

# Tyneside

## Port Heritage Summary

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## Cover illustration

Looking to the Port of Tyne past the wharf of the former McNulty Offshore yard at West Docks, South Shields.

# Abbreviations

|       |  |
|-------|--|
| BAE   | British Aerospace Engineering                              |
| c     | circa  |
| HE    | Historic England   |
| HER   | Historic Environment Record (Tyne and Wear)                |
| HLF   | Heritage Lottery Fund                                      |
| LDO   | Local Development Order                                    |
| LEP   | Local Enterprise Zone                                      |
| LB    | Listed Building  |
| MA    | Management Area (within a Policy Development Zone in SMP2) |
| MHW   | Mean High Water  |
| MSTC  | Marine Safety Training Centre                              |
| NRHE  | National Record for the Historic Environment               |
| NTL   | Normal Tidal Limit   |
| OS    | Ordnance Survey  |
| Ro-Ro | Roll on - Roll off   |
| PDZ   | Policy Development Zone (in SMP2)                          |
| SM    | Scheduled Monument   |
| SMP2  | Shoreline Management Plan 2                                |
| SSSI  | Site of Special Scientific Interest                        |

This Port Heritage Summary contains several references to staithes, a term commonly used on England's North Sea coast to describe a quay or jetty. On Tyneside there are examples where these structures are locally named staiths or staith (without an 'e') and in these instances this spelling has been used.



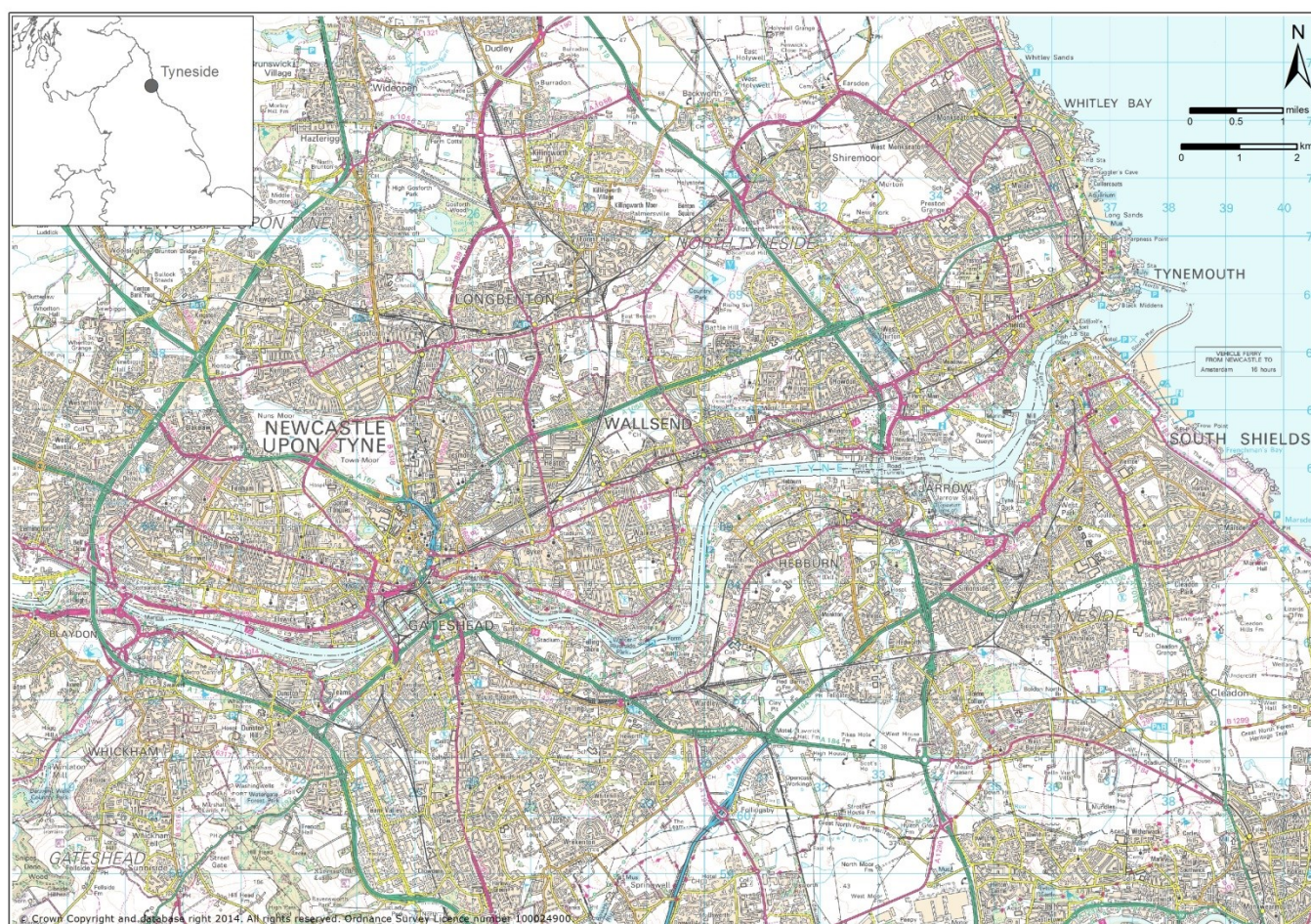


Fig 1 Location

## Introduction

The England's North Sea Ports project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-related heritage.

This Port Heritage Summary relates to Tyneside (The River Tyne from the North Sea to Blaydon Bridge), where forty three individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Tyneside's distinctiveness today, to the interpretation of its historical development, and that of the North East and the North Sea. This includes the cultural associations and feelings of local

people and communities to the maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Tyneside's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

## Location

Tyneside extends along both banks of the River Tyne's estuary as it passes through the Metropolitan County of Tyne and Wear in North East England.

The port is formed by the River Tyne before it feeds into the North Sea. The river is tidal for almost twenty miles inland to Wylam with the river's catchment draining much of the North Pennines and the Northumberland National Park.

Towns dominate either bank of the Tyne but all look to the river in some way with each having their own distinct character. Newcastle and Gateshead sit on opposite banks at the western end of the study area. On the north bank to the east of Newcastle are, from west to east: Wallsend, North Shields and Tynemouth. On the southern side of the Tyne, extending east from Gateshead, are Hebburn, Jarrow and South Shields.





Fig 2 Topography, place-names and features - eastern area.

## The Port

The tidal extent of the Tyne is controlled by the Port of Tyne, the harbour authority upstream to the Normal Tidal Limit (NTL), and seaward to three miles out from the harbour entrance and the protecting breakwaters. In the care of the Port of Tyne is the infrastructure to ensure the safe navigation of the port including the two piers or breakwaters and their lighthouses protecting the harbour entrance, and the swing bridge crossing the river between Gateshead and Newcastle.

As a Trust port the Port of Tyne is an independent statutory body, governed by its own legislation and controlled by an independent board with no shareholders or owners. All profits generated are invested back into the port and its stakeholders (Port of Tyne website).

For a distance of just over fifteen miles the Tyne is navigable inland. However, larger commercial sea going vessels are mostly restricted to the final reaches of the river which is regularly dredged to a controlled channel depth of between 7m to 13m.

Tyneside is an important national port with a multitude of owners possessing and managing river frontage property. This not only includes the Port of Tyne but also large privately-owned companies such as Shepherd Offshore (Neptune Quay, Low Walker

and Wallsend), A&P (Hebburn) and the OGN Group (Point Pleasant, Wallsend) and local authorities: for example, North Shields Fish Quay is in the ownership of North Tyneside Council.

The Port itself owns and operates 613 acres of land either side of the Tyne, primarily at Tyne Dock and Jarrow Slake, Jarrow and Albert Edward Dock, East Howden. Its river frontage at Jarrow includes a car distribution terminal with Ro-Ro jetties, a bulk cargo terminal handling coal and ore, containerised freight and several large warehouses used for storage and engineering purposes. At Albert Edward Dock are an international cruise ship and ferry passenger terminal and a further car distribution terminal.

Approximately 8.1 million tonnes of cargo passed through the port in 2013 with a varied trade including timber and wood-pellets products (mainly from the Nordic countries and North America), unitised cargo (containers and Ro-Ro), bulk cargo (coal, aggregate, fertiliser) and project cargo (mainly car industry and offshore energy). A new feeder service means that containerised freight can be re-distributed to ports in Sweden, Germany and Russia. Passenger numbers for the cruise and ferry terminal reached 625,000 with 384 cruise and ferry ships visiting the port in 2013. In the same year a little over 640,000 cars were handled by the port (Port of Tyne 2013).





