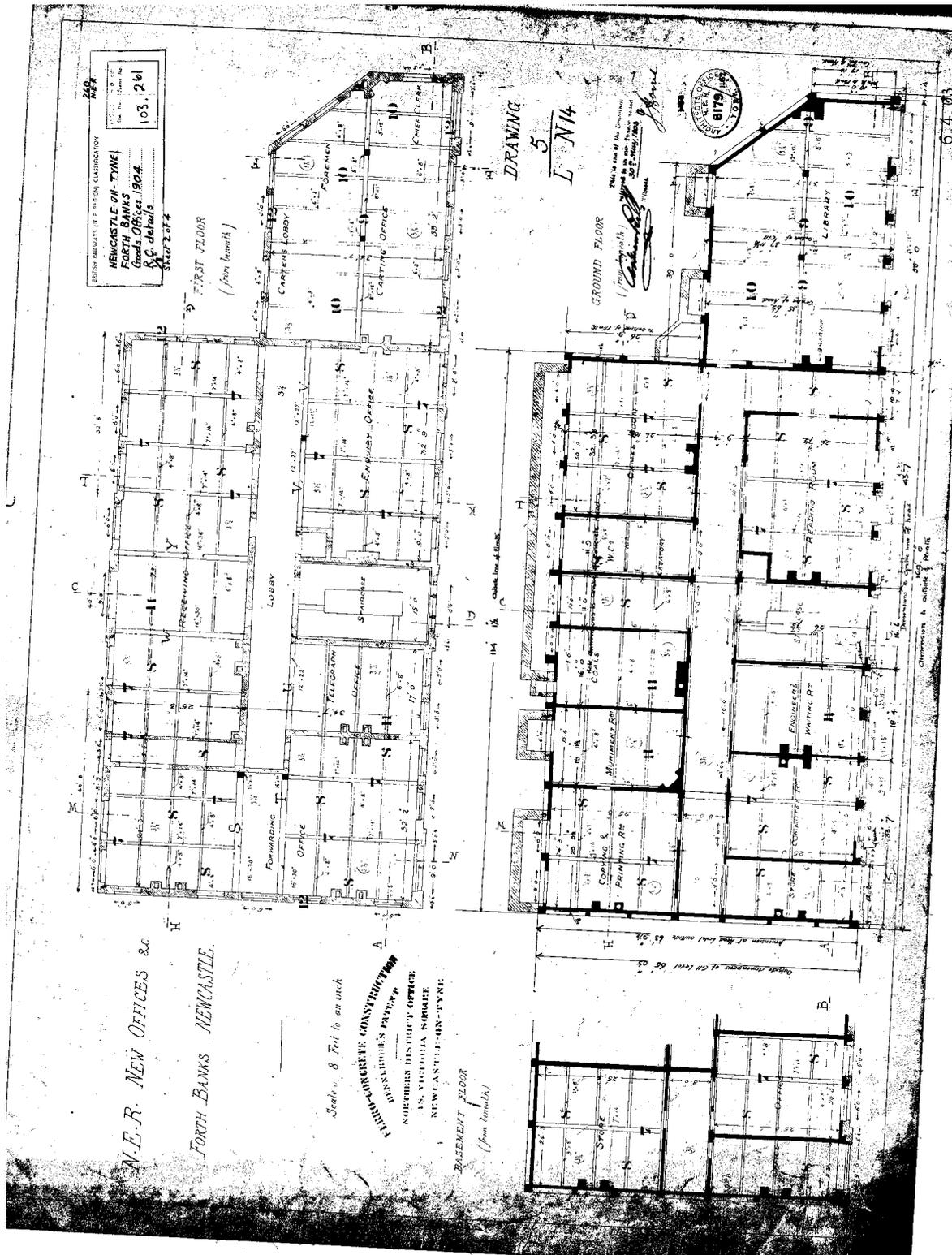
0656
9



8177

John H. ...
Edwin ...

Goods Office, elevations, N.E.R ref 258



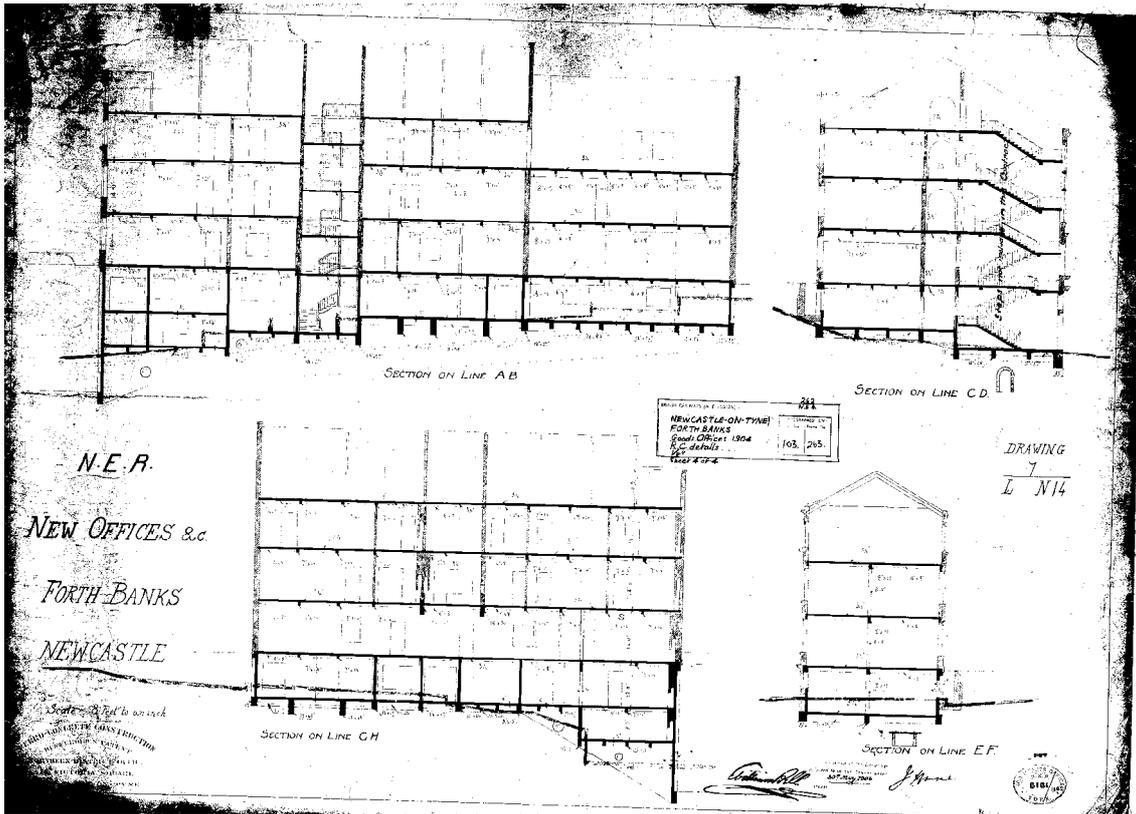
M.E.R. NEW OFFICES &
FORTH BANKS NEWCASTLE.

Scale of 8 Feet to an inch
REINFORCED CONSTRUCTION
 BURNSHAW'S PATENT
 SOUTHERN DISTRICT OFFICE
 15, VICTORIA SQUARE
 NEWCASTLE-ON-TYNE

DRAWING
 5
 J. N. 14

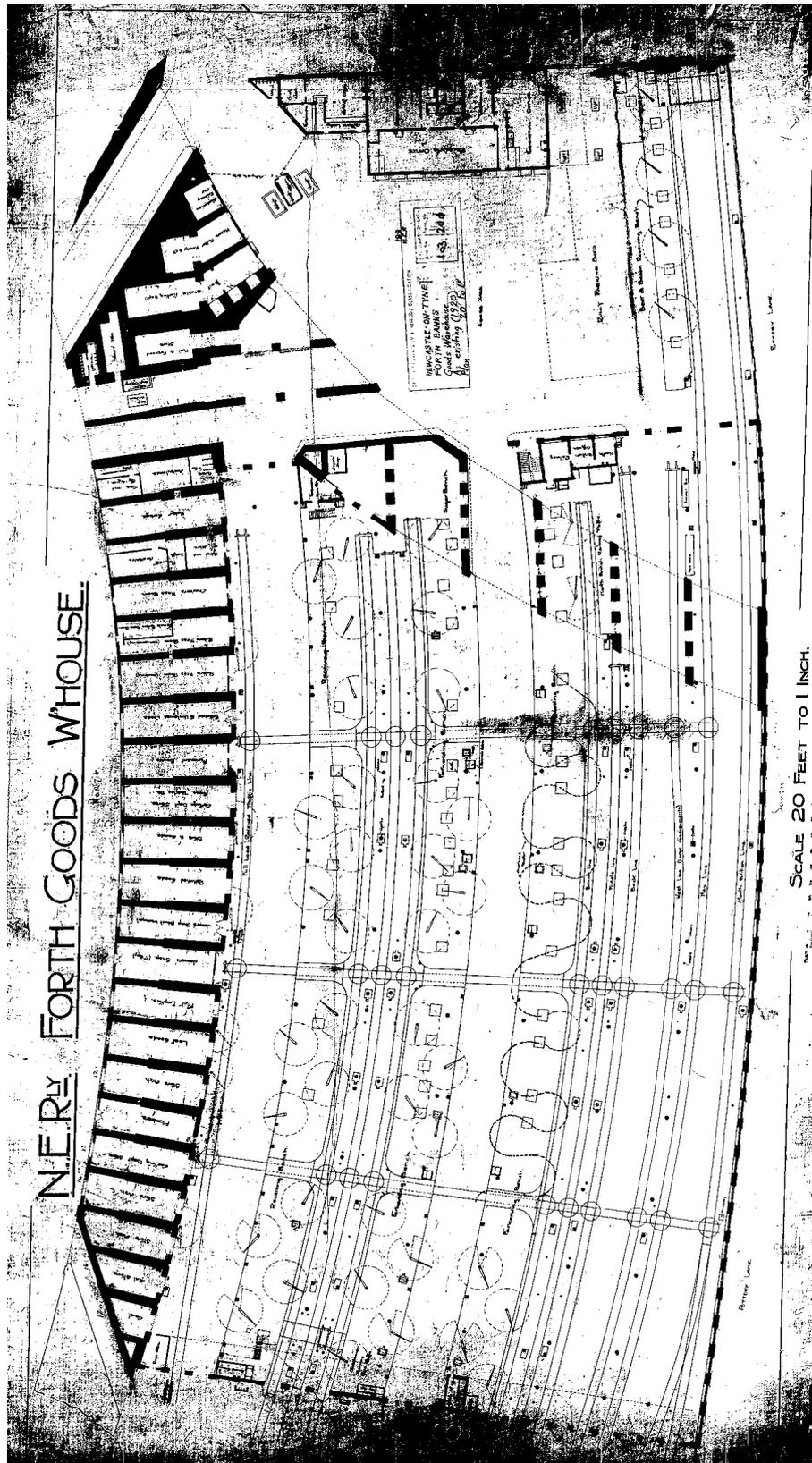


Goods Office, sections and details, N.E.R ref 260

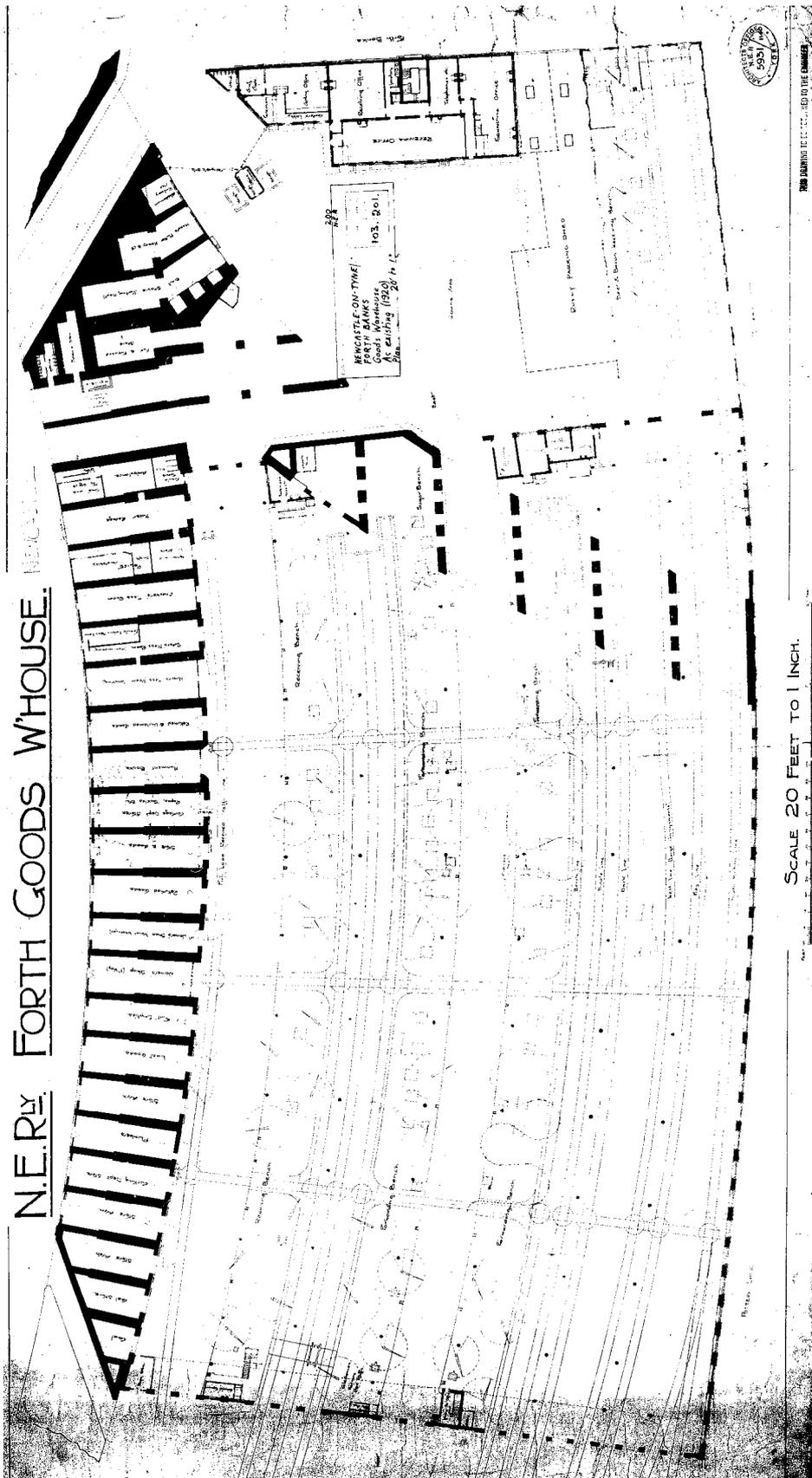


Goods Office, sections and details, N.E.R ref 261

Appendix F: Forth Banks Goods Station, North Eastern Railway Building Control Plans of 1920

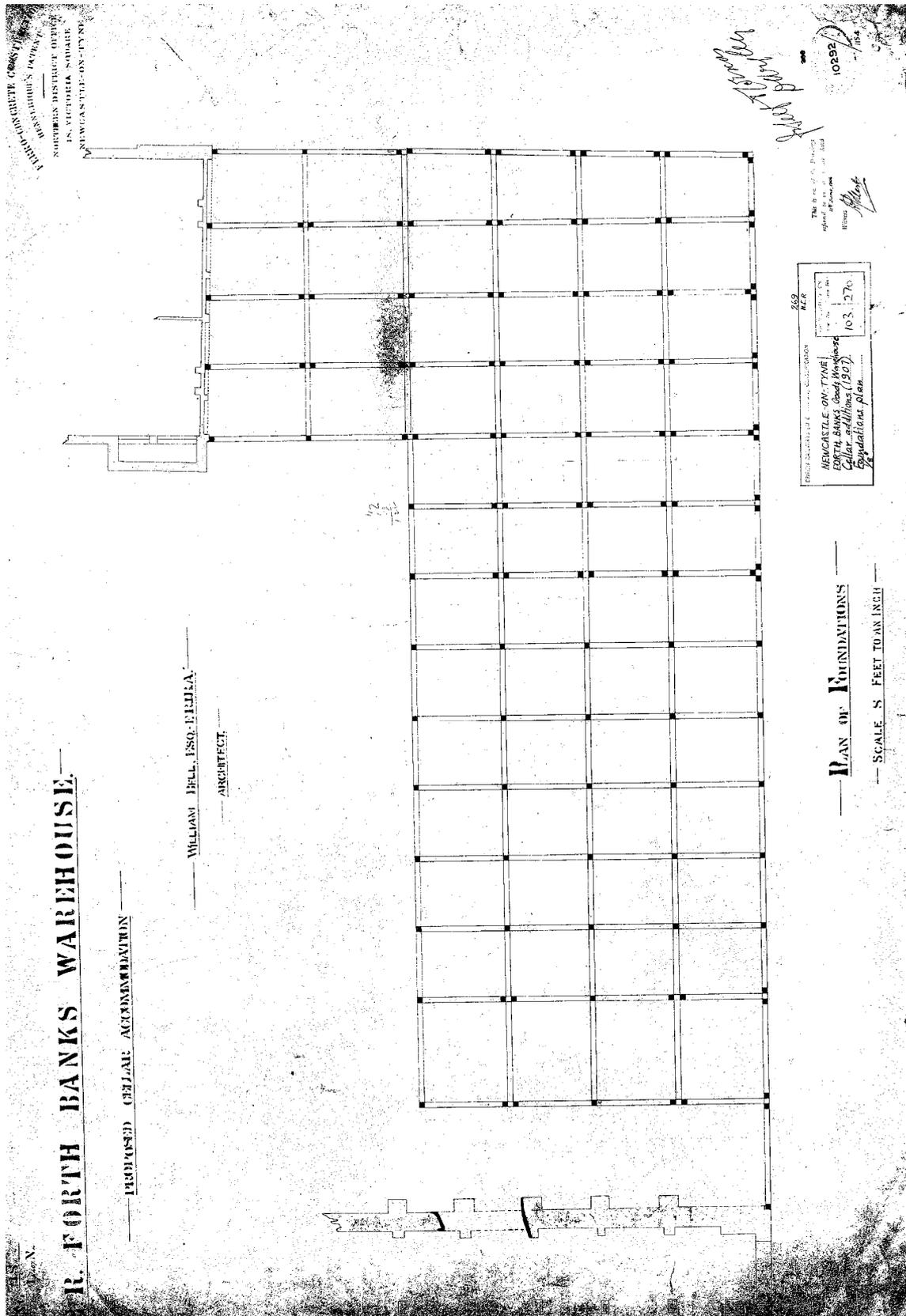


1920 drawing of the Forth Banks site, detailing the 1866 Goods station with later dissection viaduct, 1904 offices and 1907 warehouse extension, N.E.R ref 199