Fig 3 Topography, place-names and features - western area.

## Local Authorities and heritage organisations

The area of Tyneside under consideration comes under the jurisdiction of four of the five unitary Local Authorities that comprise the Metropolitan County of Tyne and Wear: Newcastle City Council, Gateshead Council, South Tyneside and North Tyneside Councils.

As part of a Local Authority partnership for the area Newcastle City Council oversees the management of the Historic Environment Record (HER - database of historic buildings and archaeological sites and monuments) and provides heritage input and advice for archaeological mitigation within the normal planning process.

In 2011 the United Kingdom Government announced the creation of a new Low Carbon Enterprise Zone within the North Eastern Local Enterprise Partnership (LEP) targeting low carbon engineering and servicing the offshore wind energy industry. This resulted in two significant Local Development Orders (LDO) being established adjacent to one another: the first, covering the former Swan Hunter Shipyard, Wallsend, and the second, the former Neptune Shipyard. LDOs allow specified types of development without the need for a planning application to be made.

As a Trust port the Port of Tyne's planning powers will derive from its enabling order/Act, the powers of which can vary from port to port.

The Historic England (HE) North East office is in Newcastle. HE provides input and advice on heritage matters for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

## Historical development of the port and its North Sea roles and relationships

The River Tyne and its long-standing success as a port owe much to its strategic location and the natural resources of its hinterland, most importantly the mining and trade of coal. From this nexus sprang a host of associated industries, most notably iron and steel production, engineering, glass manufacturing, chemical works and shipbuilding. The sites of these sprawling works clustered along the banks of the Tyne utilising the river as the main means for the export and import of goods and employing thousands of people. The intensity of industrial development in the 18th and 19th centuries enabled Tyneside to become world renowned in the later 19th century for



its industrial innovation and engineering prowess, especially in the development of modern shipping technology.

To serve its export needs a huge number of boats and seamen were needed, leading to many Tynesiders having some involvement in the port. South Shields once provided thousands of merchant seamen and is still a centre for nautical training.

But following hard times in the decades after the Second World War, the port and Tyneside's marine-related industries have had to diversify. For many people this has been a hard journey as they have witnessed old industries die and many long-standing businesses collapse, leading to high levels of unemployment and large areas of derelict land. On a more positive note recent port side development has done much to regenerate certain areas and the port is once again a hive of activity, with further redevelopment taking place or earmarked on brown field land.

An important characteristic of the port's history has been the cyclical changes in its industry and economy, and the almost constant need for adaptation and reuse of its crowded river margins. The scale and breadth of the changes in successive periods is particularly striking.

## Prehistoric, Roman and early medieval periods

Late Bronze Age (c1000BC – c800BC) artefacts dredged from the River Tyne suggest a significant crossing point and meeting place in the area of Newcastle and Gateshead, the lowermost fording point of the Tyne and a focus for ceremonial activity. Five dug-out canoes recovered from river deposits have been interpreted as votive depositions showing the key importance of the river to the local community in prehistory (Graves and Heslop 2013).

The Romans established the area of the Tyne as a political and defensive frontier, constructing Hadrian's Wall in the early second century AD, with a garrison fort at Wallsend built when the wall was later extended eastwards. A garrison fort, *Arbeia*, was also built on Lawe Top, South Shields. It was then developed as a supply base, playing an important role in the maintenance of the frontier. Its location at the mouth of the Tyne allowed the movement of supplies by sea and the river. Archaeologists have discussed the likelihood of port facilities associated with *Arbeia* but no substantial evidence has yet been discovered. The riverfront has been much altered in later periods so it is possible that the site could have been located anywhere between the rivermouth southwards to the area of Mill Dam (South Tyneside 2004). At Newcastle evidence suggests a Roman fort and bridge, *Pons Aelius*, however the exact location of both sites remains to be accurately located (Graves and Heslop 2013).

Following the demise of the Roman Empire, there is limited evidence for continued settlement at *Arbeia* and a probable pre-Norman settlement near to the river crossing between Newcastle and Gateshead.

In the 7th century a monastery was founded at Jarrow, which quickly became an internationally important centre for learning and the home of Bede (AD 673-735), a celebrated monk and scholar who wrote extensively (Tolan-Smith 2008). The monastery was located next to the Tyne and it is probable that it utilised the river for trade and communication.

## Newcastle - a medieval port with a monopoly

In the course of the medieval period (AD 1066 – AD 1540) Newcastle developed to become the major port on the Tyne, dominating the region by the 13th century and becoming a nationally important port by the early 14th century.

To achieve this, the town of Newcastle pursued a trading monopoly over the Priory of Tynemouth and the Bishop of Durham, the two major land owners in the surrounding region. The burgesses and corporation of the town actively stifled the development of Gateshead, North and South Shields as ports, using a combination of legal action and intimidation (Gateshead 2005; Graves and Heslop 2013; North Tyneside 2004a, 2004b; South Tyneside 2004).

The 'New' castle was the main impetus for development of the town when it was built in AD 1080 on a naturally defensible promontory above the river. From there it defended the bridge crossing the Tyne as a strategic point for the defence of England's troublesome frontier with Scotland. By AD 1189 the town was an important borough and to help aid its further development as a regional powerbase trading privileges were bestowed to it, the number granted second only to London (Graves and Heslop 2013).

Most important of the privileges was the right to monopolise trade over the other ports on the river, from the western boundary of the town to the river mouth. This required all foreign-bound exports and foreign inbound goods to be traded through Newcastle.

Early foreign trade was dominated by the export of wool mainly to the Low Countries but also to several towns on the Baltic Sea. Accounts also record a trade in cloth, wine, wax, tin and pewter and the remains of fish bones suggest a deep-water fishery (Tolan-Smith 2008; Graves and Heslop 2013).

Meanwhile, both North and South Shields were small fishing villages located on opposite banks of the Tyne. Initially these were only temporary dwellings or shielings to be seasonally used by fishermen, as evidenced by their 'Shields' place-names. Little built infrastructure may have been required along the foreshore as the small boats or cobs used by fisherman could be beach-launched (Tolan Smith 2008).



*Fig 4 Newcastle - Sixteenth century former warehouse with more recent buildings behind (The Close, Sandhill).*

At first North Shields was simply intended to supply fish for the monks of Tynemouth Priory but successive Priors attempted to further develop it as a port with the creation of quays, herring and fish houses and a market, as well as providing supplies to visiting ships, much to the consternation of Newcastle. South Shields was vying for a similar trade, as well as anchorage fees, but under the speculative auspices of the Bishop of Durham instead (North Tyneside 2004a; South Tyneside 2004).

Despite these attempts to break the stranglehold of Newcastle the town became stronger from the 13th century onwards, following a dramatic increase in the exploitation and trade of its coal resources (Graves and Heslop 2013).

The export of coal was domestically important; the main destinations of the colliers (bulk cargo ships, flat-bottomed and of strong construction) being London and East Anglia. Coal exports also provided a ballast substitute for all sea borne trade, allowing a reciprocal trade in cereals, particularly with King's Lynn, Norfolk. Coal was also exported further afield, as far as Normandy and Picardy in northern France, with large amounts consumed by the Low Countries (Graves and Heslop 2013).

Much of the archaeological evidence for this period in Newcastle, so far examined, relates to the development of the riverfront infrastructure. There is no significant material evidence for any riverside facilities before the 12th century, but ballast dumping by visiting ships - to make space for coal, lead and iron - was an important resource for the town from at least the 1280s, when it began to be dumped on the foreshore to help make up ground for quays.

Several excavations have revealed that the quayside area is artificially made-ground formed by reclamation with phases of quay building followed by periods of infilling and consolidation. A continuous quayside was not formed until the late 14th century. In order for the ballast dumping to be most effectively managed it is thought to have been centrally organised (Graves and Heslop 2013).



*Fig 5 Newcastle - Fifteenth and sixteenth century and later merchants' houses with the arches of the High Bridge to the right (The Close, Sandhill).*

An important development in the later medieval period was the expansion of the fishing industry, both in the exploitation of deep-water resources of the North Sea and, from the 15th century onwards, the waters off Iceland, but also the riverine waters of the Tyne. The Tyne was an important salmon fishery with yares, or fish traps, built in the river channels. The rights to these were often contested by Newcastle and the other settlements bordering the river (Gateshead Council 2005; North Tyneside 2004a).

By the early 16th century the coal trade dominated the Tyne in terms of value and volume – a trade which continued to build the wealth of the area and to attract further industries.

At South Shields salt production began to outstrip the importance of fishing and shipping by the mid-16th century. The activity was concentrated in an area which became known as West Pans (near Commerical Road).

However, despite the growth of water-borne trade the Tyne was still a shallow river dogged by hazardous sandbanks and currents.

Before the Dissolution the Priory of Tynemouth had maintained a beacon for the benefit of shipping approaching the Tyne. By the later 16th century a beacon on the site was maintained by the Captain of the castle with the assistance of the Guild of the Blessed Trinity of Newcastle upon Tyne. The Guild was established in 1505 and developed into a charitable guild which received a royal charter in 1536. Founded to support the town's maritime community, and to further develop maritime interests and facilities, its first charter allowed a levy on English and foreign ships enabling it to build two towers on the north side of the entrance to the Tyne (North Tyneside 2004a; Trinity House Newcastle website).

## Development and trade gathers pace

Seventeenth century buildings in Newcastle reflect the wealth of the town's merchants. Influences from abroad, in particular the Netherlands, are clear in the surviving roof tiles and furnishings of certain houses. In the Sandhill area, many merchants built



*Fig 6 Freestone Point - looking from Spanish Battery to Tynemouth Priory and Castle. The modern coastguard station can be seen on the right side of the headland.*

residences alongside the riverfront, with adjacent private quays and staithes (Graves and Heslop 2013, 235).

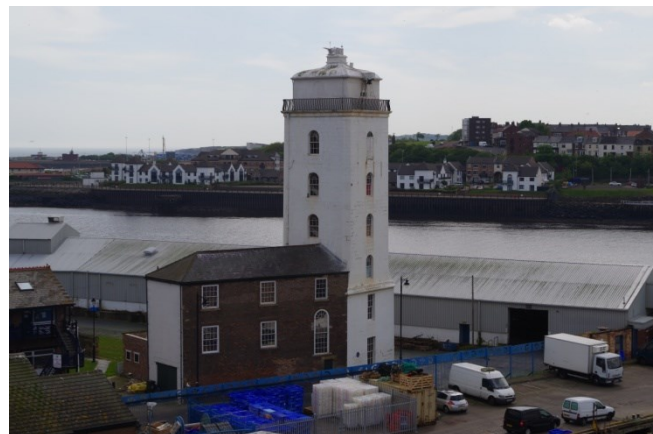
At Newcastle, the riverside frontage continued its movement further out into the river - in the mid-17th century a more uniform quayside was created by the joining up of the further additions made to the medieval quays. This coincided with a phase of rebuilding, most probably a result of the destruction caused by the English Civil War (1642–1649).

North and South Shields had continued to develop as ports despite the best attempts of Newcastle to stop them, and a major boost to the opening up of trade occurred in 1654 when many of Newcastle's historic trading privileges were not upheld at an appeal (North Tyneside 2004a; South Tyneside 2004). This eventually led to dramatic changes to the riverfront of both towns as industrial development began to gain momentum in tandem with the coal mining industry.

Glass became an important industry for Tyneside in the early 17th century. Its manufacture was undertaken primarily in the industrial suburbs, in particular around the Ouseburn, soon spreading to Howdon Pans (North Shields) and Bill Quay (Gateshead). The industry benefitted from the lead supplied by the mines of North Pennines and coal from mines nearby. Ships brought clean sand from Moll near Amsterdam, Netherlands, and from King's Lynn, Norfolk (Graves and Heslop 2013).

Evidence for boat building on the Tyne comes mainly from documentary material. Sources show that there were a high number of keels (small boats of shallow draught) using the river (Graves and Heslop 2013). The keels were used to transport coal from the quays down river to the colliers where the keelmen would unload the coal using shovels. A back breaking job, the keelmen were a tight-knit group who in 1699 built the Keelmen's Hospital, a charitable foundation for sick and aged keelman and their families. The building survives on City Road, Newcastle.

In the 18th century coal staithes were developed along the Tyne, often as small jetties projecting out from the river channel to serve colliers with coal



*Fig 7 North Shields - the white tower of the 'Low Light' and below it, the earlier low light, later Trinity House Newcastle's alms house.*

moved from mines nearby. These were found on either side of the river, such as at the Rock Staith on the South Shore which belonged to the Liddell partnership and served their Bensham mines by a waggonway, known as the Bensham Way (Gateshead Council 2005).

A dramatic survival of a 19th century waggonway is the Victoria Tunnel, Ouseburn, which runs under Newcastle from the Town Moor to the Tyne, to transport coal from Spital Tongues (Leazes Main) Colliery to the river (Ouseburn Trust website).

Trinity House Newcastle began to develop further in the 17th and 18th centuries. Its duties were extended to the establishment of buoys and beacons, licensed Masters, Mates and Pilots, and a school was founded to educate the children of its members. Its services were funded by continued levies on all ships using the port (Trinity House Newcastle website).

The navigation of the mouth of the Tyne continued to be hazardous, leading to the construction of lighthouses and leading lights: the beacon at Tynemouth Priory was eventually replaced by a free standing lighthouse financed by Trinity House Newcastle. At North Shields a series of differently-located leading lights were constructed, the successive attempts due to the shifting nature of the channel (North Tyneside 2004a; 2004b).

In the 17th and 18th centuries salt production at South Shields escalated to new levels, a magazine article describing 'such quantities [of salt] are made here as not only furnishes the city of London but all the towns between the Thames and the Tyne. The river before this village is full of ships, either to load or unload salt or coals which are brought from the staiths in barges, lighters or keels' (South Tyneside 2004).

Salt was produced by the boiling of sea water in flat-bottomed ceramic vessels known as pans using coal as a heat source. Its success was built on small waste coal, known as 'pan coal', which was a by-product of the coal industry. Salt making is recorded in place-names such as Howden Pans (Tolan-Smith 2008).





*Fig 8 South Shields - the Customs House, now an arts centre with the statue celebrating the town's role in the British Merchant Navy in the foreground.*



*Fig 9 River Tyne – Looking from Elswick wharf upstream to where the island of The Kings Meadows was once located. This was dredged away under the Tyne Improvement Commission.*

Spanish Battery was built in 1545 above Prior's Haven to defend the river mouth due to the military pressure England was under following the Reformation. The north side of the harbour entrance was also the location of later defences. The headland of Tynemouth monastery was further defended in the Napoleonic Wars when a coastal battery was built, and in 1672, Clifford's Fort was built at the Low Lights, North Shields. The fort was of strategic importance well into the 19th century. It also housed a 'low light', one of a pair of leading lights, between 1727 and 1806-08. The lighthouse was then converted into Trinity House Newcastle's Alms House (North Tyneside 2004a; 2004b).

### Improved, dredged and deepened – the massive expansion of the port

Throughout the 18th and 19th centuries, Tyneside's coal industry and its trade increased considerably, with a corresponding growth of industries that were linked to it, most notably glass manufacture, iron working, chemical works and shipbuilding. This industrial growth attracted a large urban population, generated considerable wealth and, in the 19th century, exponential urban growth.

Much of the industrial expansion closely followed the banks of the Tyne, infilling gaps between existing settlements and developments. In the late 19th century large areas of workers' terraced housing were built between the collieries and factories, resulting in the banks of the Tyne being almost entirely lined by built structures.

By the early 18th century iron foundries were being developed in the Newcastle and Gateshead area and it became an important centre for iron production. In the later phases of the industry engineering works, often incorporating both forging and foundry elements, were of prime importance to Tyneside. Perhaps most famous of these was the Armstrong engineering works at Scotwood, Newcastle, which also had an important role in the development of naval shipbuilding on the Tyne (Tolan-Smith 2008; Chaplin *et al* 2013).