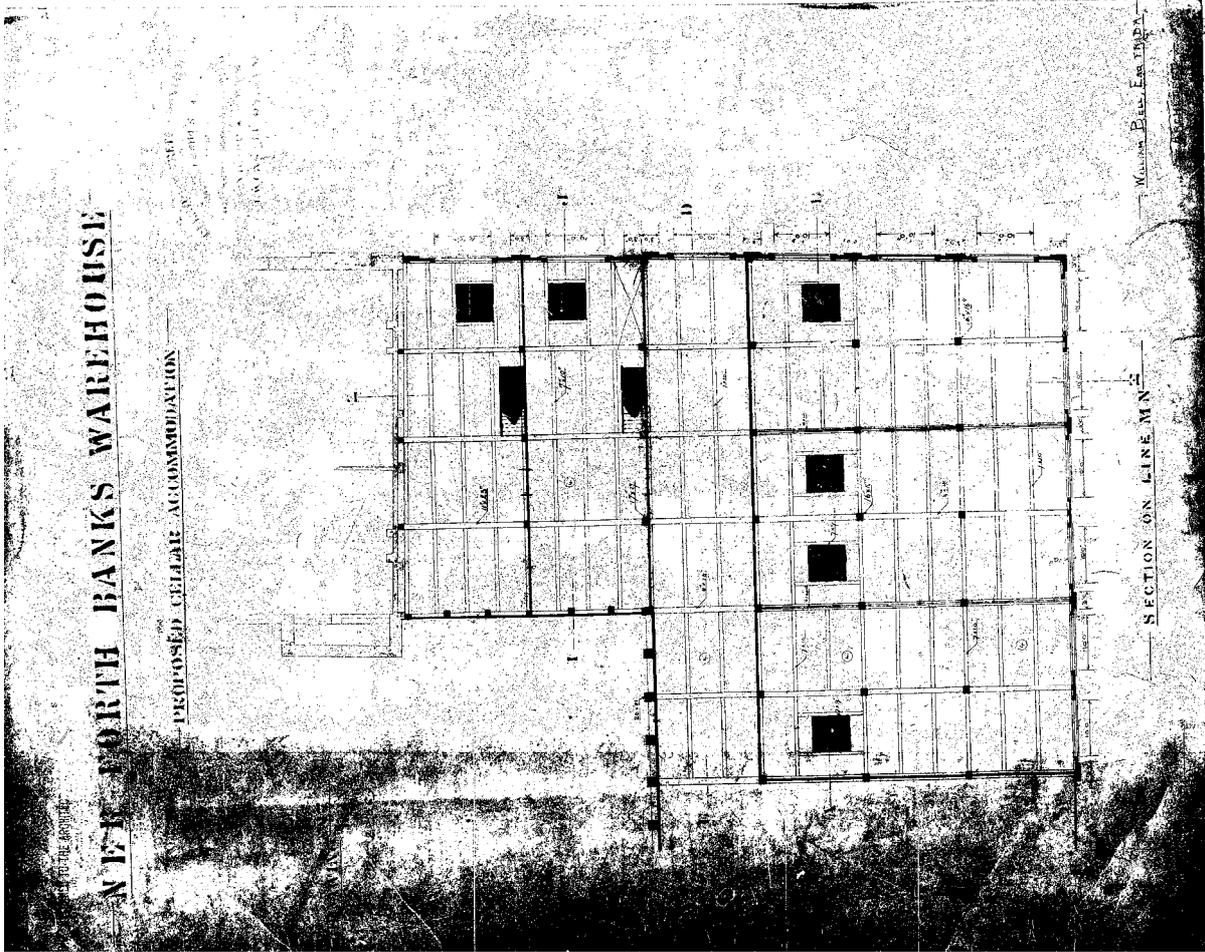


1920 drawing of the Forth Banks site, detailing the 1866 Goods station with later dissecting viaduct, 1904 offices and 1907 warehouse extension, N.E.R ref 200

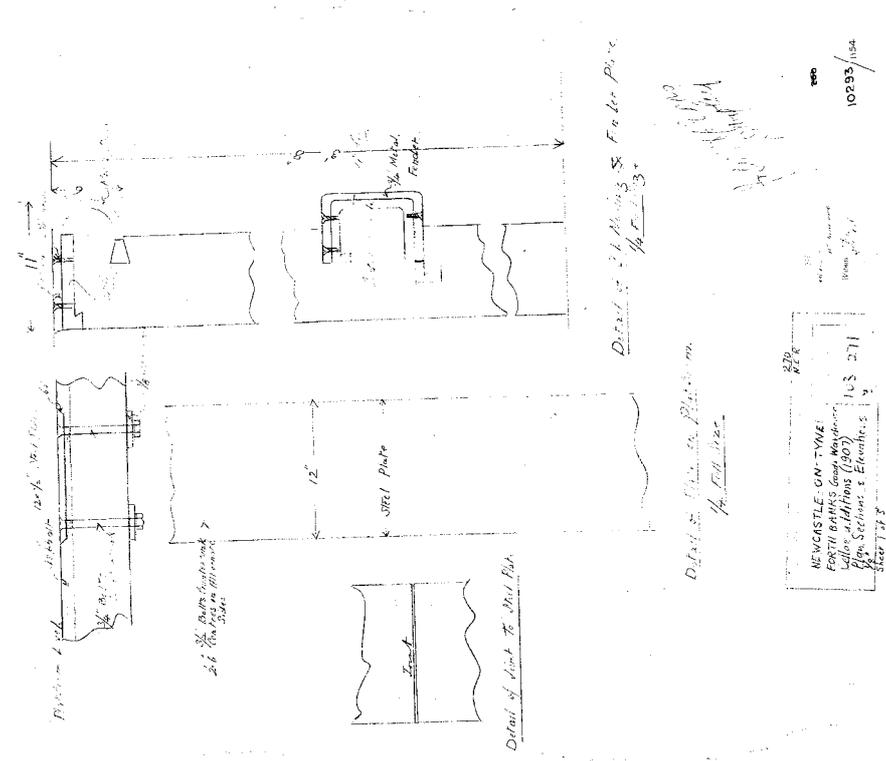
Appendix G: Forth Banks Goods Station, North Eastern Railway Building Control Plans 1907, Warehouse



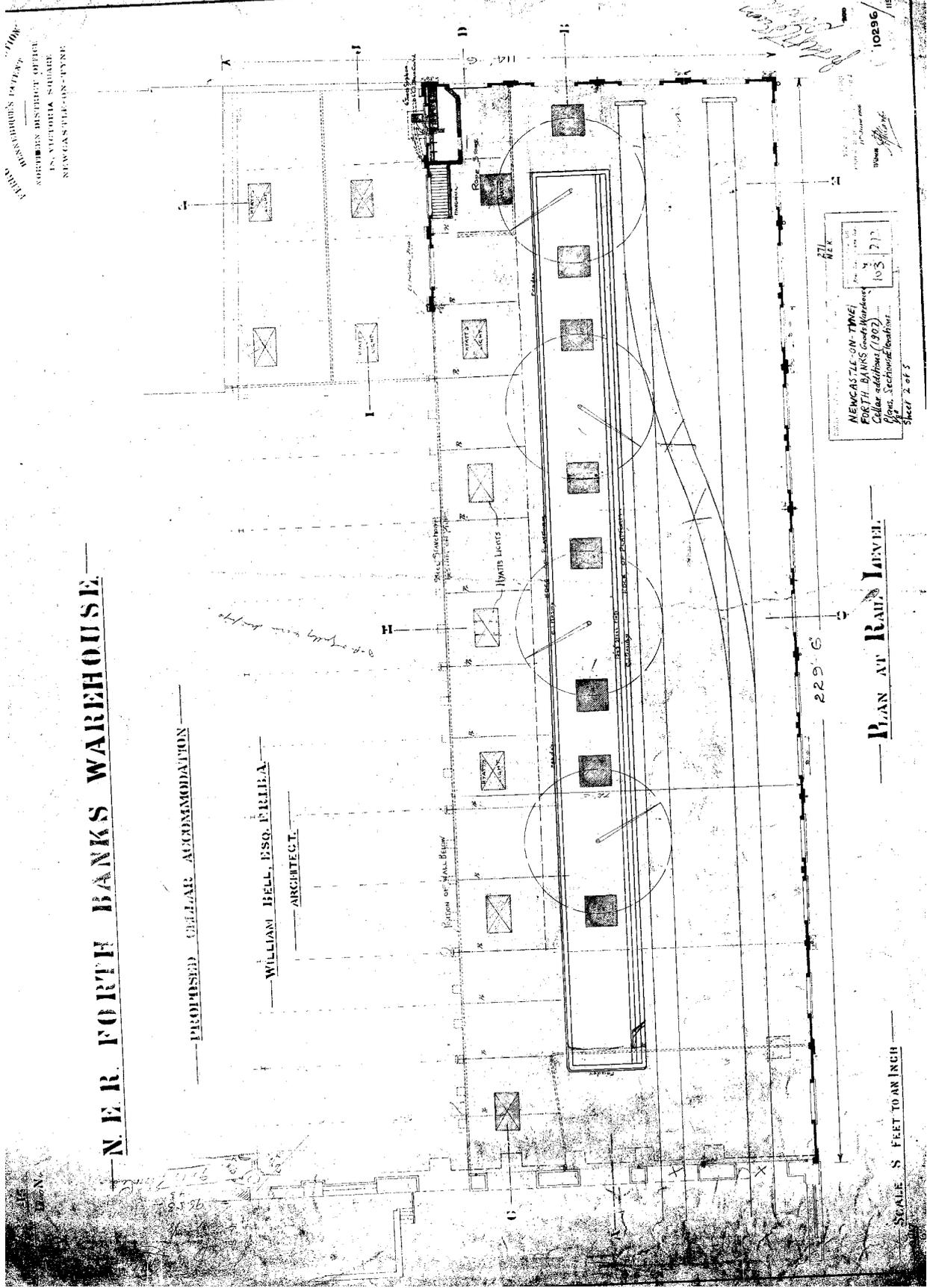
Forth Banks Goods Station, Warehouse extension, N.E.R ref 269



Forth Banks Goods Station, Warehouse extension, N.E.R ref 270



NEWCASTLE-ON-TYNE
 FORTH BANKS GOODS WAREHOUSE
 LATER ADDITIONS (200)
 103 271
 270



Forth Banks Goods Station, Warehouse extension, N.E.R ref 271

DRAWING $\frac{1}{4}$
 1407N
 (20-2-1905)

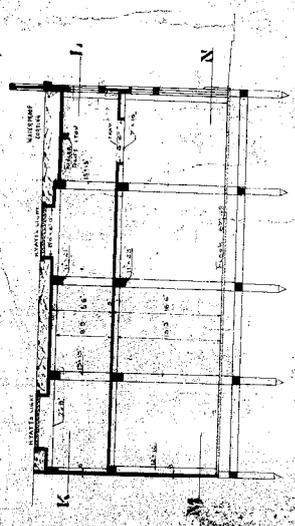
NEAR FORTH BANKS WAREHOUSE

PROPOSED CELLAR ACCOMMODATION

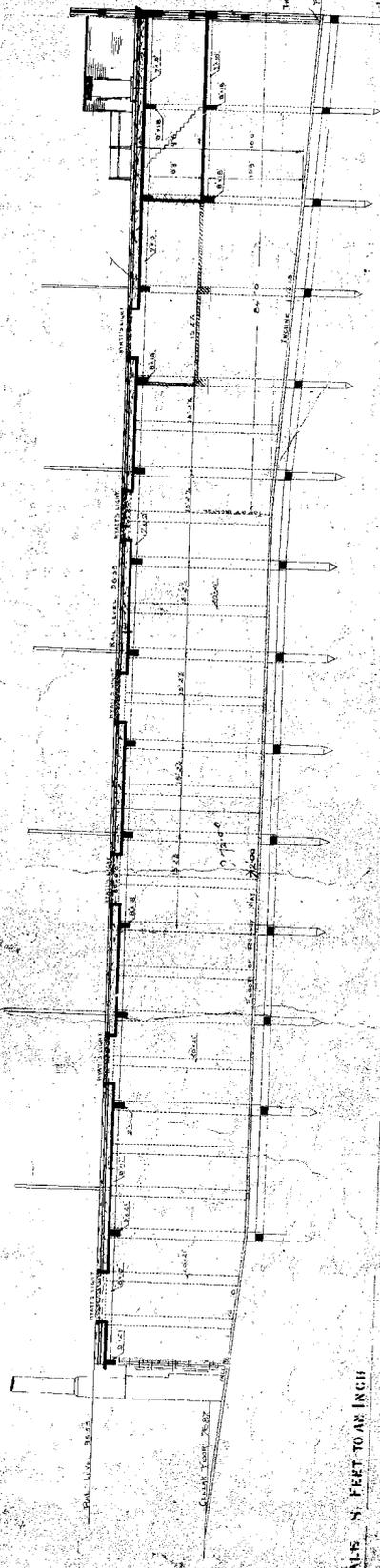
FRANKLIN STREET
 NORTHERN DISTRICT OFFICE
 IN VICTORIA SQUARE
 NEWCASTLE-ON-TYNE

103 1214
 NEWCASTLE-ON-TYNE
 FORTH BANKS Goods Station
 Cellar addition (200)
 Plans Sections & Elevations
 Sheet No. 103

SECTION ON LINE III



SECTION ON LINE (D)



SCALE 1/4" FEET TO AN INCH

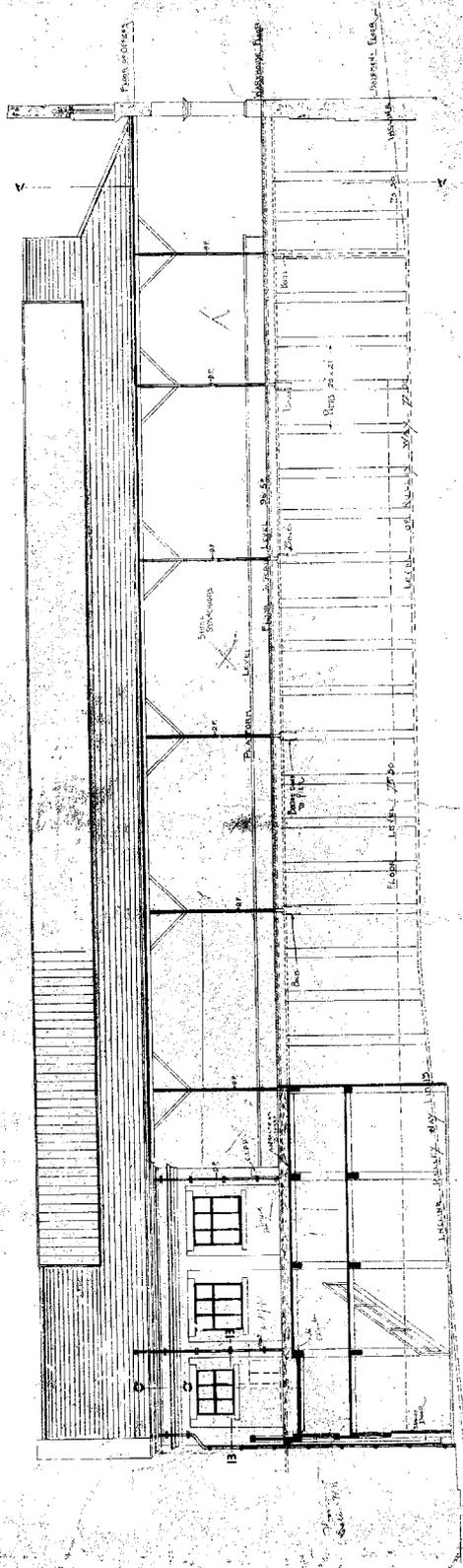
SECTION ON LINE (D)

WILLIAM BEAC 150 F R I H A
 ARCHITECT

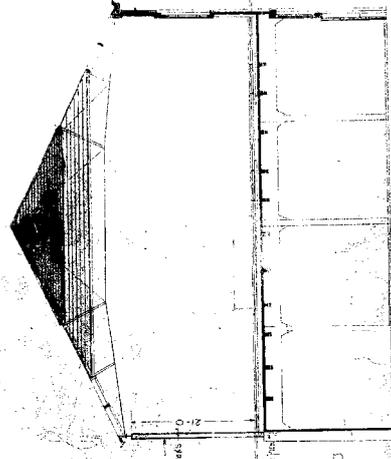
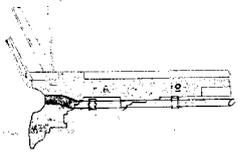
Handwritten notes and signatures in the top right corner of the drawing.

N E R FORTH BANKS CELLARS

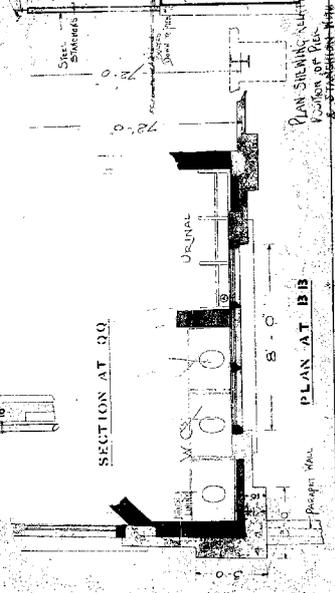
NEWCASTLE



ELEVATION NEXT YARD
- SCALE 1/8" = 1'-0" -



SECTION ON LINE AA



SECTION AT BB

PLAN AT BB

NEWCASTLE-ON-TYNE
FORTH BANKS
Goods Station (1907)
Plan Sectional Elevation
1/8" = 1'-0"
10301/106

Forth Banks Goods Station, Warehouse extension, N.E.R ref 274

FOR FORTH BANKS WAREHOUSE.

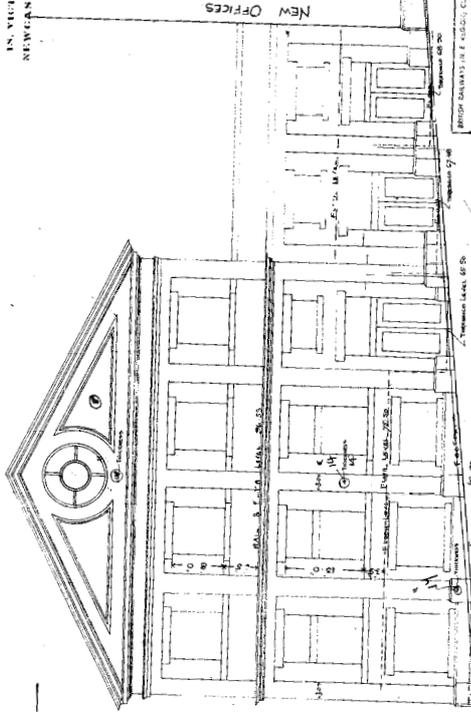
PROPOSED CELLAR ACCOMMODATION

WILLIAM HELL, ESQ. F.R.I.B.A.