Glass manufacture was once important but had declined by the mid-19th century. From this developed Tyneside's chemical industry for which alkali was also a key ingredient. The alkalis were made from brine (seawater) and the use of 'copperas' or iron sulphate ('fool's gold' – as waste from the area's iron and coal mining industries). Most of the chemical works were concentrated along the Tyne to make the most of its communication links, in areas like Gateshead, between South Shore and Bill Quay, but also at Jarrow, Walker and Wallsend. Many of the early chemical processing sites were destroyed by the later construction of shipyards (Tolan-Smith 2008).

The vast expansion of the coal industry and its export trade necessitated the creation of more dedicated coal jetties or staithes which allowed for the easy movement of coal via waggonways and later, railways, to waiting colliers.

However, with the expansion in the volume of trade and the increasing size of ships the limitations of the River Tyne in terms of its shallow depth and natural hazards became a major problem. Efforts to improve navigation were at first implemented by the Trinity House of Newcastle. This included the construction of a set of revised High and Low Lights (the present towers) at North Shields in 1807 and their use from 1810.

In the late 1840s, however, local shipping and business interests began to lobby for a change in the way the River Tyne was run. For hundreds of years the management of the Tyne had been split between several different authorities, most notably Newcastle's Corporation and later, Trinity House Newcastle. In 1849 the entire navigable part of the river was transferred to the Tyne Improvement Commission, massively opening up the other parts of the river for development and trade (Trinity House Newcastle website).

The Commission was charged with improving the Port of Tyne. This included the securing and improvement of the navigation of the harbour mouth, and the deepening of the river, the latter including substantial dredging. The most intense year was 1886 when 5,273,585 tons of river deposits

were dredged and it has been estimated that the Tyne Commission removed, overall, a staggering 90 million tons from the riverbed (Graves and Heslop 2013).

Initiated by the newly founded Commission, construction work was started on the North and South Piers or breakwaters from the mid-1850s. The curving South Pier was finished in seven years but construction of the North Pier was dogged by storm damage, and was not completed until 1910. Both Piers have lighthouses built at their seaward end. Located between the piers, on the southern edge of the harbour mouth, is the Herd Groyne (and its lighthouse) built in the early 1880s to stop the sand moving by longshore drift into the harbour mouth (Mouth of Tyne website).

At Mill Dam, South Shields, the Tyne Improvement Commission built a Customs House with the headquarters of the Tyne Port Health Authority established next door in 1886. The authority was charged with dealing with infectious diseases brought into the Tyne by sailors with the upsurge in foreign trade.

Further upstream, the Newcastle Swing Bridge was opened in 1876 and operated by the Commission to allow for the easier movement of shipping upriver. The bridge was designed and built by Armstrong's of Scotswood who had a vested interest in the development – to allow for the transport of ordnance and armaments from their works downstream to the shipyard at Low Walker (Chaplin *et al* 2013).

William George Armstrong was originally trained as a solicitor, but following the success of designing a hydraulic crane in his spare time, he started an engineering firm at Elswick on the edge of the Tyne. From hydraulic cranes and lock gates Armstrong diversified into guns, ordnance and ships. In 1867 William Armstrong entered into a business agreement with Charles Mitchell, who was a ship builder with a yard at Low Walker - Mitchell would build steel naval ships and Armstrong would supply the guns.

This was an important development in the production of ships. Historically shipbuilding on the Tyne had been carried out in small boat yards with nearby, often separately owned, foundries supplying nails and further ironwork, and rope and sail makers supplying the rigging. The guilds of Newcastle had, perhaps unsurprisingly, stifled the development of boat building elsewhere on the river but gradually these constraints relaxed. For a while in the 18th century Gateshead, in the vicinity of South Shore, became a centre of boat building but as the ships got bigger the industry moved downstream (Gateshead 2005).

Whilst some industries moved location, others persisted for longer in the upper reaches of the river. From the late 18th century Gateshead had become an important area for rope making following technological improvements in machinery. Around 1800 Peter Haggie took over an existing ropery in the vicinity of South Shore Road. This later developed into the Haggie Works. By 1864 the works

diversified into wire rope and this eventually became the firm's principal product.

The inter-connectedness of industrial development, the increased ability of the river to deal with the volume and size of vessels, and the management of the river by the Commission, together with the opening up of foreign trade, transformed the Tyne as a port.

The first edition (1:25 inch) Ordnance Survey (OS) map produced in the 1860s shows Tyneside on the cusp of further change. Several medium-sized shipbuilding yards are located on the banks of the Tyne - at North and South Shields, Jarrow, Hebburn and Howden Pans – the sites often evident as groups of small dry docks flanked by timber yards. Ballast hills served by tramways lie scattered here and there and dozens of small coal staithes extend out to the edge of the main channel. The Tyne is wider with a bifurcated channel with large islands of sand and mud flats exposed at low tide – Dortwick Sand, Cockrow Sand, Jarrow Slake - and with small islands breaking the channel, including Hayhole sandbank and further upstream, the Kings Meadows.

This contrasts with the second edition OS map of the 1890s. By this time dredging had made a wider single river channel which was also much deeper and the islands of sand flats had been dredged away completely. As a result, the scale of riverside development had increased dramatically. Sizeable areas of docks had been built by the reclaiming of inter-tidal land including Northumberland, Albert Edward and Tyne Docks, with large areas of railway sidings and dozens of staithes for the loading of coal. Chemical, engineering and iron works dominated the upper reaches of the Tyne, interspersed with coal staithes and small jetties. Larger shipyards were found east of Bill Quay in the lower reaches of the river. Ballast hills were less noticeable, a result of the development of the iron-built steamship.

A leading dockyard which played its part in this change was the Palmers yard at Jarrow. Established in 1852 by Charles Palmer, the company developed the iron-screw powered collier which was much faster than existing colliers. The new ships did not require sand or rock ballast using instead iron tanks which could be pumped full of water. The change ultimately led to the decline of the glass making industry on the Tyne as sand was no longer returned to the area as ballast.

In 1893 Dunston Coal Staiths had been built as a 475m wooden jetty alongside the river channel for the unloading of coal. Coal staithes were the maritime terminals of a large railway network that developed in the North East for the export of coal out from the hundreds of collieries in the region. This necessitated the construction of considerable infrastructure in the form of embankments, cuttings, sidings, tunnels and viaducts. Scotswood Viaduct is the earliest rail viaduct on Tyneside, the original bridge having been built in 1839. The current bridge opened in 1871, was updated in 1943 and closed completely in 1990 (Scotswood Railway Bridge Wikipedia page). Nearer to Newcastle and



Fig 10 Willington Gut – late 19th century warehouses and the 'canalised' channel of the river revetted by stone walling (right hand side).

Gateshead, the High Level Bridge was built between 1845 and 1849 for railway and road traffic. Designed by Robert Stephenson it is still considered a fine example of world class Victorian engineering.

As a nationally strategic port the defence of the Tyne continued to be of major importance. Clifford's Fort, North Shields, was converted from a battery to a Submarine Mining Depot (c1888) for electrically fired sea mines (Tolan-Smith 2008).

Originally slivers of settlement alongside the banks of the Tyne at both North and South Shields had by now expanded greatly as urban areas.

North Shields became the centre for the Tyne's fishing industry. The present fish quay and market was first developed in the 1870s by the Tyne Improvement Commission, greatly transforming the port's ability to handle large numbers of fishing vessels (North Tyneside Council nd).

Over the years a series of Royal Navy training ships were moored off North Shields as the home of the Wellesley Nautical School. The school was founded in 1868 by a group of philanthropic businessmen under the leadership of James Hall, 'to provide shelter for Tyneside waifs and train young men for service in both Royal and Merchant Navies'. The School stayed at North Shields until 1914 when a disastrous fire led to its eventual long-term relocation to Blyth.

North Shields' most famous person associated with the Royal Navy is Admiral Lord Cuthbert Collingwood whose memorial stands at Freestone Point. Collingwood won numerous naval victories in the Napoleonic Wars but it is his role in the Battle for Trafalgar, when he assumed command for the battle after the death of Nelson, for which he won greatest acclaim. The monument was built in 1845 and the surrounding canons added in 1849.

At the close of the 19th century South Shields was a mixture of smaller shipbuilding yards, engineering works and ferry landing stages. This is also where the Tyne Pilots were based, with their lookout on the summit of the Lawe Top. In 1865, the Tyne Pilotage Board was formed and this took control of the licensing and administration of River pilots on the



Fig 11 South Shields – The Tyne lifeboat was originally commissioned by the South Shields Lifeboat Committee in 1833. It is the world's second oldest preserved lifeboat.