ARCHITECT

SCALE 5 FEET TO AN INCH

HYPERCONCRETE (CON. 17/100)
 BRUSSELSEREN PATENT.
 SOUTHERN DISTRICT OFFICE
 15, VICTORIA SQUARE
 NEWCASTLE-ON-TYNE

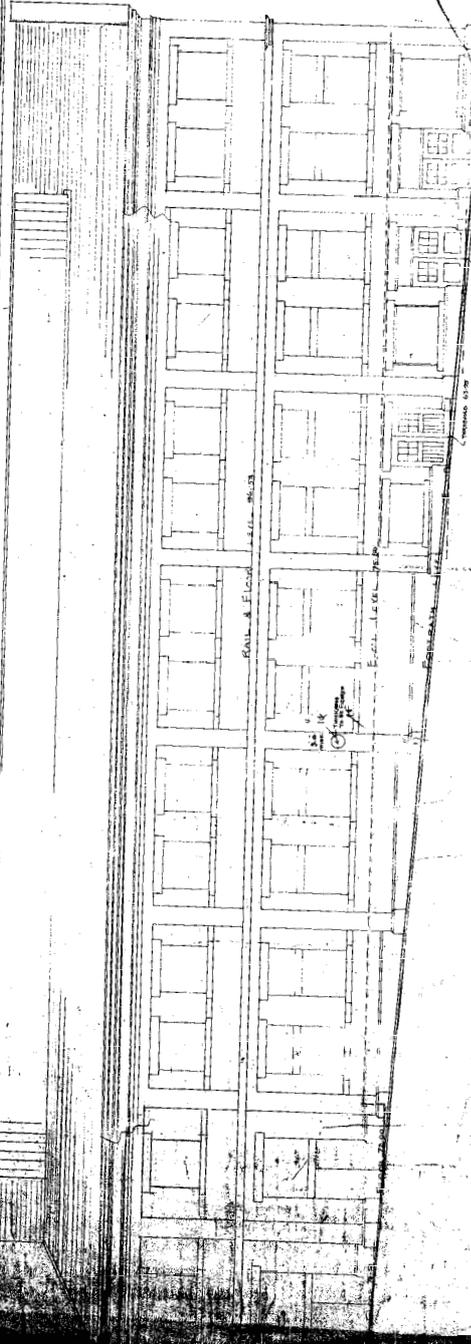


ELEVATION NEXT NORTH BANKS

50, BELL AVENUE, DUNDEE, SCOTLAND.

Sheet 276

BRIDGE BARRACKS IN E. VARIOUS DIRECTIONS
 NEWCASTLE-ON-TYNE
 FORTH BANKS Goods Warehouse
 Cellar additions (1902)
 Plans, Sections & Elevations
 106 19



PART ELEVATION NEXT ROTTREY LANE

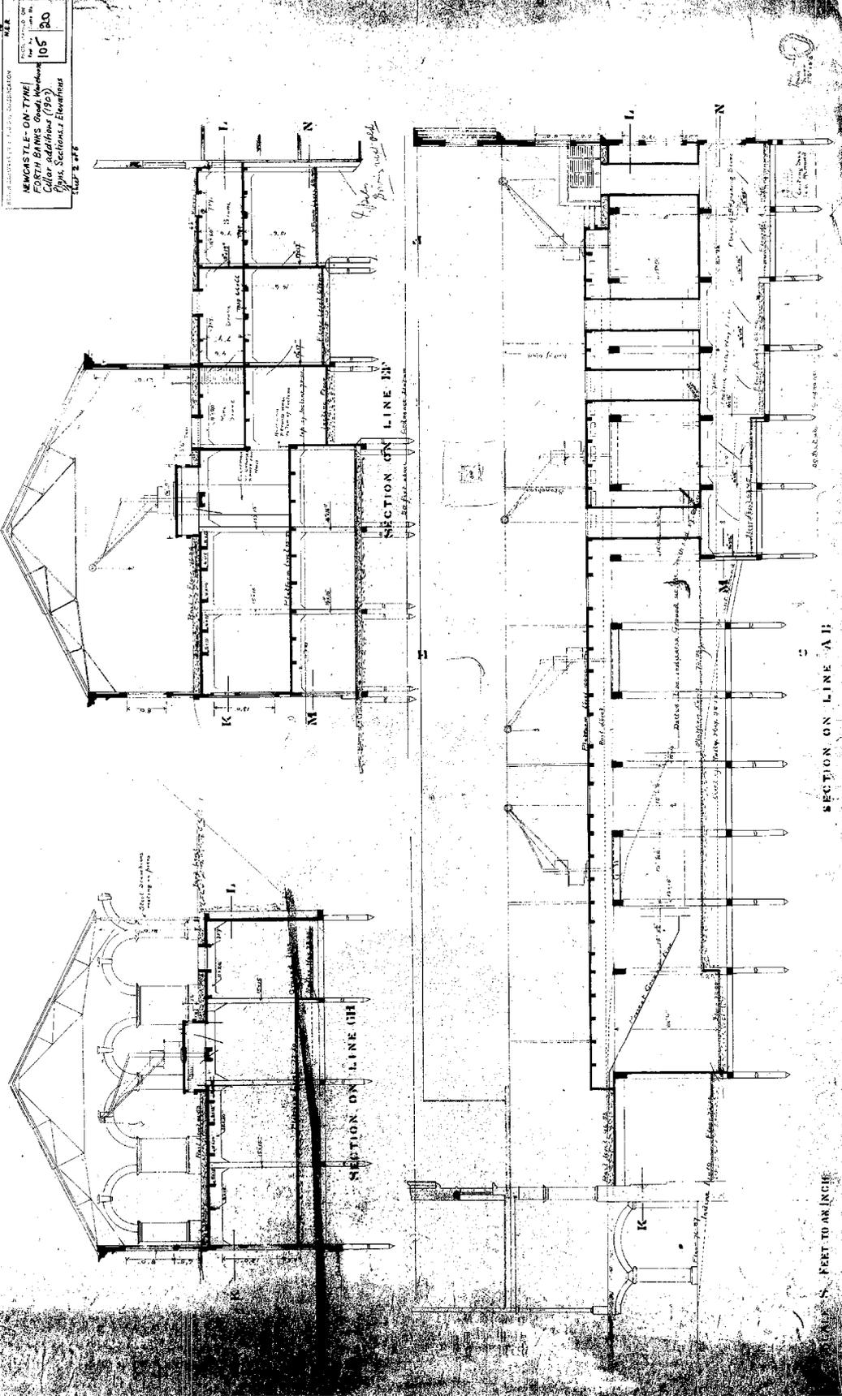
Forth Banks Goods Station, Warehouse extension, N.E.R ref 15

NORFOLK BANKS WAREHOUSE

WILLIAM TELL ESQ F.R.I.B.A.
ARCHITECT

THE NATIONAL ARCHITECTURAL
SOCIETY OF AUSTRALIA
15, VICTORIA SQUARE
SYDNEY (N.S.W.)

PROPOSED CELLAR ACCOMMODATION

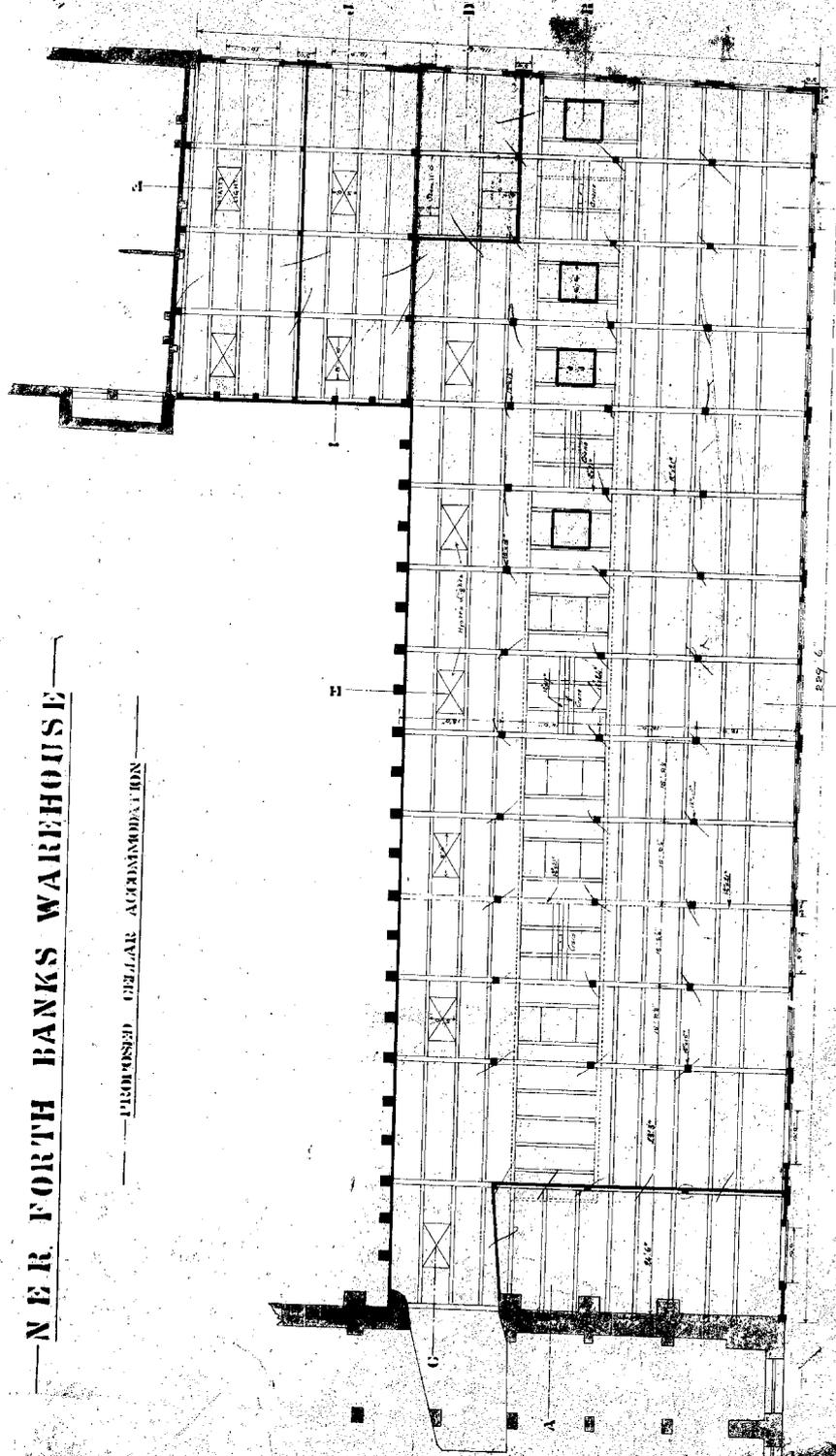


Forth Banks Goods Station, Warehouse extension, N.E.R ref 16

DRAWING NO. 1000 N.

N. E. R. FORTH BANKS WAREHOUSE

— LUNAR ACCOMMODATION —



SECTION ON LINE K-L

SCALE 1/8" = 1'-0"

WILLIAM JELL ESQ. ARCHT.

ARCHT.

NEWCASTLE-ON-TYNE
 NORTH BRANCH Canal Wharves
 Plans, Sections & Elevations
 106 21

FRANCIS & CO. ARCHT.
 15, WATERLOO PLACE,
 LONDON, W.1

Forth Banks Goods Station, Warehouse extension, N.E.R ref 17

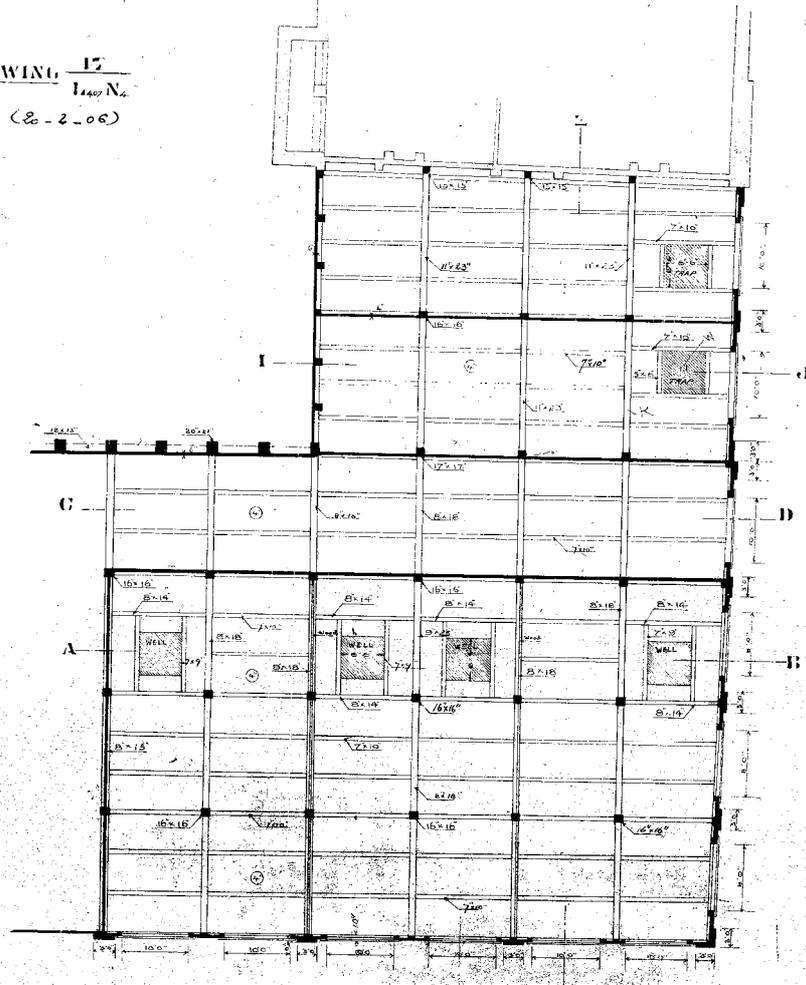
NEWCASTLE-ON-TYNE/
 FORTH BANKS Goods Warehouse
 Cellar additions (1907)
 Plans, Sections & Elevations
 Sheet 4 of 6

— N E R FORTH BANKS WAREHOUSE —

— PROPOSED CELLAR ACCOMMODATION —

REINFORCED CONCRETE CONSTRUCTION
 HENRY HODGE & SONS
 SOLELY DESIGNED BY
 15, VICTORIA SQUARE
 NEWCASTLE-ON-TYNE

DRAWING 17
 1407 N₂
 (20-2-06)



SCALE 8 FEET TO AN INCH

SECTION ON LINE M-N

WILLIAM BELL, ESQ. ARCHT.
 ARCHITECT

Forth Banks Goods Station, Warehouse extension, N.E.R ref 18

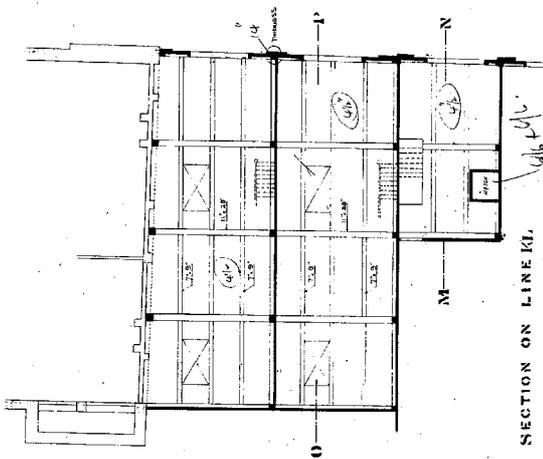
FORTH BANKS WAREHOUSE

PROPOSED GEAR ACCOMMODATION

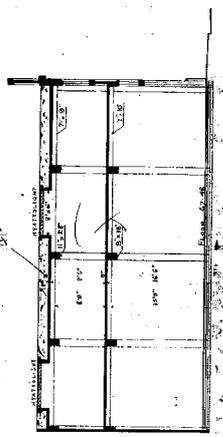
WILLIAM HELL ISO FRIELA
ARCHITECT

ENGINEERING OFFICE
SHEPPARD'S AVENUE, 101
NORTH VICTORIA SQUARE
NEWCASTLE-ON-TYNE

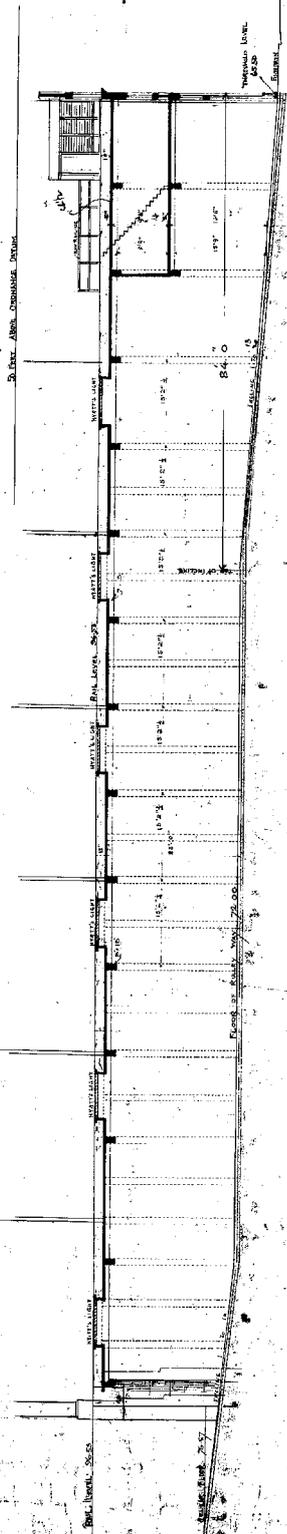
NEWCASTLE-ON-TYNE
FORTH BANKS Goods Station
Gear accommodation (1927)
Plans, Sections & Elevation
Sheet No. 23



SECTION ON LINE OI



SECTION ON LINE KI



SECTION ON LINE MN

SCALE 5 FEET TO AN INCH

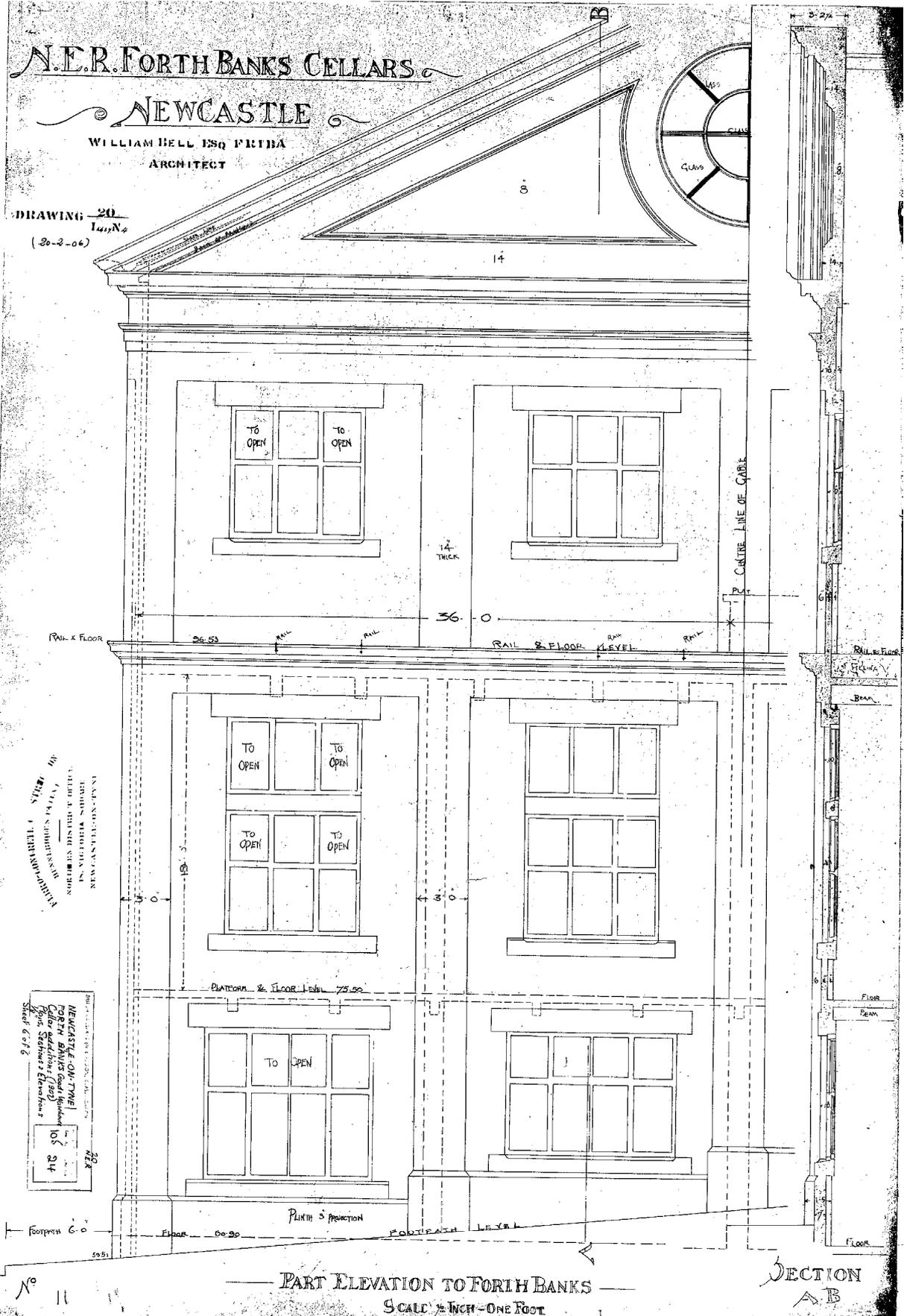
By Eng. Arch. Charles D. Hunt

N.E.R. FORTH BANKS CELLARS

NEWCASTLE

WILLIAM BELL ESQ FRIBA
ARCHITECT

DRAWING No. 20
1111/No
(20-2-06)



STREET IN
NEWCASTLE
SOUTH BRITISH RAILWAY
NEWCASTLE-ON-TYNE

NEWCASTLE-ON-TYNE
FORTH BANKS Goods Station
Gable addition (1902)
Plan, Section & Elevation
Sheet 6 of 8

PART ELEVATION TO FORTH BANKS
SCALE: 1/2 INCH = ONE FOOT

SECTION
A-B

N.E.R FORTH BANKS WAREHOUSE CELLAR ACCOMMODATION

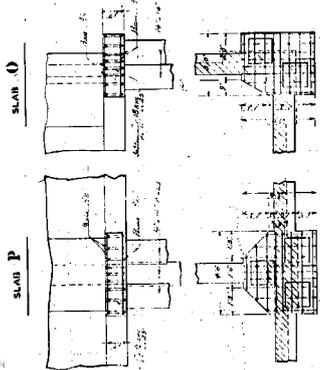
FOUNDATIONS

CONSTRUCTION IN HENRIQUE'S PATENT FEINING CONCRETE

SCALE 8 FEET TO ONE INCH

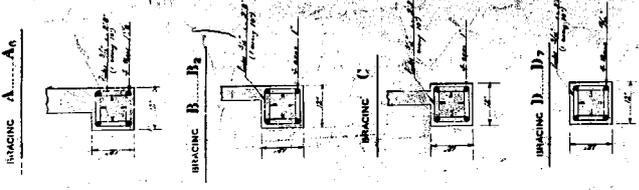
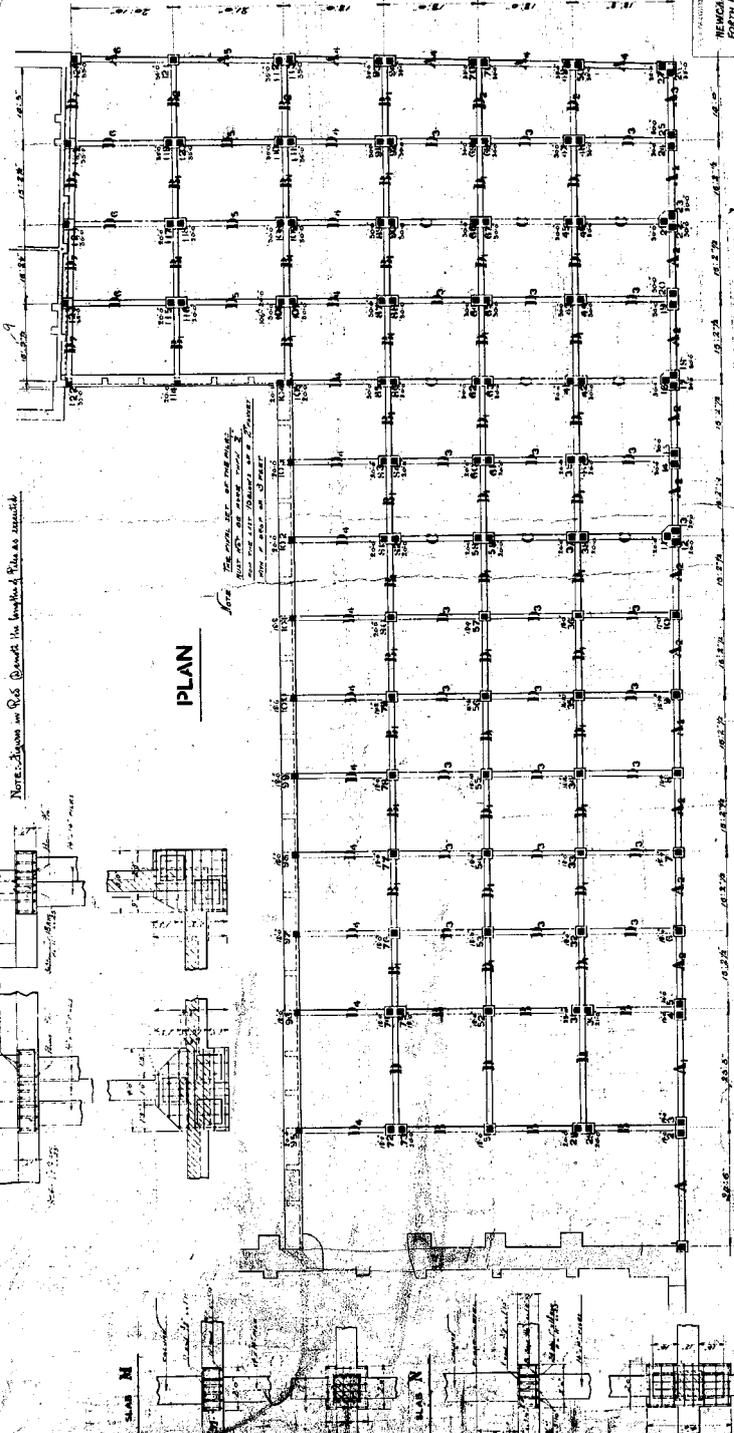
WORKING PLAN
THE ENDS OF ALL REINFORCED
STEEL SHEET PILING SHALL
BE CUT AT RIGHT ANGLES TO
THEir LENGTHS

SEE DIMENSIONS GIVEN HEREIN	11	100
ALL DIMENSIONS IN FEET AND INCHES	11	100
ALL DIMENSIONS IN FEET AND INCHES	11	100
ALL DIMENSIONS IN FEET AND INCHES	11	100



Note: Joists in Pile should be lengthened Pile as required.

PLAN



ALL DIMENSIONS TO BE CHECKED
ON THE SPOT BY THE CONTRACTOR.

PREPARED BY: E. HENRIQUE'S PATENT
 FORTH BANKS Goods Station
 Cellar Accommodation
 No. 105 125
 L. C. HOPKINS, C.E.
 308 Victoria Street
 Melbourne, Vic.

Forth Banks Goods Station, Warehouse extension, N.E.R ref 21

ENGINEER'S OFFICE
 38 VICTORIA STREET
 NEWCASTLE
 PLAN NO. 27
 DATE 25 OCTOBER 1907

N E R FORTH BANKS WAREHOUSE CELLAR ACCOMMODATION

EXTERNAL COLUMNS

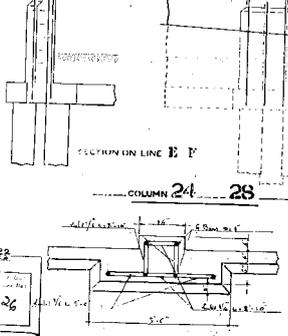
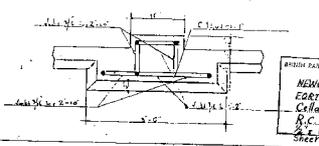
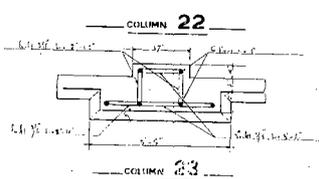
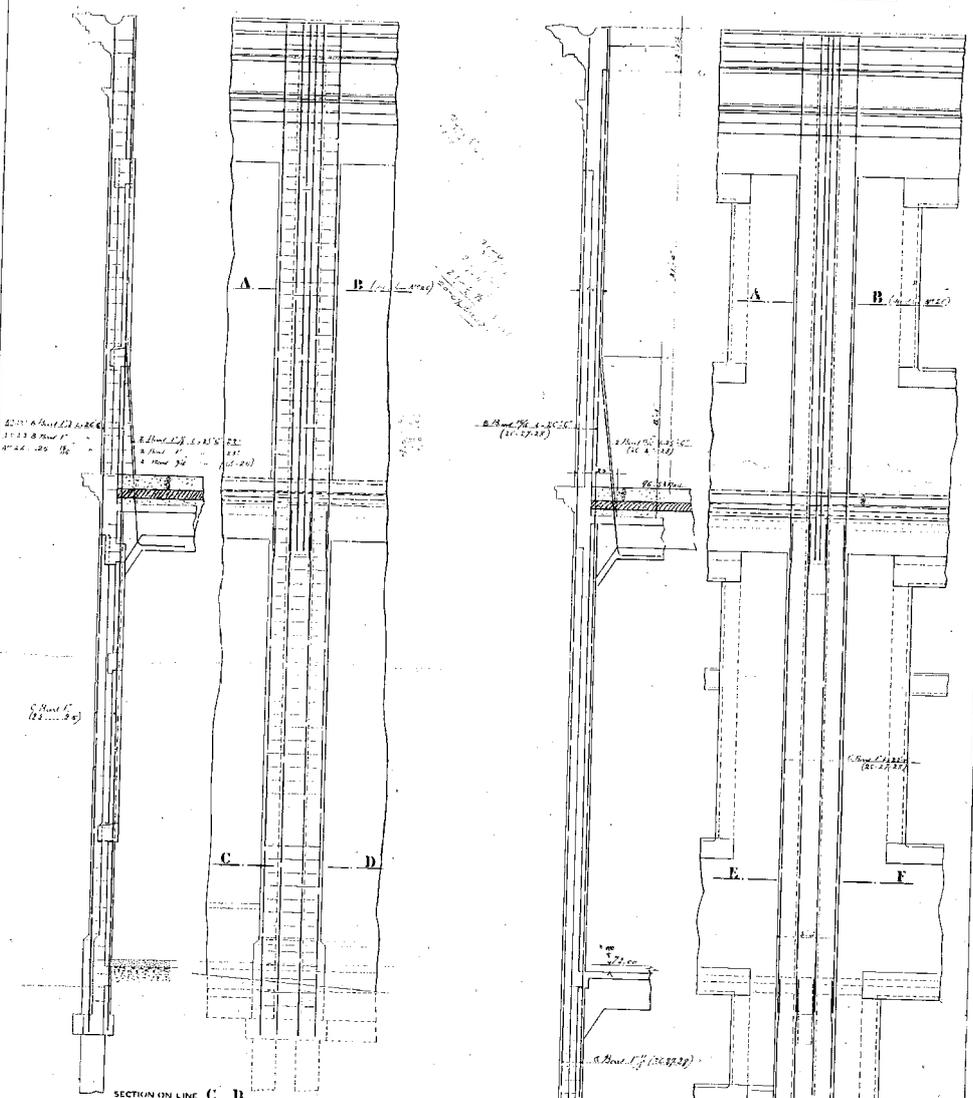
CONSTRUCTED IN HEMERHOLD'S PATENT FERRO CONCRETE

SCALE 2 FEET TO ONE INCH

WORKING PLAN

COLUMNS 22 23 24 25

COLUMNS 26 27 28



NEWCASTLE-ON-TYNE
 FORTH BANKS Goods Warehouse
 Cellar additions (1907)
 R.C. column details
 SHEET 1 OF 5

L. C. MONTGOMERY, C. E.
 38 VICTORIA STREET
 NEWCASTLE S.W.

Forth Banks Goods Station, Warehouse extension, N.E.R ref 22

N.E.R FORTH BANKS WAREHOUSE CELLAR ACCOMMODATION

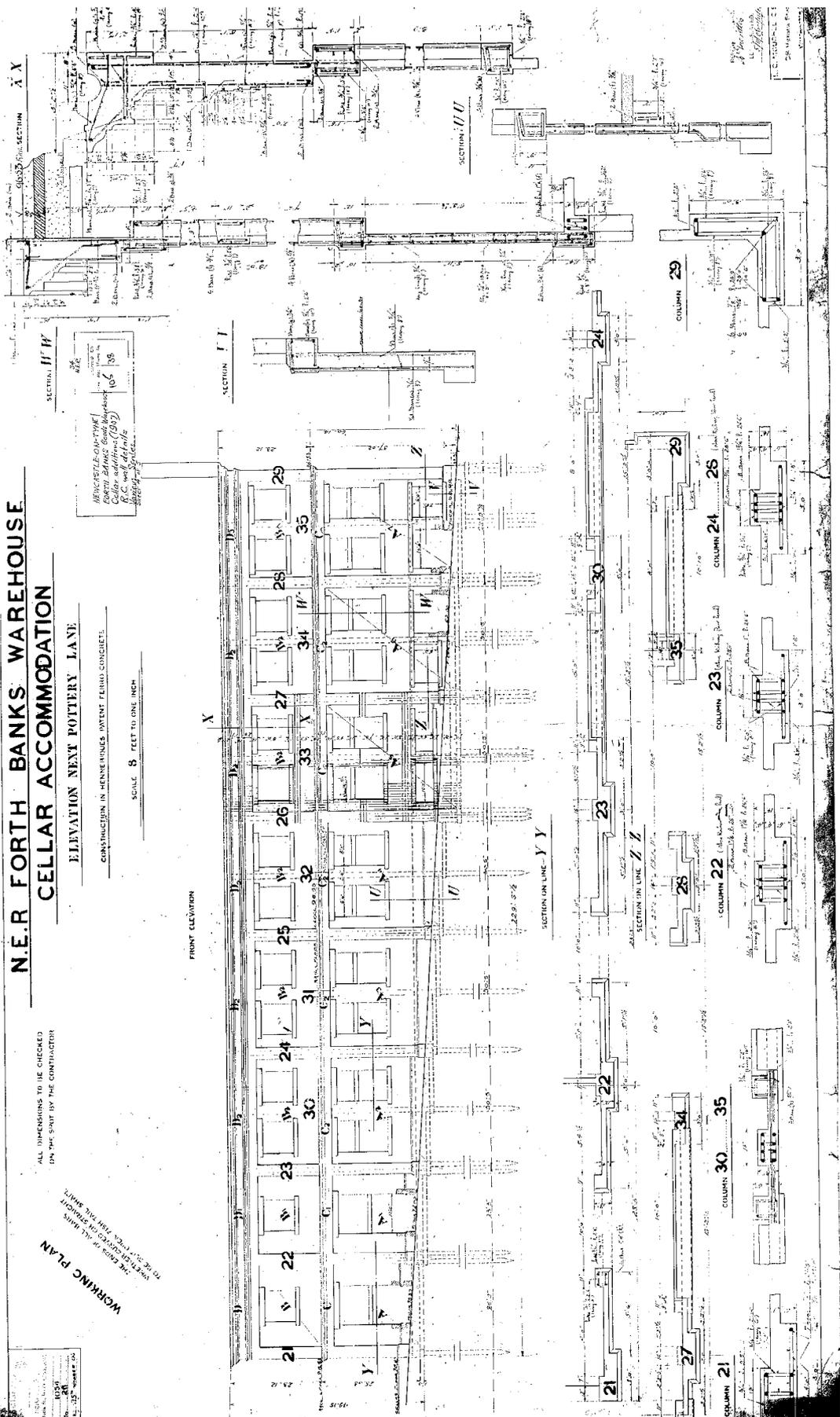
ELEVATION NEXT POTTERY LANE

CONSTRUCTION IN HENNERIKSEN PATENT FERRO CONCRETE.