Tyne from the Newcastle Trinity House (Newcastle Trinity House website).

The late 19th century also saw major improvements in the provision of maritime safety services such as lifeboats and coastguards. On both sides of the harbour entrance lifeboat stations were built and in 1864 a pioneering volunteer life brigade was established at Tynemouth. A similar brigade was established at South Shields in 1866; the headquarters of each brigade still survive today.

South Shields was also home to one of the earliest purpose-built lifeboats. Following the breakup of the brig *Adventure* on Herd Sands in 1789 a competition was organised locally to design a lifeboat. Henry Greathead won the competition and went on to build thirty one lifeboats which found service across the world. The accolade for the earliest lifeboat design was greatly contested with another local man, William Wouldhave; both have since been acknowledged as having a pivotal influence in the early design of lifeboats (Chaplin *et al* 2013; Henry Greathead Wikipedia page).

## 20th century to present – success, decline and rebirth

By the early 20th century the banks of the Tyne were surrounded by large-scale chemical and paint plants, engineering works and shipyards. A hive of activity, the river was lined by staithes, jetties, landing stages, cranes, slipways, railway sidings, oil and gas works, docks, flour mills and warehouses employing thousands of workers servicing thousands of vessels a year.

The ever growing population resulted in an urban conurbation following the Tyne for 16 miles, from Tynemouth inland to Blaydon and Lemington. Serving the workers were a huge number of public houses, often located near to the main industrial premises - outside the Elswick Works, Scotswood Road once had fifty pubs (Chaplin *et al* 2013). People criss-crossed the river using ferries to get to work – the Tyne then still an important transport artery for local people. OS maps dating to the 1930s-1940s record eleven foot passenger ferries crossing the Tyne.



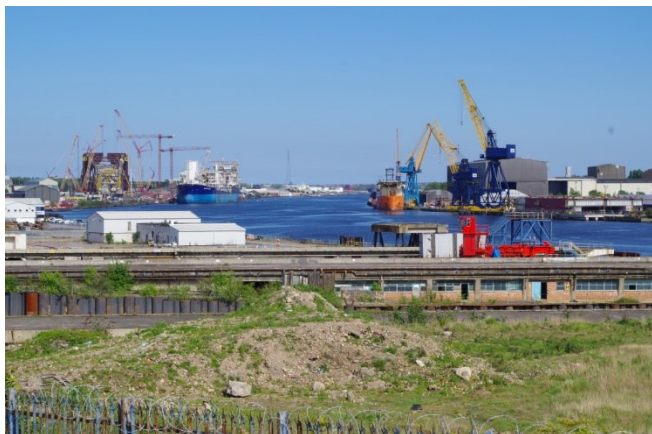


Fig 12 River Tyne – Looking from the soon-to-be redeveloped Wallsend shipyard to the cranes of Point Pleasant (left) and A&P Hebburn ship repair yard (right).

Increasingly the ferries had to compete with other ways to cross the river. In the 19th century the Scotswood chain bridge, the Scotswood viaduct, the High Level Bridge, and the first Redheugh bridge had been built and the swing bridge replaced an earlier stone-built bridge. In the early 20th century the King Edward VII railway bridge was opened and the Redheugh Bridge replaced by a second structure. In 1928 the Tyne Bridge was opened for road traffic and has since acquired an iconic status as the defining symbol of Tyneside.

A little under twenty five years later the Tyne Tunnel was built between Jarrow and Howdon. Actually two tunnels, a pedestrian and a cycle one, it was the first purpose built cycle tunnel in the UK, served by the longest wooden escalators in the world (Tyne Pedestrian and Cyclist Tunnels website). In 1968 an accompanying road tunnel was built.

Despite the success of large-scale engineering schemes to enable the mass movement of people across the Tyne, by the 1960s many of Tyneside's traditional industries that employed them were in terminal decline. By the late 1980s large areas of the riverside lay disused, for many the lowest point culminating with the closure of the Swan Hunter shipyard in 1993.

Historians suggest that the roots of the decline are detectable earlier in the century. The 1930s depression hit the area badly but temporary respite came with the Second World War. However, the post-war period was a new global marketplace: Britain's merchant fleet was drastically reduced and its prime industries were re-organised as the competitive pricing of the emerging economies took their toll (Tolan-Smith 2008).

The story of the Elswick Plant and the Swan Hunter shipyard are typical of Tyne's portside industries where businesses often went through phases of agglomeration, redevelopment and either down-sizing or ultimately, closure.

In 1897 Armstrong engineering, based at Elswick, merged with an armaments manufacturer to become Armstrong Whitworth.



Fig 13 Looking to the Neptune Energy Park at Low Walker from the wharf at Hebburn Riverside Park. The 'hammerhead' crane (far left) dates to the past use of the yard for shipbuilding and is the last crane of its type on Tyneside.

Leading up to the outbreak of the First World War the company had a world-wide reputation building dozens of naval ships for several different countries, perhaps most notably Japan. During the First World War the company had over 75,000 workers at the Elswick site, which stretched for two miles of the riverside. After the War the ships got bigger and the Elswick site and the upper reaches of the Tyne became unsuitable for large naval vessels so the company diversified, concentrating on armaments and locomotives. In 1927 the company merged with Vickers of Barrow, Cumbria, to become Vickers Armstrong. The Elswick site declined steadily in output over the years but continued the production of military equipment under the control of British Aerospace Engineering (BAE) Systems until 2013.

Further downstream, at Wallsend, the Swan Hunter shipyard formed in 1880 with the amalgamation of two formerly independent yards, including the shipbuilding business started by Charles Mitchell at Low Walker in 1852. In 1903 Swan Hunter merged with Wigham Richardson ship builders at the adjacent Neptune Yard to target and eventually win the prestigious contract to build the *Mauretania* for Cunard. The *Mauretania* was renowned for its speed due to its Parson turbine engines – the shipyard having a controlling interest in the Parsons engineering firm based at Jarrow. The success of the contract led to the yard expanding massively to become a world-renowned ship builder. In 1966 the company acquired another locally-based firm, Smith's Docks Company, but in 1977 the yard was nationalised as part of British Shipbuilders and then privatised again in 1987, with the Neptune Yard sold off shortly afterwards. Receivers were called in 1993 when it lost a lucrative contract and in its final years the yard undertook ship repair, conversion projects and limited shipbuilding for the Royal Fleet Auxiliary. When the yard closed in 2007 the site was mothballed, cleared of its warehouses, and its cranes and equipment were sold to a shipyard based in India (Swan Hunter website).

Corresponding with the decline in large-scale shipbuilding and engineering work was the faltering and collapse of the coal industry in the region.

Dunston Coal Staiths were finally closed in 1980 and the last coal to be shipped out from the Tyne left in 1998 (Chaplin *et al* 2013; Dunston Wikipedia page).

There was also a decline in the coal-fired power stations situated next to the Tyne. In the early 20th century Dunston power Station (A) had been built on the flood plain next to the river and in 1932 a second power station (B) was built on adjacent land. Two further coal-fired power stations, named Stella North and South, were built further up the river, on Newburn and Blaydon Haughs respectively. Barges taking waste ash from the power stations down the Tyne for dumping out at sea were once commonplace. Until their closure in the 1980s and 1990s the stations provided power to much of the surrounding region (Dunston power station and Stella power stations Wikipedia page).

The story of Tyneside is also one of resilience and adaptation by the port and marine-related industries. As a retired pilot from South Shields told Michael Chaplin, former writer in residence for the Port of Tyne, 'Things change. Some industries die and others come along to take their place. The river will always be an important part of Tyneside' (Chaplin *et al* 2013, 33).

In more recent decades much of the river bank of the Tyne has seen redevelopment or has been earmarked for it. Industry and engineering still dominate much of the region's economy as the former heavy industries, such as shipbuilding, have been replaced by new ones, including car manufacture and servicing the offshore energy industry, both of which are major users of the port.

There has also been a widespread increase in lighter manufacturing located in the areas of the former shipyards and the chemical works and engineering plants next to the river, often companies that have evolved from marine-related businesses have continued to prosper in the global market place. A good example is Bridon, who make wire and fibre ropes and International Paint.