SCALE 8 FEET TO ONE INCH

ALL DIMENSIONS TO BE CHECKED
ON THE SPOT BY THE CONTRACTOR

WORKING PLAN
THE LINES AND DIMENSIONS
HERE SHOWN ARE TO BE
THE 20' FROM THE MAIN



Forth Banks Goods Station, Warehouse extension, N.E.R ref 35

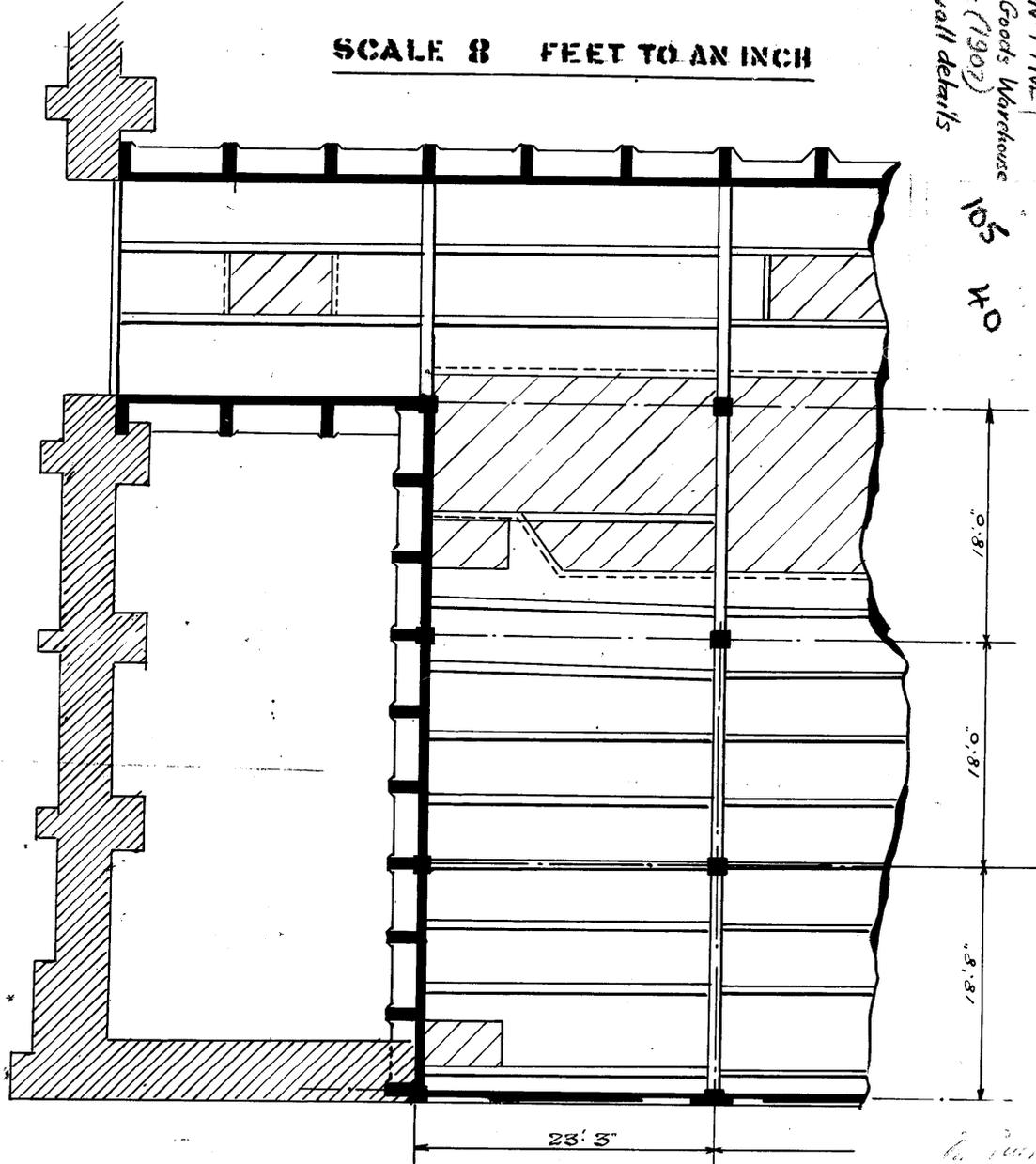
REINFORCED CONCRETE (CONSTR.)
 HEAVY BUILT UP TANKS
 FOR THE PORT OF SYDNEY
 8, VICTORIA ROAD
 NEWCASTLE-ON-TYNE
 1654
 Date No.
 7th November 1907

FORTH BANKS WAREHOUSE

PROPOSED DETAINING WALLS

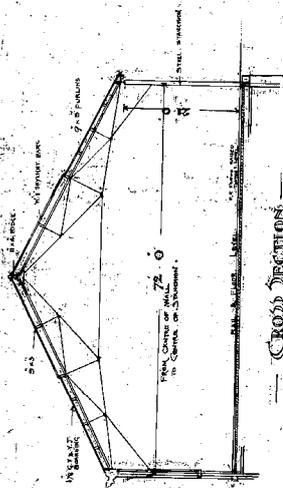
NEWCASTLE-ON-TYNE
 FORTH BANKS Goods Warehouse
 Cellar additions (1907)
 R.G. retaining wall details
 Steel 1 of 2

SCALE 8 FEET TO AN INCH



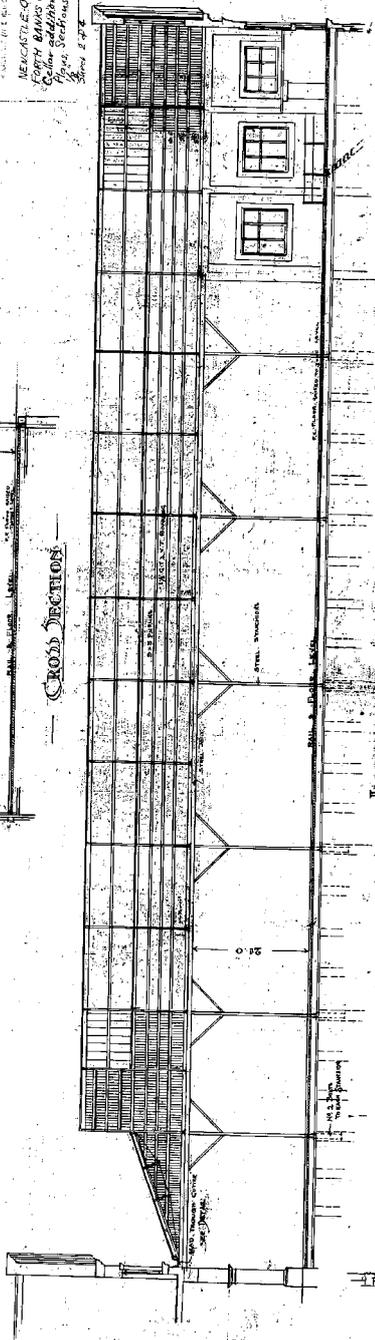
Forth Banks Goods Station, Warehouse extension, N.E.R ref 36

N.E.R. FORTH BANKS CELLARS
NEWCASTLE

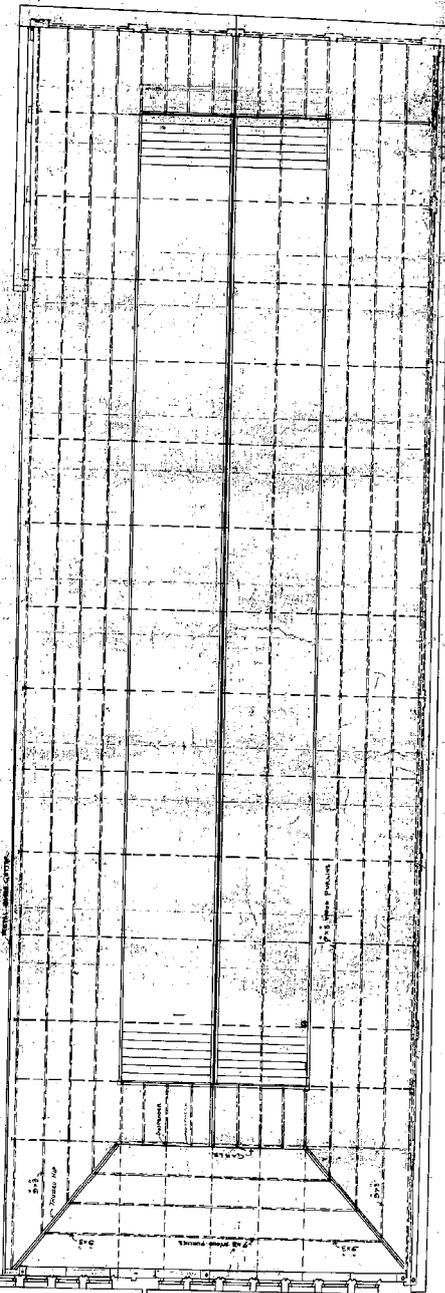


NEWCASTLE
FORTH BANKS
CELLARS
Pages 105, 106 & 107
105, 107

CROSS SECTION



LONGITUDINAL SECTION



ROOF PLAN

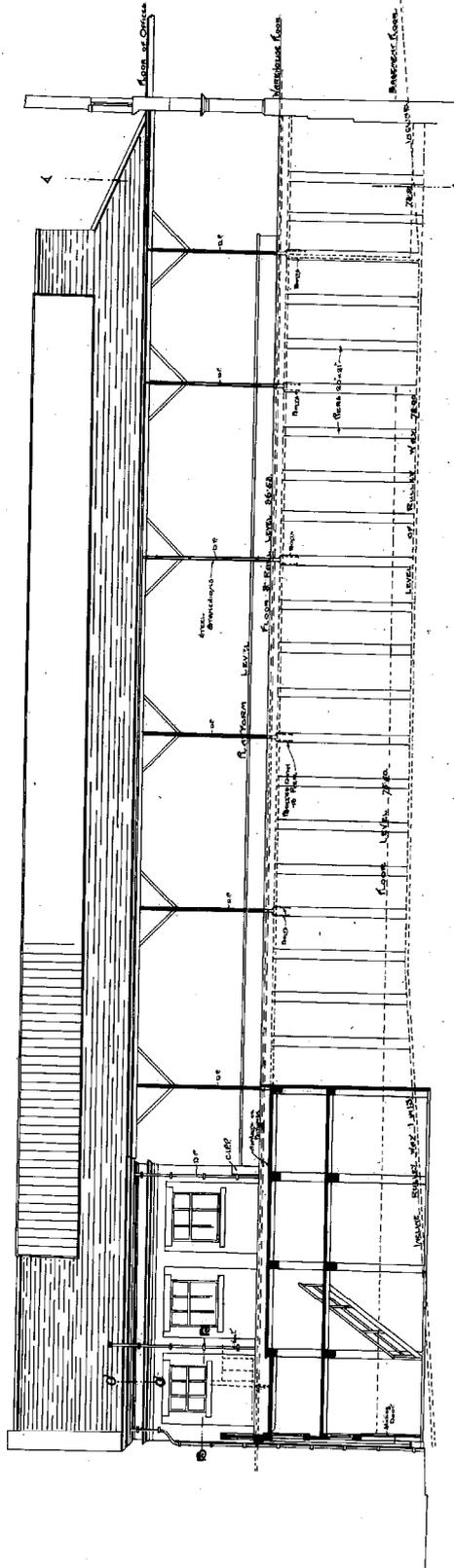
SCALE 1/4\"/>

105 0517
7

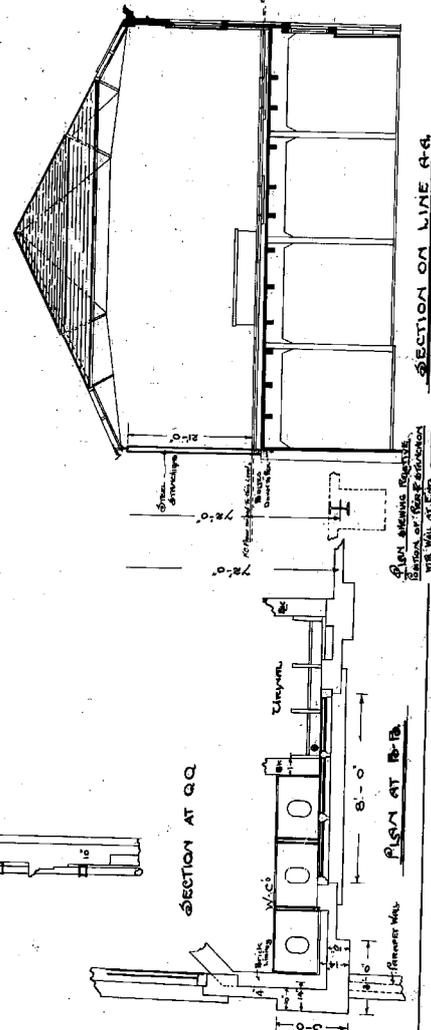
Forth Banks Goods Station, Warehouse extension, N.E.R ref 63

N. E. R. FORTH BANKS CELLARS.

NEWCASTLE



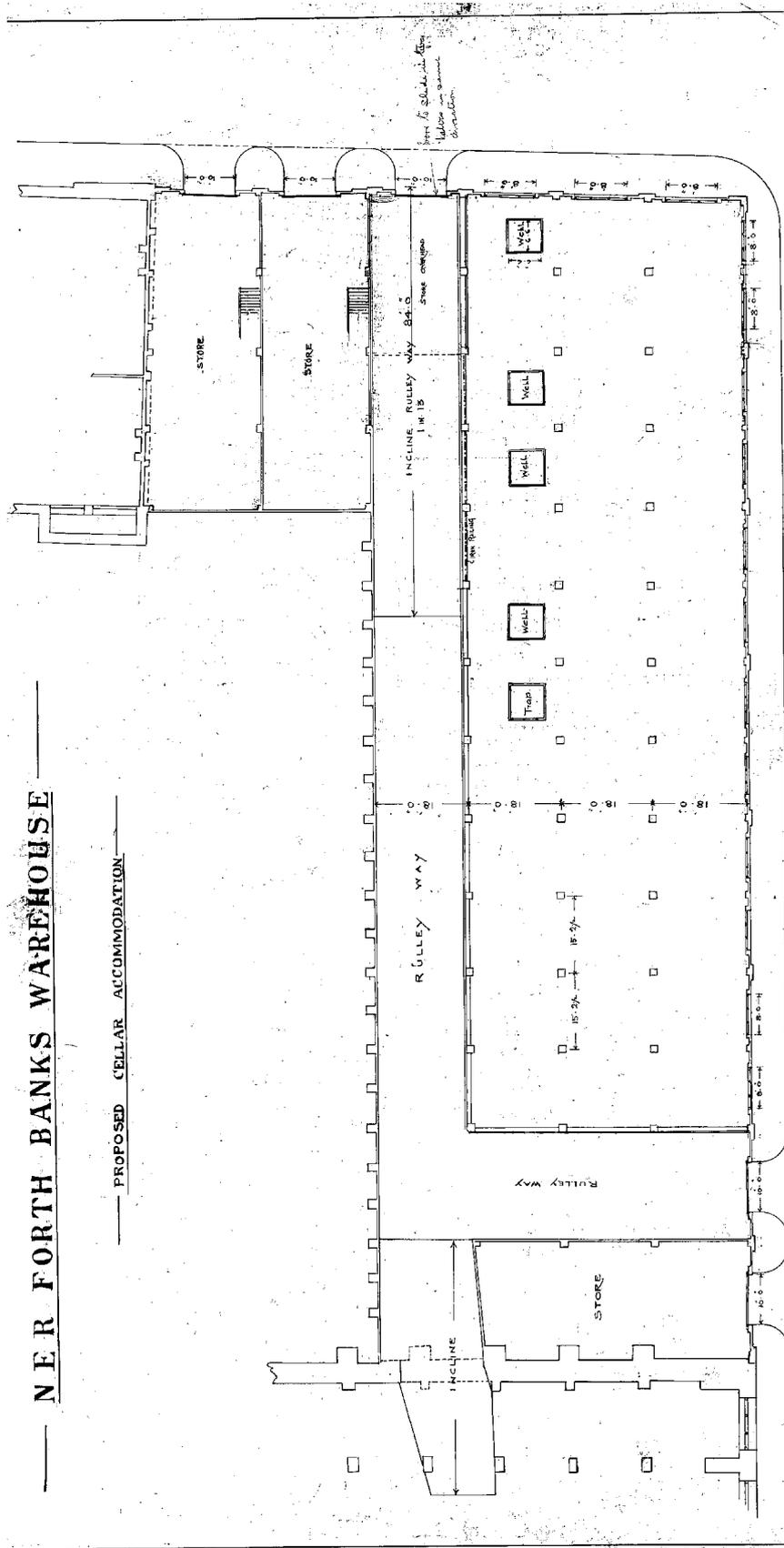
ELEVATION NEXT YARD
SCALE 8 FEET TO AN INCH.



NEWCASTLE - ON-TYNE
FORTH BANKS Goods Warehouse
Cellar Extension (1907)
Plan, Section & Elevation
Sheet 3 of 4

NER FORTH BANKS WAREHOUSE

PROPOSED CELLAR ACCOMMODATION



IN DRAWING BY S. COOK, ARCHT. SURVY.
 N.E.R. FORTH BANKS WAREHOUSE
 PROPOSED CELLAR ACCOMMODATION
 105 66

SECTION ON LINE GH LOOKING DOWN

SCALE 8 FEET TO AN INCH

Cellar accommodation, N.E.R ref 66

N.E.R. - FORTH BANKS CELLARS

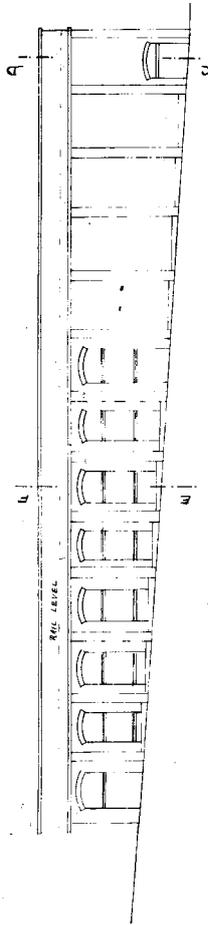
Proposed Construction in Hembidge's Patent Ferro-Concrete

W. BELL, Esq., Architect.

SUPERLOADS:

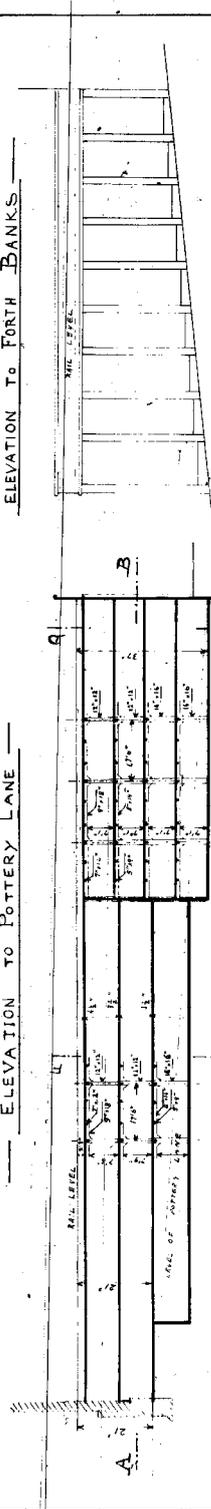
FLOORS: 2 TONS PER SQ. FT.
ROOF TO CARRY RAILWAY CROSS LINES

DRAWING: No. 2
I 407.N.4



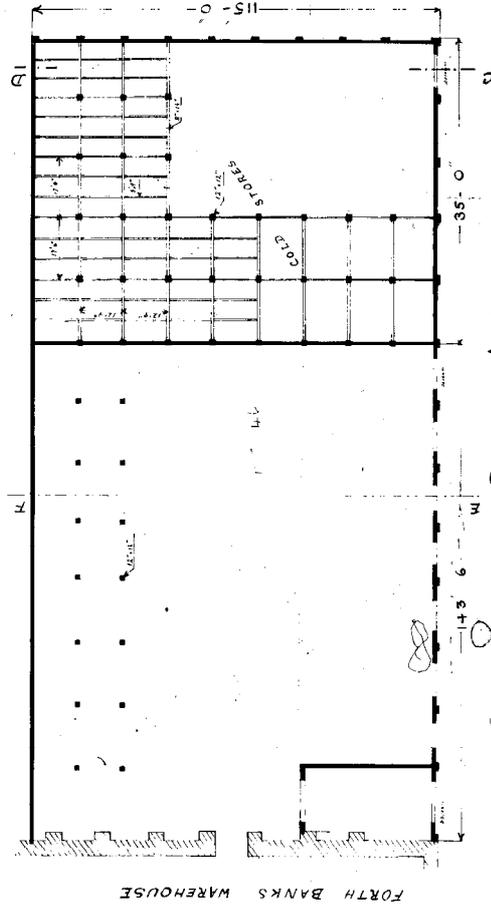
ELEVATION TO POTTERY LANE

ELEVATION TO FORTH BANKS



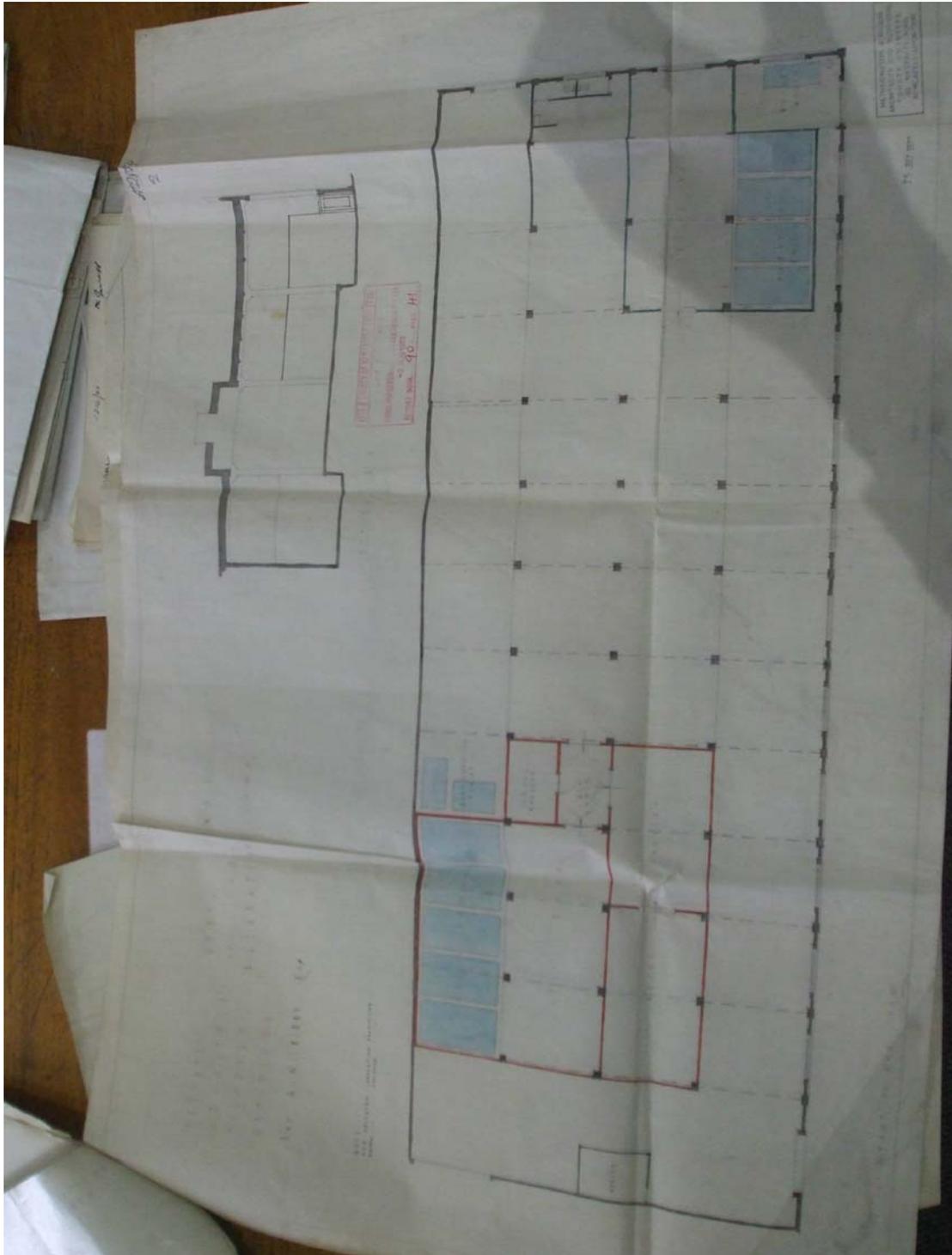
LONGITUDINAL SECTION

TOP OF FLAT ROOF: 2 R. BELOW RAIL LEVEL

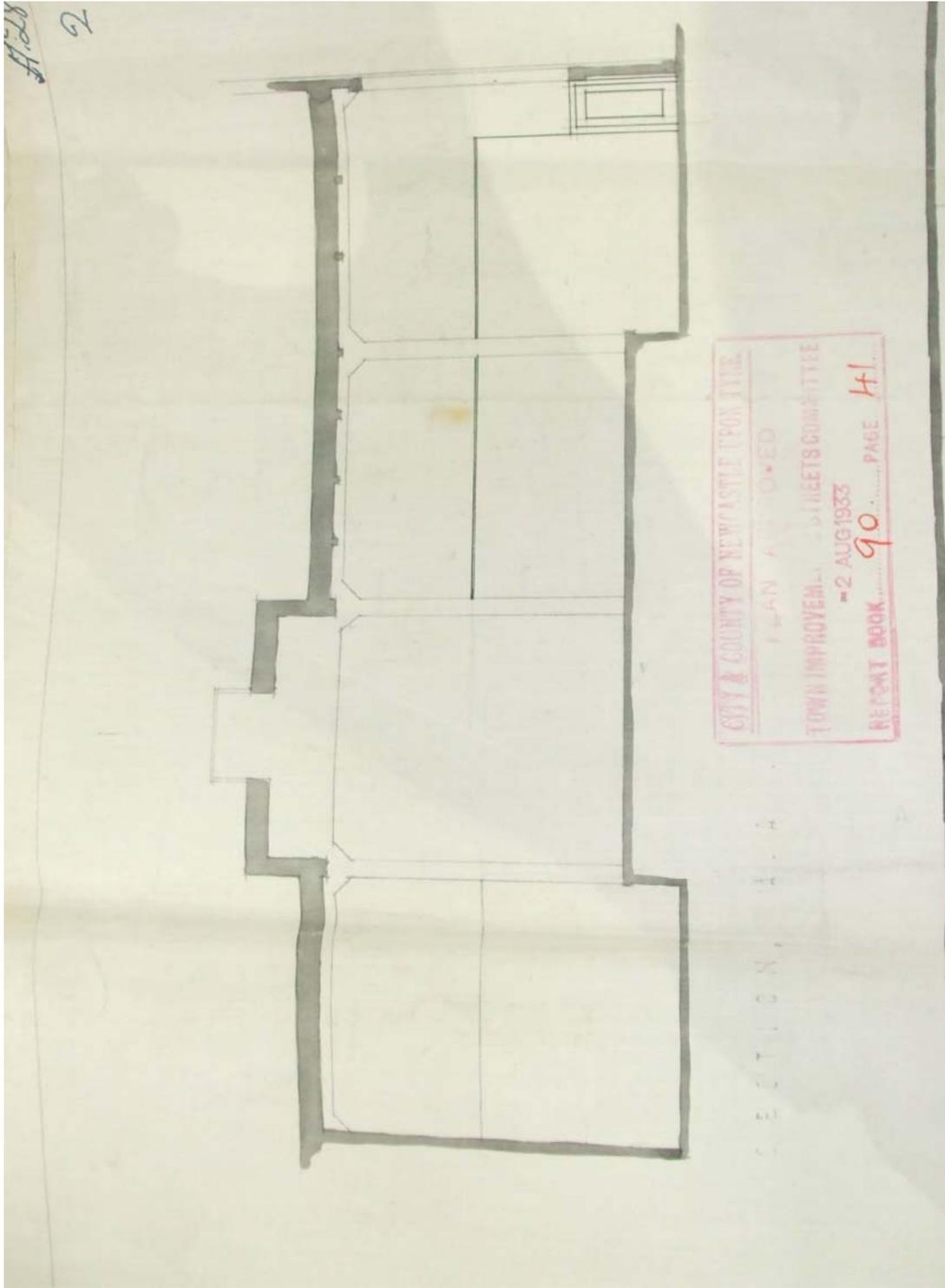


SCALE: 1/16 FEET = ONE INCH

Appendix H: 1933 Building control plans relating to the conversion of the Forth Banks Goods Warehouse



1933 plan for alterations to Goods Warehouse

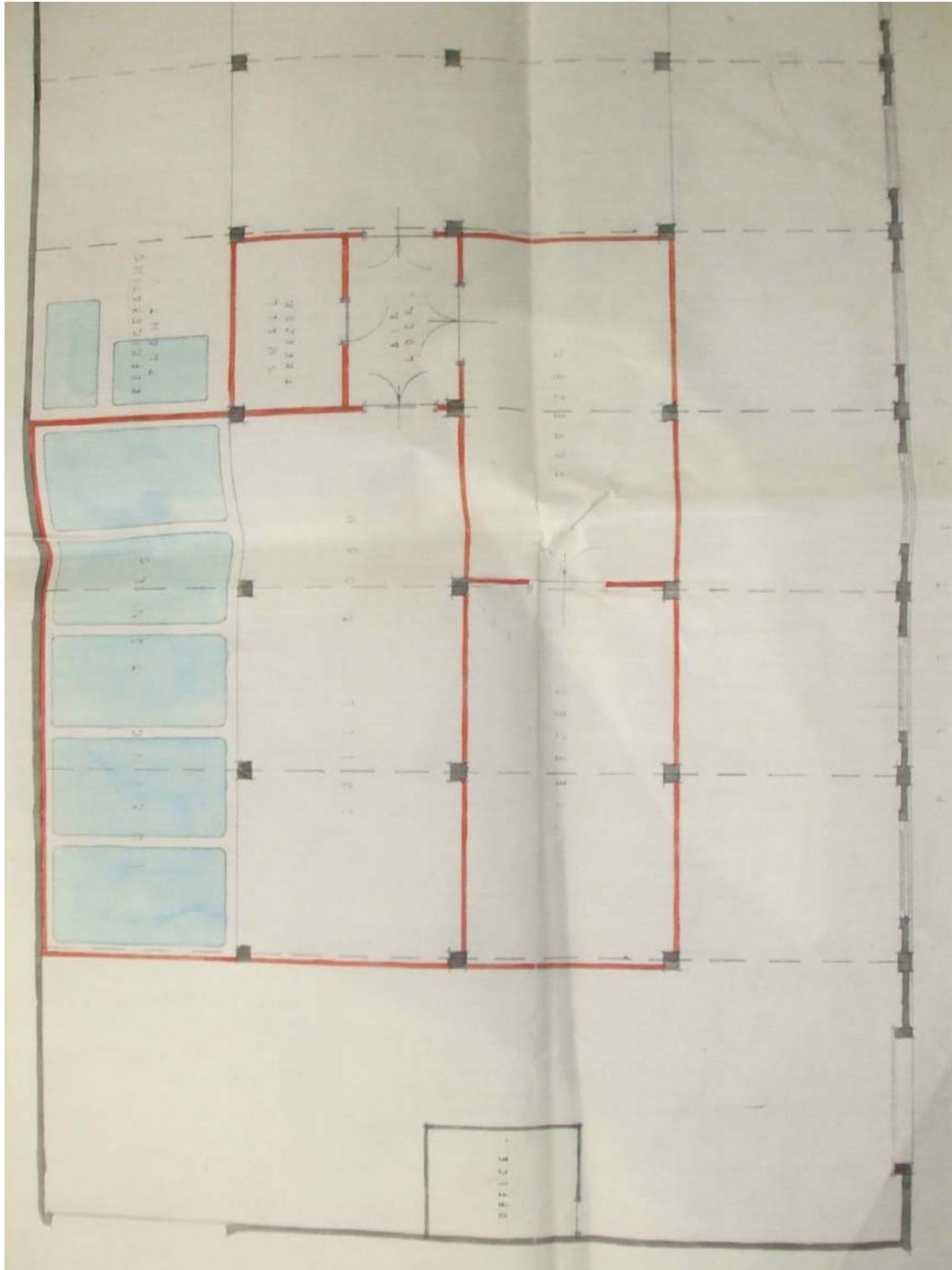


Handwritten notes: "A. 28" and "2" with an arrow pointing to the drawing.

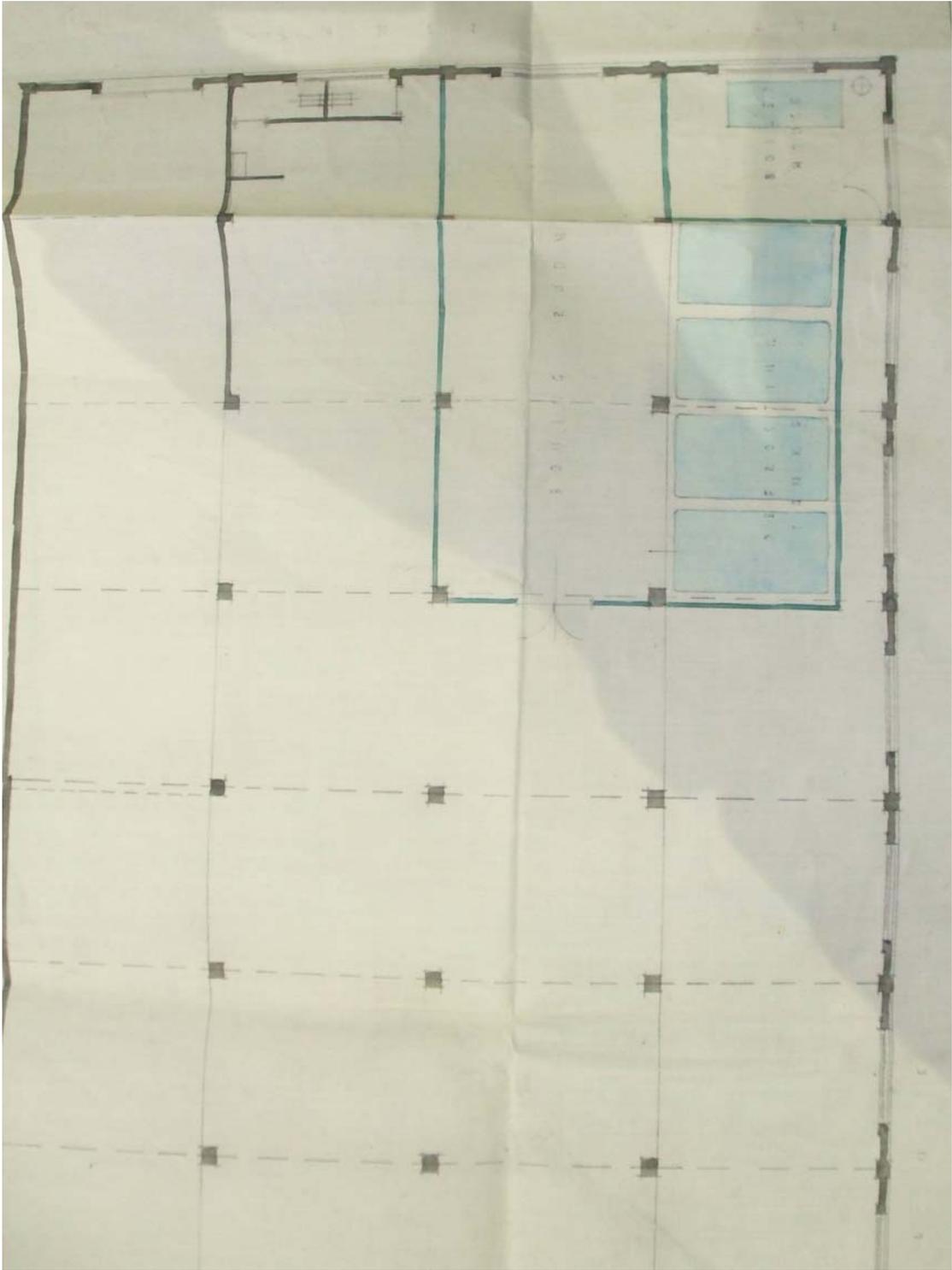
CITY & COUNTY OF NEWCASTLE UPON TYNE.
PLAN APPROVED
TOWN IMPROVEMENT & STREETS COMMITTEE
-2 AUG 1933
REPORT BOOK.....PAGE 41

SECTION, A.A.