An important development in Tyneside's recent history as a port was the dissolution of the Tyne Improvement Commission in 1968 to form the Port of Tyne Authority, one of the UK's largest trust ports. The Port of Tyne recognised that diversification away from the traditional business areas was essential to remain viable.

The Port now has five commercial business areas – bulk & conventional cargo, car terminals, cruise & ferries, logistics, and estates (Port of Tyne website).

A major development was the expansion of Tyne Dock. Until the 1970s the Dock maintained much of its historic extent but it was greatly altered to create development land for the expansion and rejuvenation of the Port's dockside facilities. At first this required the infilling of Jarrow Slake to the west, which was once a series of timber ponds, and, following the cessation of coal exports in the 1980s, the infilling of the wet dock in several phases using dredged material; the most recent phase was completed in 2014.

On the north bank of the Tyne Northumberland Dock had been mostly infilled by 1953 and following its closure as a cargo terminal, Albert Edward Dock was redeveloped as a marina which opened in 2003.

The size of commercial vessels has greatly increased since the 1960s due to the widespread adoption of container-based freight coupled with advances in shipbuilding technology and economies of scale. It has been estimated that eighty-five percent of the world's commercial fleet, within the Panamax size limit (the maximum size of vessels that can pass through the Panama Canal), can still use the port's facilities (Stuart MacLeod, Port of Tyne, pers comm). Dredging is still undertaken by the Port authorities to maintain the river depth but is now confined to the lower reaches of the Tyne that are open to commercial vessels and this is where most of the large-scale expansion of port facilities has occurred.

By the late 1980s the historic waterfronts of Newcastle and Gateshead were little used as part of the commercial port leading to considerable neglect and dereliction. During the 90s the Quayside area was redeveloped and refurbished to create a popular place for civic, leisure and recreational facilities. Historic buildings such as the Baltic flour mill and the Fish Market were conserved and converted for reuse. Several new buildings and structures were also developed, including The Sage and the Gateshead Millennium Bridge, which were designed to integrate and complement the area's historic character.

North Shields has continued as a fishing port, with ice-houses and fish processing sites developed in the Low Lights area of the town. The Fish market has expanded and at its south western end Union Quay was extended to form Western Quay and Dolphin Quay. The area is still a busy, crowded place bustling with fisherman, fish dealers, fishmongers, and visitors eager to watch the workings of the port and see the latest catch. At the eastern end of the Fish Market is the Tynemouth RNLI Lifeboat station, rebuilt and extended in the 1990s (Tynemouth Lifeboat website).

South Shields' riverfront still has a mixture of businesses including small boat yards and jetties behind Wapping Street and River Drive. The area includes South Shields Sailing Club and the Maritime School of South Tyneside College, a world leader in maritime safety training. The town's shipyards have now closed following the demise of Redheads in 1984 in the former Brighams and Cowans Yard, and the closure of McNulty Offshore in 2012, but the McNulty's site was quickly bought by the Port of Tyne and awaits redevelopment.



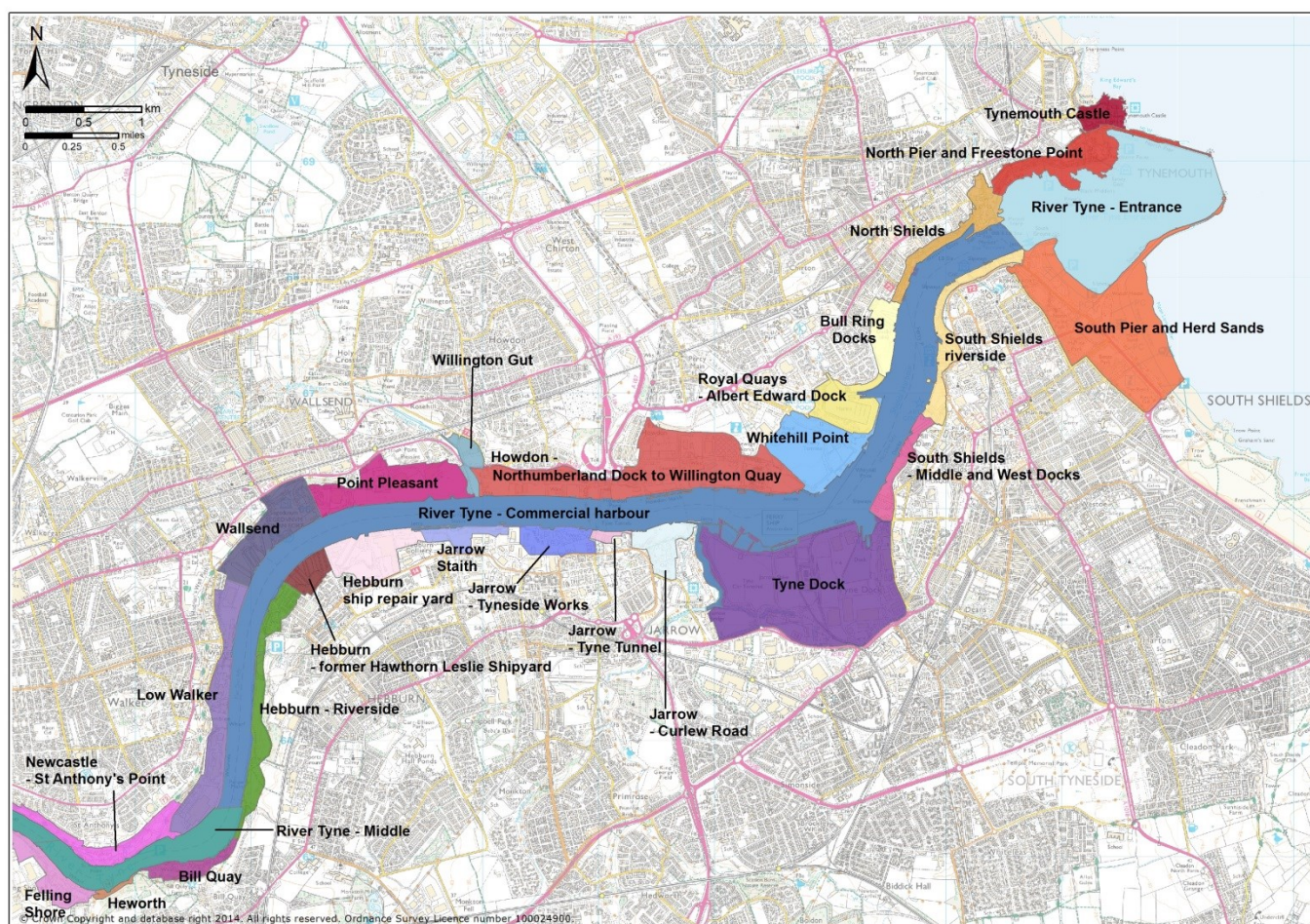


Fig 14 Character Areas – eastern area.

## Port-related heritage assets and contributions to present character

Tyneside's port area has been divided into forty three distinctive Character Areas (Figs 14 and 15).

The distinctive feel of a Character Area is shaped by its historical development and influenced in the present by the presence and patterns of the surviving heritage within it. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, or a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide a link to Tyneside's past even if the original structures which influenced and defined present aspects of the townscape and streetscape may have long gone and been replaced by modern features. These distinctive features add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in or use Tyneside have any interest in its heritage as such, its historical development has shaped the place which is familiar to them, with which they have cultural associations and where they undertake their recreational, industrial and commercial activity.

This section seeks to examine how the surviving port-related heritage contributes to present character of Tyneside.

### Character Area Summary

#### 1. River Tyne - Entrance

Where the River Tyne meets the North Sea, the Area is defined by the edges of the North and South Piers and the North and South Groynes. Its present form and historic character dates mainly to the late 19th century when the Tyne Improvement Commission sought to improve the navigation of the port. It is a busy area used by larger commercial sea-going vessels and smaller recreational craft. This was formerly a hazardous stretch of water with shifting shoals of sands but the depth of water has been deepened over the past 150 years by a programme of dredging, and the entrance secured by the shelter of the surrounding groynes and piers.

#### 2. River Tyne - Commercial Harbour

Stretching for six miles inland from the Narrows which separate North and South Shields to Low Walker is the modern commercial harbour.

The Area is associated with the glories of Tyneside's shipbuilding past. It is into this stretch of river that



## Character Area Summary

the newly built ships were launched, often to the shouts and cheers of many onlookers. Until the 19th century the river was much wider and shallower, the channel often bifurcated and surrounded by intertidal mudflats. Gradually it was enclosed by quays, staithes and dockyards but it was not until the late 19th century and the actions of the Tyne Improvement Commission that its present form was mostly created. Since then it has been regularly dredged to maintain a controlled depth.

Commercial shipping using the harbour still draws the crowds to the riverside to watch the workings of the port – it is still a symbolic place in the hearts of many Tynesiders

### 3. Tynemouth Castle

Standing high on a natural promontory overlooking the North Sea are the ruins of the medieval Tynemouth Priory and Castle, also the site of a medieval beacon and 18th century lighthouse. It is now a monument in the care of English Heritage and forms a busy heritage attraction.

Towards the cliff edge a modern Coastguard Station sits resolutely looking across the North Sea and up and down the coast. This continues the long-standing association with the use of the headland in relation to the safe navigation of the river mouth.

The headland has also had a long-standing defensive role, being re-fortified in the Second World War. At the foot of the headland, just north of the foot of the North Pier, the base of the cliff is protected by a modern sea defence wall. Before the North Pier was built the headland marked the northern edge of the river mouth.

### 4. North Pier and Freestone Point

Between North Shields and Freestone Point is a popular public park with fine views across to South Shields and out to the North Sea. At the base of the former cliff slope, from The Flats to Freestone Point, people walk along the promenade that follows the late 20th century sea defence wall. At the Point, earthworks mark the historic Spanish Battery; a series of batteries were intermittently positioned here from the 17th century until the Second World War. It is a natural vantage point from which to watch the North Sea and approaching vessels, making it a popular place for the public to visit.

With such commanding views it is no surprise that the bold and bright buildings located behind the battery are related to maritime safety. A majority of the buildings date to the late 19th century and are associated with the headquarters of the Tynemouth Volunteer Life Brigade and a former Coastguard Station. The Watch House has been converted into a museum celebrating the Brigade's pioneering role in the provision of maritime safety on the British coast.

Below the Point is the sandy beach of Prior's Haven – a focal point for the recreational enjoyment of the sea. Home to the Tynemouth Sailing Club, the upper reaches of this small beach form a boat park with dinghies lined up outside its modern clubhouse.

## Character Area Summary

Across the beach is the headquarters of the Tynemouth Rowing Club, its boathouse a late 19th century Lifeboat House. The beach has a secluded feel with the ruins of Tynemouth Castle above and looking out to sea, the mass of the North Pier.

The promenade leading to the North Pier can be picked up behind the sailing club following the old railway line historically used to transport the stone to build and maintain the breakwater. On a sunny day this is a popular walk with great views to the North Sea and entrance to the Tyne. On stormy days the Pier is closed and it is then that the calming action of the breakwater is at its most dramatic. Following the Pier the views to the sea open up, as does the exposure to wind and spray. The calamitous beginnings of the North Pier are well known – a storm opened a 100m breach in it shortly after it was opened and in all it took 56 years to complete the present structure. At its far end is the grey stub of the lighthouse erected in 1895 to guard the entrance to the port.

To the west of Prior's Haven, next to the blue cubicle of the Port of Tyne's Pier office, is the former depot for the Pier works, now mainly used as a car park with the headquarters of the 19th Tynemouth Sea Scouts to one side.

Heading back towards the public park, and nearer to the Tyne, sitting upon a stone-built pedestal is the statue of Admiral Lord Collingwood. The position of the monument marks the Collingwood family's connection to North Shields. With an authoritative gaze out to the sea and river the statue shows his left hand resting upon a rope wrapped bollard.

### 5. North Shields

Tyneside's fishing port. Until the late 18th century North Shields was confined to the riverside and this is the historic core of the town. It is a narrow strip of buildings and quayside frontage that hugs the bottom of the former river cliff, the area of the Low Lights open and broader due to the infilling of a former inlet called Pow Burn. The Low Lights area contains a diverse range of heritage assets which once fulfilled a variety of port-related roles: the 17th century Clifford's Fort; the earlier and later Low Lights; almshouses built by Trinity House Newcastle; the North Groyne; smokehouses; warehouses, and offices dating to the 19th and 20th centuries.

It is an area where people explore the area's history, admire the fine views to the Tyne and watch the comings and goings of fishing vessels from the port.

The Fish Quay and its Market were built in the late 19th century by the Tyne Improvement Commission to help develop the fishing industry, with later adaptations and extensions in the 20th century including, most recently, the construction of a new Lifeboat station. On Union Quay restaurants, pubs, fish mongers and wholesalers make for a busy crowded place full of the hustle and bustle of a working fishing port. It is this character that makes it such a cherished place for local visitors, many of whom use the Shields ferry to cross the river.

## Character Area Summary

The ferry docks in North Shields on the edge of New Quay, originally a speculative market development by the Earl of Northumberland in the early 19th century, are visually dominated by a cluster of historic buildings including the imposing and grand frontage on New Quay itself. It was the first quay built in the town, and was once a much busier place.

Between New Quay and Union Quay the riverside is a ribbon of development. Much more open than in times past due to slum clearances in the early 20th century, the road's gently sinuous course is lined with 19th and 20th century buildings, but only a few are now associated with port-related activity. Behind the riverside strip the river cliff rises steeply.

On Tyne Street, high above New Quay, is the striking 19th century High Light and nearby its smaller predecessor. The High and Low Lights are distinctive features, still standing out from the surrounding housing, as they need to as navigation aids. They are interesting reminders of the early attempts to improve navigation of the port's entrance.

### 6. Bull Ring Docks

The area of a 19th century dockyard much enlarged in the 20th century, recently re-landscaped before redevelopment. Its river wall has been updated and three of its historic dry docks maintained as landscape features.

As a development site the Area currently has restricted public access. The natural topography and the Area's location limit landward views into the site to the area of Lawton Street, with the best views of the dry docks and quay frontage available from the River Tyne and South Shields.

### 7. Royal Quays - Albert Edward Dock

This late 19th century dock built by the Tyne Improvement Commission was once associated with the export of coal but has recently been redeveloped. Its original locks and the accumulator tower that once powered them are reminders of the original development, and of the engineering work of William Armstrong. The locks are still used to access the river from the Dock. The wet dock now forms a marina crowded with yachts (the locks are too narrow for modern commercial vessels). A small boat marina and yard are located on the northern side of the Dock with an open area adjacent awaiting redevelopment. Excepting the marina, the Area is publically accessible.

### 8. Whitehill Point

The Port of Tyne's modern International Passenger and car distribution terminals have been developed in an area of former 19th century coal staithes, railway sidings and timber yards. To enable large cruise ships and ferries to dock alongside safely, the river frontage has been modernised with concrete and steel-built wharfs and jetties.

As part of the working commercial port the terminals have restricted public access. The natural topography, the Area's location and the terminals'

## Character Area Summary

security infrastructure limit the best views to the Area from the River Tyne and South Shields.

### 9. Howdon - Northumberland Dock to Willington Quay

A long expanse of river frontage on the northern bank of the Tyne busy with modern industrial units, scrap metal processing yards, an aggregate depot, sewage works and an oil depot. The extent of the river frontage from the Howdon Yard to Willington Quay has its origins in the late 19th century reclamation of the inter-tidal area.

Historically it was an area of metal works, small shipyards and, at its eastern end, Northumberland Dock. The Dock has been much reduced in size from when it was built in the late 19th century by the Tyne Improvement Commission primarily for the export of coal via staithes.

Whilst there has been considerable change in its late 19th century and early 20th century character Howdon Staith has been maintained as part of the commercial port. Developed in the early 20th century as a coal staithe served by conveyors it has been reused by the nearby aggregate depot.

Public access to the Tyne is prevented by the port-related development on the riverside, an exception being the northern entrance to the Tyne Tunnel which is also located in this Area. The modern industrial development and the security fences that surround the businesses limit the views to and from the river to the occasional distant glimpse.

### 10. Willington Gut

This narrow tidal inlet has a modern marina, boat yard and a small engineering works producing wire ropes. Several of the buildings in the engineering works are late 19th and early 20th century in date. The river wall of the Gut was canalised and re-directed in the early 20th century. Once a much larger inlet, the Gut was largely engulfed by made-ground and portside development in the late 19th century. At the mouth of the Gut, its small-scale and recreational focus contrasts with the scale of the industrial port-related activity undertaken on either side of the Area.