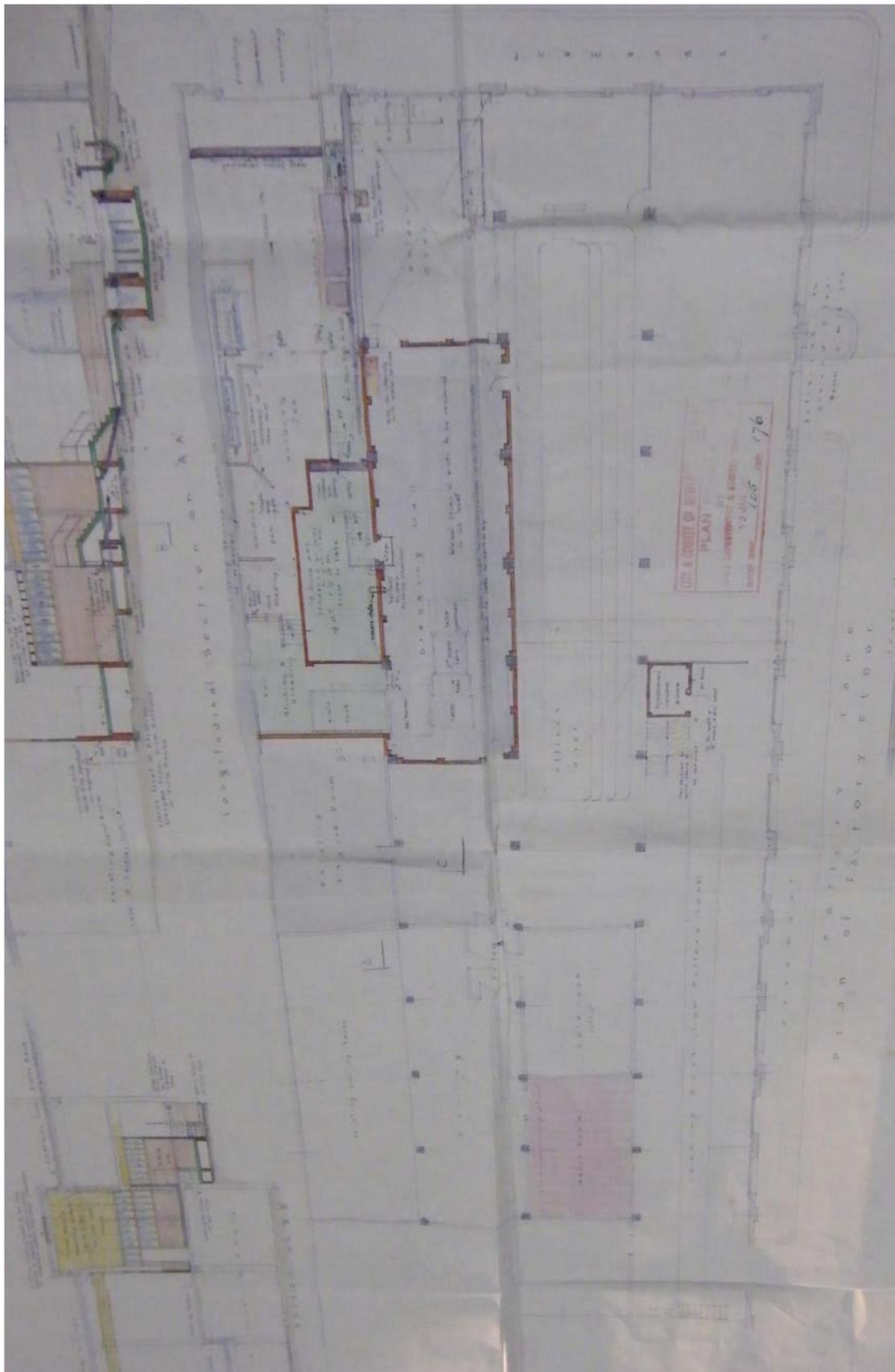
1993 section for alterations to Goods Warehouse



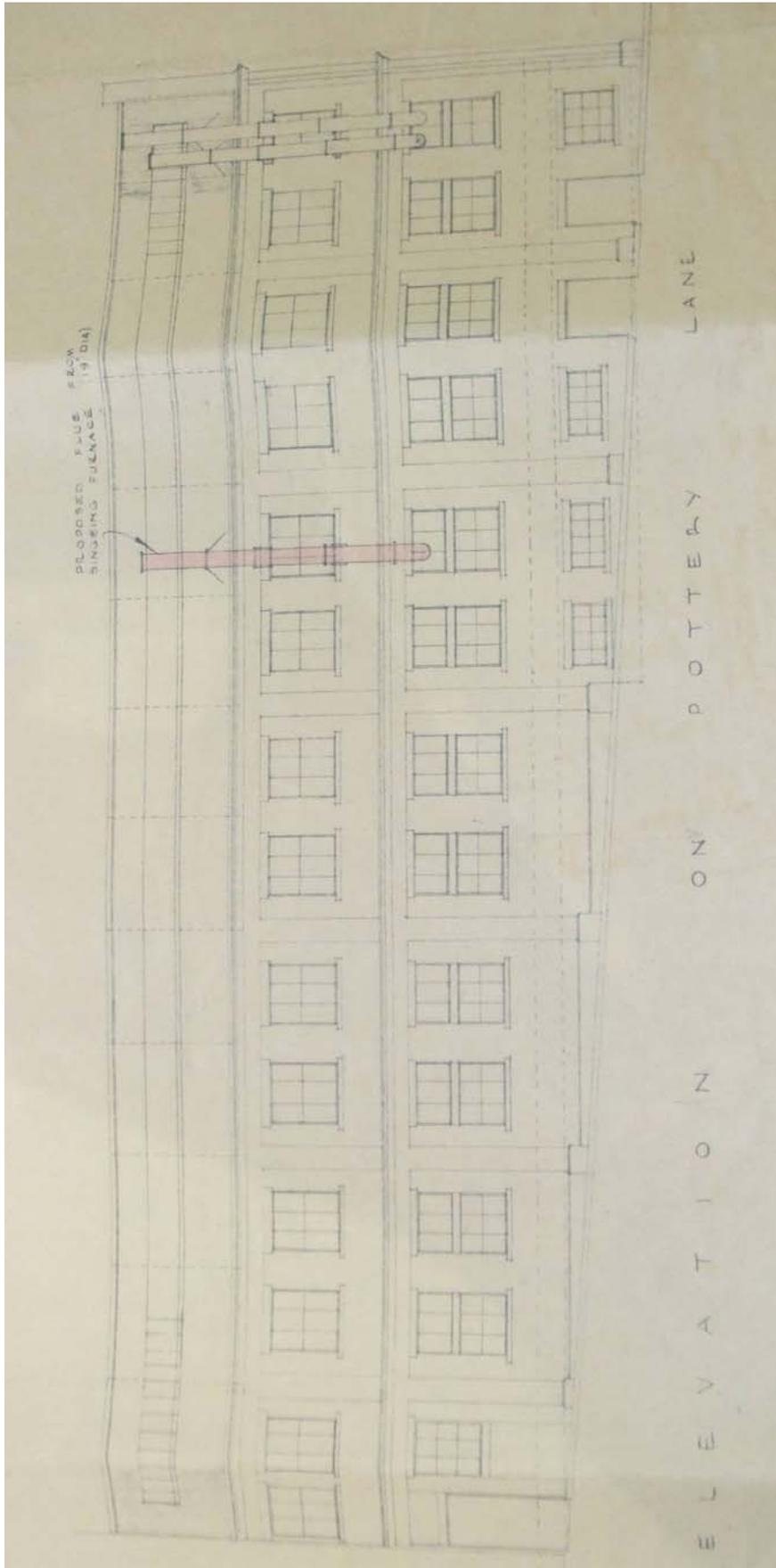
1933 plan of Forth Banks Goods Warehouse, west end



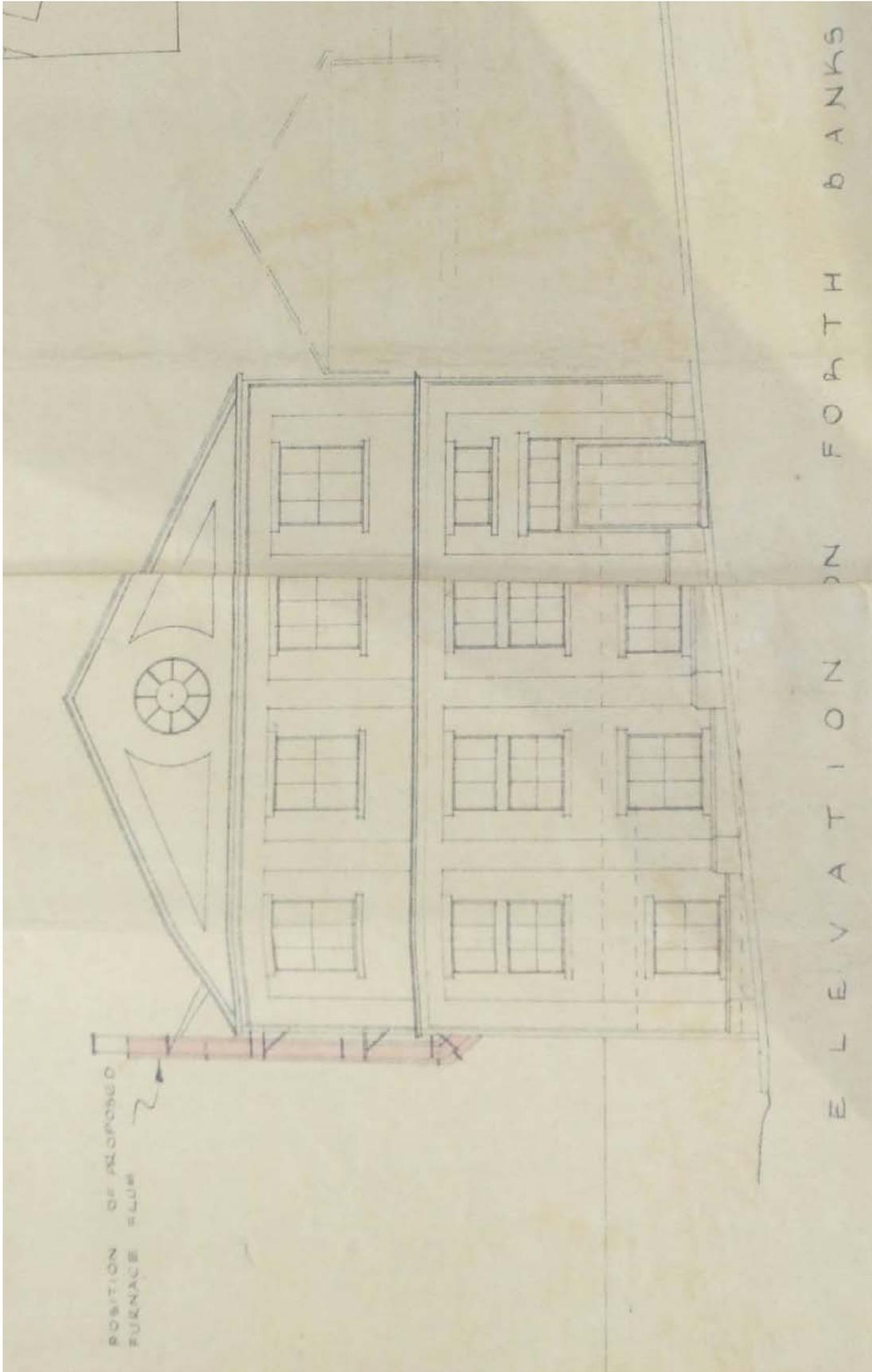
1933 plan of Forth Banks Goods Warehouse, east end



Drawing no. 45551, 1954, approved 1955



Drawing no. 45803, 1955

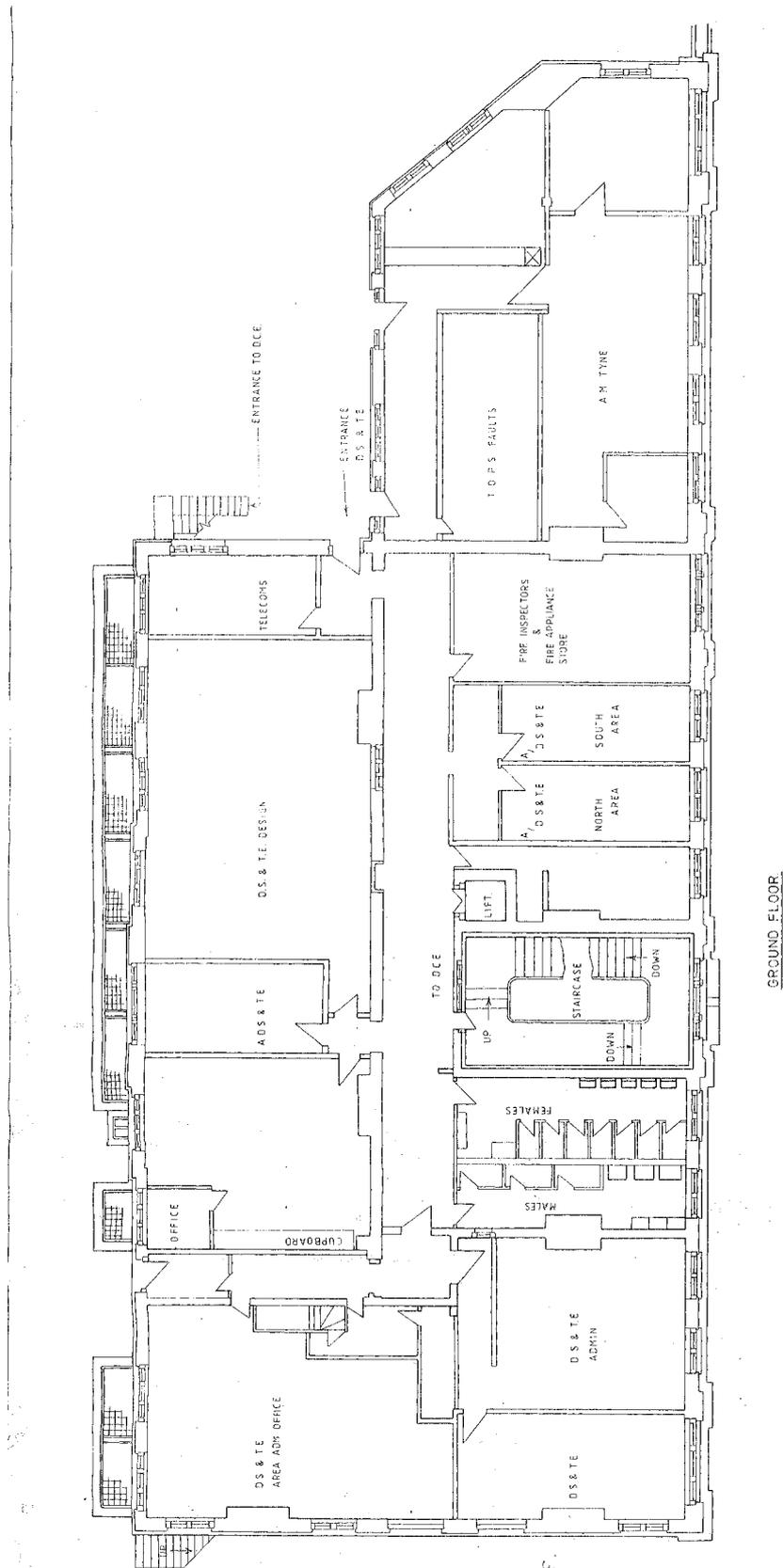


POSITION OF PROPOSED
FURNACE FLUE

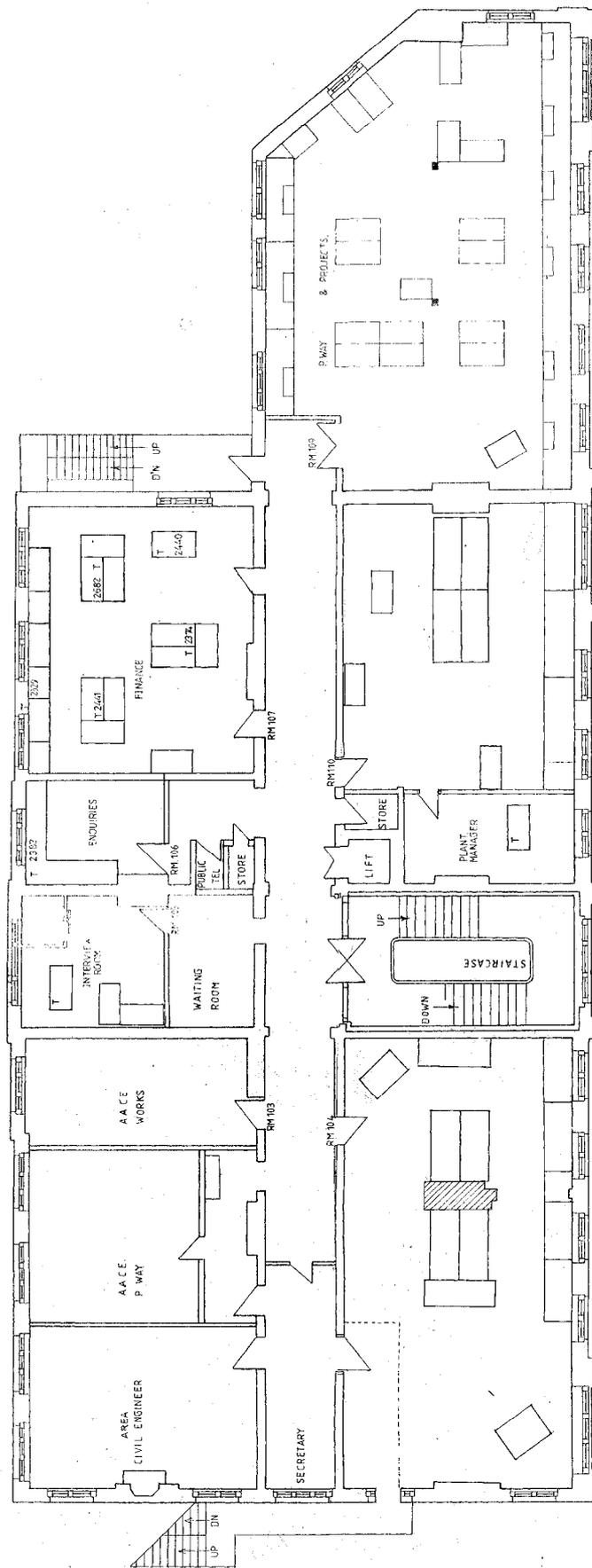
E L E V A T I O N
F O R T H
B A N K S

Drawing no. 45803, 1955

Appendix J: 1989 plans of Kings House, for conversion to Area Civil Engineers Office

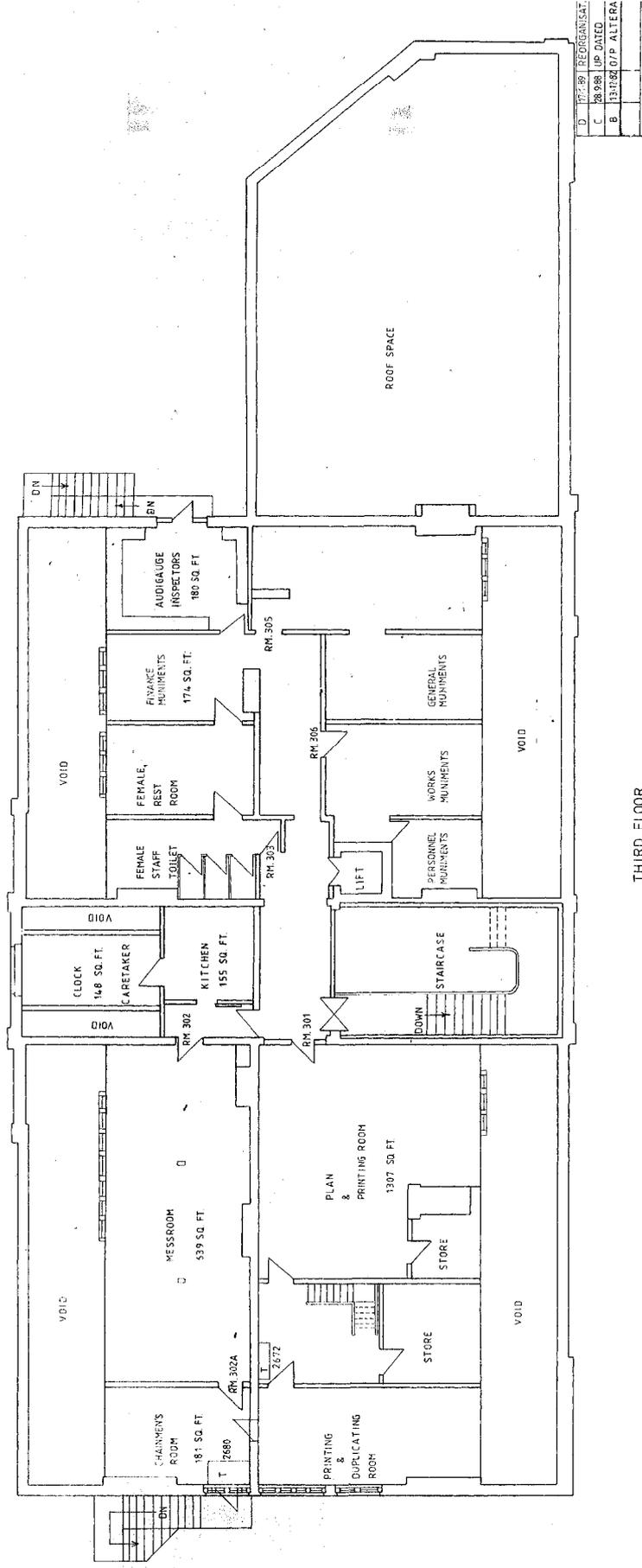


Ground floor plan



FIRST FLOOR

First floor plan



THIRD FLOOR.

Third floor plan

Specification for an Archaeological Desk Based Assessment of a site on Forth Banks, Newcastle upon Tyne

Introduction

The above site is proposed for a new Newcastle Area Command Headquarters for Northumbria Police. This will probably include a new build element with a fifty cell custody suite at basement level.

The site lies within the Central Conservation Area (HER 11378).

The site includes the Forth Banks Goods Station Warehouse, which is listed grade 2. The proposed development will retain and convert the listed building.

HER 8917

Includes: Goods station warehouse, now general workshops. c1910. Designed by William Bell (architect for the North Eastern Railway from 1877 to 1923), for the North Eastern Railway Co., engineer LG Mouchel of Hennebique, using patent ferro-concrete, steel-framed roof with glazed strips and boarded rear gable. Simplified Classical style. EXTERIOR: 3 storeys, 4 windows x 3-2 storeys, 14 windows. This building, an imposing structure faced with brick and terracotta. North-east front to Forth Banks has full-width pediment on 4 panels defined by wide shallow pilasters, with first floor cornice and top entablature. Renewed metal roller shutter to vehicle entrance at right under flat lintel and wide overlight; small 3-light window above has slightly projecting sill and lintel. Similar treatment to mullion and transom windows, on ground floor with 6 lights, on first floor with 6 lights below and 3 lights above concrete transom, and top floor with 6 lights. Pediment has wide surround which merges with similar surround to central slatted oeil-de-boeuf. Roof half hipped at rear; full length lights and rear boarded gablet. Left return to Pottery Lane in similar style has 14 windows, 6 windows to right on 3 storeys, 8 windows to left on 2 storeys. Rear elevation, only partly visible, has 4 arches at upper level with stone impostes and keystones; shared pier removed from central pair. North-west wing 2 storey with 2 windows. Similar construction and materials, with raised corrugated-iron roof structure of unknown function. INTERIOR: not inspected.

The site also includes King's House, which is an attractive turn-of-the-twentieth-century brick building. This too will be retained.

The listed goods station warehouse replaced a much larger goods station which had extensive subterranean vaults which extend into the land to the immediate west of the listed building. The vaults may need to be in-filled to take the weight of crane bases during construction.

HER 4321 Forth Banks Goods Station

The completion of the Newcastle and Carlisle line came about with the construction of Central Station in 1850. The Forth area was given over to goods traffic with a shed built on the site which opened on 2nd June 1854.

The shed was demolished during the building of the present Forth Goods Station which opened on 3rd March 1871. From the 1870s all Newcastle goods traffic was handled on this site. As well as the goods station there were three yards called the Infirmary Yard, Old Dock Yard and Victoria Yard. A number of buildings were built on the Victoria Yard, one of which was an engine shed {2}. The single most important piece of railway architecture of the 1860s in the area was the North Eastern Railway's Forth Banks Goods Station, designed by Thomas Prosser in 1866. The new goods station opened for freight in 1871, replacing a small goods shed of the former Newcastle and Carlisle Railway (one of the companies which amalgamated in 1854 to form the North Eastern Railway). Prosser gave the massive goods shed a pair of long, curved iron framed roofs with arched heads reminiscent of Dobson's Central Station and similar to the roof Prosser, himself, designed for York Station in the following decade. All that now survives of the goods shed is the undercroft, the south face of which is a sandstone wall pierced by arch headed openings. In 1904 a new goods station office was built at the end end of the site, facing onto Forth Banks (HER 8917). The following year Prosser's goods shed was cut in two by the building of the approach viaduct to the King Edward Bridge. Shortly afterwards it was extended to the east by the addition of a smaller, three storeyed shed built alongside the new goods station offices. This shed, which is a ferro-concrete building in a plain but functional neo-classical style, was built by L.G. Mouchel's Hennebique Company to a design by Bell {2}.

The site is disturbed by a main drain 900mm x 1500mm (possibly the re-routed Skinner Burn) a subway access culvert and walkways/tunnels.

HER 11104 Skinner Burn

Runs down Bath Lane from just south of Corporation Street, then west of Clayton Street West, curves round the site of the old abbattoir, and down east edge of Forth Banks into the Tyne. Charleton (1885) described the Skinner Burn as "a small runner of water a few yards west of Westgate, which divided the counties of Northumberland and Newcastle... [it] rose near Pitt Lane (Spring Gardens), at the top of Bath Lane, and ran into the Tyne at the foot of Forth Banks". It also divided Newcastle and Elswick. The burn is clearly shown with numbered boundary stones on Hutton's map of 1770 and Oliver's map of 1844. In the eighteenth century the Skinner Burn became an early centre of industrial activity with glass houses, lime kilns, a large brewery, pottery and foundry. Housing grew up around these concerns, but conditions for residents were unpleasant, one local historian describing the burn as "little better than an evil smelling sewer". The Skinner Burn was culverted between 1840 and 1859. You can still see a small outlet in the river wall.

HER 11236 Skinner Burn, log-boat

Log boat cut from a single oak, length 4.8m, width 1.2m. Dredged from the Tyne in January 1869.

Prior to the construction of the goods station warehouse, a brewery and coal depot occupied the eastern part of the site.

HER 4895 Forth Banks Brewery

William Potter & Co. were 'beer and porter brewers' here from 1787. Baillie's directory of 1801 lists the business as Messrs Potter, Langhorn & Co. in Skinnergate. In 1818 they also had a brewery at Swalwell with Robert Jobling and Cresswell Jobling, trustees of Margaret Jobling and Addison Langhorn Potter. William Potter and Addison Langhorn Potter ran the business from then on. Shown on Oliver 1831. The last directory entry for the Newcastle Brewery is 1844. A 'Malthouse' is still shown on the site on OS 1879 25" edition. Gone by at least 1940.

HER 5062 Towneley Coal and Coke Depot

Shown on 1st edition Ordnance Survey map.

The site is thus of industrial archaeological interest.

The site lies some 300m outside the medieval town walls and 400m south of Hadrian's Wall.

In accordance with PPG16 and UDP policy C4.2

WHERE A PROPOSAL MAY AFFECT A SITE OR AREA OF ARCHAEOLOGICAL INTEREST, THE DEVELOPER WILL BE REQUIRED TO SUBMIT AN APPROPRIATE ASSESSMENT OF ITS POTENTIAL IMPACT UPON THE ARCHAEOLOGICAL REMAINS AND WHERE NECESSARY UNDERTAKE AN ARCHAEOLOGICAL FIELD EVALUATION {Newcastle City Council, Unitary Development Plan 1998}

a Desk Top Assessment is required to appraise the likelihood that important archaeological deposits survive on the site, and assess the impact on those deposits by construction work associated with the proposed development. It will make recommendations for further archaeological work required.

The assessment must be carried out by a suitably qualified and experienced archaeological organisation. The purpose of this brief is to obtain tenders for this work. The report must be the definitive record for deposition in the Tyne and Wear HER.

Waring and Netts (now Space) have already undertaken a considerable amount of research on this site. The client will provide the appointed archaeologist with a copy of all the plans and maps which Waring and Netts collated to prevent duplication of effort.

Research Aims and Objectives

The assessment should make reference to Regional and Thematic Research Frameworks.

The North-East Regional Research Framework for the Historic Environment (2006) notes the importance of research as a vital element of development-led archaeological work. It sets out key research priorities for all periods of the past allowing commercial contractors to demonstrate how their fieldwork

relates to wider regional and national priorities for the study of archaeology and the historic environment. The aim of NERRF is to ensure that all fieldwork is carried out in a secure research context and that commercial contractors ensure that their investigations ask the right questions.

See <http://www.algao.org.uk/Association/England/Regions/ResFwks.htm>

Ideally and where possible the evaluation should cross-reference its aims and objectives to national priorities, defined in SHAPE (Strategic Frameworks for Historic Environment Activities and Programmes in English Heritage), and the English Heritage Research Agenda 2005-2010.

Where appropriate note any similar nationwide projects using ADS, internet search engines, ALSF website, HEEP website, OASIS, NMR excavation index.

All work must be carried out in compliance with the codes of practice of the Institute of Field Archaeologists and must follow the IFA Standard and Guidance for Archaeological Desk Based Assessment, revised September 2001

www.archaeologists.net

Archaeological Brief

1. The Assessment must inform the planning authority of the archaeological and historical importance of the site.
2. The following sources **must** be consulted:

Tyne and Wear Historic Environment Record, West Chapel, Jesmond Old Cemetery, Jesmond Road, Newcastle upon Tyne NE2 1NL (0191 2816117 or jennifer.morrison@newcastle.gov.uk). An appointment must be made.

Archaeological contractors are advised that there is a search fee payable for consulting the HER (Access and Pricing Policy available on request). Contractors visiting the HER in person and conducting their own research will be charged the basic search fee of **£50** plus photocopying costs.

The County Industrial Archaeologist, Ian Ayris must be consulted on any industrial aspects of the Assessment (tel. 0191 2777190 or email ian.ayris@newcastle.gov.uk)

Please note - Tyne and Wear is a modern county. The area was formerly divided between County Durham and Northumberland. Archive sources for Tyne and Wear are therefore spread between Tyne and Wear Archives, County Durham Record Office, Northumberland Museum and Archives and 5 district local studies libraries.

Northumberland Museum and Archives at Woodhorn, Queen Elizabeth II Country Park, Ashington NE63 9YF (open Wed-Sun) 01670 528041 – mostly holds records for Newcastle and North Tyneside but does hold some records relating to those districts south of the River Tyne and has a lot of mining records.

Tyne and Wear Archives at Blandford House, Blandford Square, Newcastle upon Tyne NE1 4JA (tel. 0191 2326789 ext 407)

Amongst other items they hold Building Control Plans for Tyne and Wear which provide useful information on the location of cellars or basements or other features which may have destroyed or truncated archaeological deposits. The location of the cellars or areas of disturbance must be marked on a plan in the finished report.

Durham Record Office, County Hall, Durham DH1 5UL (tel. 0191 3833253) – mostly holds records for Gateshead, Sunderland and South Tyneside but does hold some records relating to those districts north of the River Tyne and has a lot of mining records. Visitors must make an appointment. Closed on Fridays. www.durham.gov.uk/recordoffice

Newcastle City Library local studies section, Princess Square, Newcastle upon Tyne NE99 1DX

Along with historic photographs, newspaper articles and more the library holds Charles Goad Fire Insurance Plans for the City Centre which provide useful information on destructive cellars but also the function and layout of historic buildings.

National Monuments Record, Kemble Drive, Swindon SN2 2GZ (tel. 01793 414600)

www.english-heritage.org.uk/NMR

www.pastscape.org.uk – publicly accessible online version of the NMR

www.english-heritage.org.uk/viewfinder - online picture resource of NMR's photographic collections

and any other local resource with relevant information.

Useful Websites:

www.twsitelines.info - **not** to be used instead of visiting the HER in person because it is only updated every six months and does not include event data/grey literature reports

<http://local.live.co.uk> – aerial photographic coverage

<http://museums.ncl.ac.uk/archive/index>

www.sine.ncl.ac.uk

www.beamishcollections.com – building and street photographic collection

www.helm.org.uk

www.wellinever.info

www.tynesidelifeandtimes.org.uk

www.magic.gov.uk/website/magic/

www.tomorrows-history.com

www.dur.ac.uk/picturesinprint/

www.nemlac.co.uk – North East Museums Libraries & Archives Council

www.collectbritain.co.uk/galleries - Grimm's sketches of C18 Northumberland and Durham

www.newcastle.gov.uk/SOPNE - images of the NE region

www.neemark.com - collection of mining archives based at Murray Library, Sunderland University

www.dmm.org.uk – Durham Mining Museum

www.english-heritage.org.uk/server/show/nav.9596 - database of all English Heritage Department reports completed since 2006

Documentary Sources

All relevant documentary sources relating to the vicinity must be consulted and synthesised within the report (and images copied if copyright allows this), including:

- local history books
- journals
- papers
- documents
- county histories
- trade directories
- census returns
- council minutes
- court rolls
- wills
- newspaper cuttings
- historic photographs and postcards
- prints and engravings

Cartographic Sources

All relevant cartographic sources relating to the vicinity must be consulted and synthesised within the report (and copied if copyright allows this), including:

- historic mapping
- archive plans
- building control plans
- surveys
- Goad Insurance Plans
- estate plans
- tithe maps
- OS mapping – all editions first to present

For Newcastle and Gateshead City Centre the following maps or plans must be included in the report:

Unknown, c.1590, Bird's eye view of Newcastle, Cotton Manuscript
John Speed 1611, Plan of Newcastle (engraved in corner of map of Northumberland)
J. Astley 1638-9
A Plan of Newcastle engraved for the Rev. Henry Bourne 1736 (after James Corbridge 1725) in History of Newcastle upon Tyne
M. Beckman, 1684, copied for the Board of Ordnance, 1742
I. Thompson 1746
Charles Hutton, 1770, A Plan of Newcastle upon Tyne and Gateshead
Beilby 1788 TWAS

L.K. Kidd 1802
Roper & Cole 1808
John Wood, 1827, Plan of Newcastle upon Tyne and Gateshead
Thomas Oliver 1830, 1831 and/or 1842, 1844, 1851 Plan of Newcastle upon Tyne and Gateshead
John Tallis, c.1851, Newcastle on Tyne

Geological bedrock and drift mapping

Geological bedrock and drift mapping for the area must be analysed.

Listed buildings and Conservation Areas

Information on nearby listed buildings and Conservation Areas must be included and is available from the HER.

3. The Assessment must describe the land-use history of this part of Newcastle and assess the probability that archaeological deposits survive on this plot

4. The Assessment must describe the geology, topographic position, soil type and drainage of the site, using geological and soil survey maps. The report must make reference to the anticipated preservation conditions likely to be encountered on the site, especially relating to variables affecting the preservation of biological or organic remains.

5. The archaeological contractor must make at least one site visit and the finished Assessment will briefly describe the current condition of the site. Site photographs must be included in the finished report.

6. The archaeological contractor will assess the impact of the proposed development on archaeological deposits by analysing the plans and foundation designs (where available) for the proposed new building. The commissioning client will provide copies of available plans.

The Assessment Report

The Assessment report must contain and synthesise the results of the analysis of all the sources mentioned above. As far as possible, all maps shown should be at the same scale, to assist in comparing maps of different date and scale, ideally as overlays on a modern base-map, although highlighted enlargements may be used to facilitate the addition of extra annotation.

The report must include a catalogue/gazeteer of features of archaeological or historical interest within or close to the study area. Their location must be shown on a site plan. This must include all sites of interest, **not** just those currently included in the HER.

A final section of the report should consist of recommendations (in the opinion of the consultant, after assessing all evidence available at the present time) about the type, scale and location of any future archaeological work needed to locate and record historic buildings or archaeological deposits suspected on the site. If evaluation is recommended then the finished report will include a site plan showing the scale and location of suggested trial trenches.

The report must have the following features:-

1. Site location plan and grid reference
2. List of all sources consulted, and their location
3. Details of field visits undertaken by the consultant
4. Site photographs
5. Geology of site
6. Period by period discussion of site history and development
7. Historic map regression
8. Copies of any relevant archive plans and historic photographs
9. Brief discussion of the potential of the site in relation to NERRF, EH research agenda and other relevant agenda
10. A card cover with title, date, author, consultant organisation and commissioning client
11. Some form of binding which allows easy copying of the report
12. Copy of this specification

Three paper copies of the report need to be submitted:

- one for the commissioning client plus a copy on CD
- one for the planning authority (Newcastle City Council) plus a copy on CD – to be submitted formally by the developer with the appropriate fee
- and one for deposition in the County HER. A digital copy of the report on CD is also required by the HER – to be sent with the paper report but not attached to it. ***The report and CD for the HER must be sent by the archaeological consultant directly to the address below. If the report is sent via the planning department, every page of the report will be stamped with the planning application number which ruins the illustrations. Also the HER is often sent a photocopy instead of a bound colour original which is not acceptable.***

OASIS

The Tyne and Wear County Archaeologist supports the Online Access to the Index of Archaeological Investigations (OASIS) project. This project aims to provide an online index/access to the large and growing body of archaeological grey literature, created as a result of developer-funded fieldwork.

The archaeological contractor is therefore required to register with OASIS and to complete the online OASIS form for their desk based assessment at <http://www.oasis.ac.uk/>. Please ensure that tenders for this work takes into account the time needed to complete the form.

Once the OASIS record has been completed and signed off by the HER and NMR the information will be incorporated into the English Heritage Excavation Index, hosted online by the Archaeology Data Service.

The ultimate aim of OASIS is for an online virtual library of grey literature to be built up, linked to the index. The unit therefore has the option of uploading their grey literature report as part of their OASIS record, as a Microsoft Word document, rich text format, pdf or html format. The grey literature report will only be mounted by the ADS if both the unit and the HER give their

agreement. The grey literature report will be made available through a library catalogue facility.

Please ensure that you and your client understand this procedure. If you choose to upload your grey literature report please ensure that your client agrees to this in writing to the HER at the address below.

For general enquiries about the OASIS project aims and the use of the form please contact: Mark Barratt at the National Monuments Record (tel. 01793 414600 or oasis@english-heritage.org.uk). For enquiries of a technical nature please contact: Catherine Hardman at the Archaeology Data Service (tel. 01904 433954 or oasis@ads.ahds.ac.uk). Or contact the Tyne and Wear Archaeology Officer at the address below.

Jennifer Morrison
Tyne and Wear Archaeology Officer
West Chapel
Jesmond Old Cemetery
Jesmond Road
Newcastle upon Tyne
NE2 1NL
Tel (0191) 2816117
jennifer.morrison@newcastle.gov.uk

If you need this information in another format or language, please contact Jennifer Morrison at the above address.

Ref: Forth Banks Goods Station
9th June 2009
Planning Application: pre-application

For HER use only:
Quality control

Sources used:

- Northumberland Record Office
- Tyne and Wear Archives
- Newcastle City Library Local Studies
- Durham Record Office
- local library
- Special collections, Palace Green
- HER
- Building Control Plans
- Goad Insurance plans
- Conservation Officer
- APs

Report content:

- site location plan
- grid reference

- use of documentary sources (books/journals/papers/county histories/trade directories/court rolls/census returns/documents etc)
- use of cartographic sources (estate maps/tithe/archive plans/OS)
- land-use history
- historic photographs/drawings/engravings
- geology
- anticipated preservation conditions
- evidence of site visit and site photograph
- listed buildings and Conservation Areas
- map regression
- plan of cellars/areas of disturbance
- catalogue and plan
- impact of proposed development
- recommendations
- trench location plan
- CD
- OASIS form