Access to the marina is limited to its members. However, upstream of the Hadrian Road bridge, on the western side of the Gut, is a narrow path used by the public. From here, good views of the river wall and to the historic buildings of the engineering works can be had. The quietness of the river contrasts with the activity, noise and movement of the surrounding industrial development and nearby road.

Trees shroud the river and neatly frame the historic buildings of the engineering works and the river wall to give a valuable sense of time depth, historic character and visual interest to the landscape.

### 11. Point Pleasant

The scale and type of industry undertaken in the Point Pleasant Character Area dwarf that of neighbouring Willington Gut. Point Pleasant's quay



## Character Area Summary

and wharf owe their extent to the late 19th century riverfront which, as with many areas on the Tyne, was reclaimed from the inter-tidal part of the river. Formerly a range of shipyards, engineering, metal and cement works it is now used to build rigs and equipment for the offshore energy industry. To facilitate the modern demands of the engineering works and the ships using the quay, its river frontage has been updated and modernised. The enormous scale of the works carried out at Port Pleasant is reminiscent of the Tyne's former shipbuilding yards and in a similar way it grabs people's attention and the awe of passers-by.

As an active part of the commercial port and industrial activity there is currently no public access to the engineering works and riverside.

### 12. Wallsend

An iconic location for many Tynesiders as the site of the former Swan Hunter shipyard, the last remaining large shipyard on the Tyne until its closure in 1993. Reminders of this past are evidenced by the yard's overall footprint, its early 20th century dry docks and late 20th century office buildings. Part of the office buildings has found reuse as part of *Segedunum* Museum. The area is currently being redeveloped to create modern facilities for businesses working in the offshore and renewables industry – an interesting continuation of large scale maritime engineering. Due to the future needs of the site it is being extensively re-landscaped. One of the historic dry docks will be retained as a testing facility and the other two, preserved *in situ*, but no longer visible, by infilling. Due to the Area's close proximity to the Roman fort it has a high potential for buried archaeology. A possible bath house has been revealed on the edge of the former shipyard where the Ship Inn once stood.

The Area has no public access and the best views into it are from the southern bank of the Tyne and the river itself.

### 13. Low Walker

Now the Shepherd Offshore Neptune Energy Park and its modern warehouses, fabrication shops, offices, cranes and wharfs servicing the offshore industry. Although served by a public road the Park is private property and has no public access.

From the mid-19th century this was an area associated with shipbuilding yards. A handful of historic buildings and the large 'hammerhead crane' remain as tangible reminders of the past, as is the name 'Neptune Park', taken from one of the historic shipyards in the area. The large hammerhead crane from 1930 dominates the skyline as the last crane of its type on Tyneside, recently refurbished to serve the modern industrial needs.

Due to its restricted public access the best views into the Area are from The Tyne and Riverside Park, Hebburn, on the southern bank of the river.

## Character Area Summary

### 14. South Pier and Herd Sands

Located at the southern side of the entrance to the Tyne and fronting on to the North Sea is a large area of public parks, sport pitches and landscaped gardens, with a seaside boulevard and promenade located next to the beach of Herd Sands and Little Haven.

The history of the Area has been greatly influenced by the needs of South Shields and Tyneside as a port, especially in the 19th and 20th centuries when its character was largely established. Previously the back of the Area was formed by the natural cliff slope with sands on its seaward side. The sands also encroached upon the entrance to the River Tyne to create a dangerous navigation hazard.

In the early 19th century waggonways were built to bring ballast from the Tyne to a series of large dumps that extended down the cliff slope. The development of the South Groyne and the South Pier in the late 19th century was undertaken by the Tyne Improvement Commission. These barriers were built to protect the river mouth from the longshore drift of sand across it. This led to the natural build-up of sand against each of the barriers, greatly altering the extent of the beaches and creating the general profile of the present coastline.

By the early 20th century the ballast hills had been re-landscaped to create a seaside promenade and at the base of the breakwater the pier engineering works had been built. The engineering works is now an amusement arcade with the late 19th century headquarters of the South Shields Volunteer Life Brigade close-by.

The South Pier and South Groyne draw the eye as substantial imposing structures, quite different in appearance and scale from the neighbouring recreational buildings which are modern in character. Both the Pier and the Groyne have prominent lighthouses at their seaward terminal ends. The Groyne's terminal is a distinctive lighthouse - a metal-built tower elevated on stilts. Painted bright red in colour to aid navigation, its design stands out as a historic feature.

Likewise, the short stubby lighthouse on the South Pier draws the eye and forms the terminal of the well-walked promenade that follows the spine of the breakwater. Here people come to enjoy the views of the North Sea, the port entrance and looking up and down the coast. People also fish off the pier. It is a busy place and, due to its length, at the end of the pier it is easy to feel surrounded by the North Sea, especially with the cries of the sea birds and the crashing of waves against the base of the breakwater.

Returning to the base of the Pier a modern red brick building is the Port of Tyne's watch house guarding ship movements at the mouth of the Tyne. Numerous information boards and plaques in the area highlight the importance of the breakwater in terms of navigation safety and the use of the port. Inland, on the edge of the marine park, on Marine Road, a

## Character Area Summary

monument commemorates the invention of the lifeboat at South Shields, together with *Tyne*, the world's second oldest lifeboat which reminds people of the dangers mariners once faced using the port, and the pivotal role the area had in the development of maritime safety.

### 15. South Shields riverside

This Area follows a narrow sinuous path at the foot of the former river cliff, with much of its area reclaimed in stages from the inter-tidal area, especially from the late 18th century onwards. It has a mixture of modern residential redevelopment and small industrial units which have been built on quays and docks dating mainly to the 19th century. This forms the focus of the historic core of the original town of South Shields.

The clearest indication of present port-related activity can be found off Wapping Street where there is a series of small boat sheds and the Marine Training School of South Tyneside College. Reminders of past activity survive in the form of dry docks, quays and jetties and, at Mill Dam, a cluster of historic buildings dating to the 19th century.

The Customs House and former Tyne Health Board offices at Mill Dam have found re-use, the former as an arts centre. Built by the Tyne Improvement Commission, their grandeur shows its ambition and the pre-20th century movement of elements of port administration towards the lower part of the Tyne.

Despite little port-related activity in the area now, and its open landscaped appearance, the port still has a strong influence on the area's character. This is evident in more than just the grand buildings. The Shields ferry terminal, Commissioners Quay, Harton Low Staiths, Steamboat pub-name, the Mission to Seaman, and the statue to Merchant Seaman all contribute significantly to the feeling that the port heritage still has an important role in South Shields' future as a distinctive place.

### 16. South Shields – Middle and West Docks

The Middle and West Docks until recently continued to play an active part of port-related activity as shipbuilding and repair yards, as evidenced by the surviving dry docks, warehouses and offices dating to the late 19th and 20th centuries. These combine to give a rich sense of historic time-depth and port-related character, especially in the area of Corstorphine Town.

The area had been reclaimed from the river and the extent of its quay frontage was mostly in place by the mid-19th century when it was an area of small shipbuilding yards and coal staithes.

The dry docks of the Middle Docks date to the late 19th and early 20th centuries when the yard was run as Redhead's until 1984. The dry docks dissect the area and are its dominant landscape feature. Due to its proximity to existing residential development it is probable that the area will be redeveloped for housing rather than port-side industry.

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The West Docks were once also part of the Redhead's yard but more recently were run by McNulty's as a ship repair and servicing yard for the offshore energy industry. The site is redundant and the buildings stand unused and in a deteriorating condition. Recently the yard has transferred to the ownership of the Port of Tyne and is likely to form part of the eastern expansion of Tyne Dock.

### 17. Tyne Dock

The hub of the Port of Tyne's modern port facilities, the original late 19th century Tyne Dock, built by the Tyne Improvement Commission, has been substantively redeveloped to form a busy 613 acre site.

The historic wet dock and locks have been infilled due to the needs of the modern port, of which the river frontage serves several business needs reflecting the changing economy of the Port and the North East.

The Dock can be divided into four broad areas. At its eastern end are modern built warehouses, engineering blocks and offices. Moving westwards is the container terminal- the freight distributed by the Port's road haulage business. Next to this, imported coal is moved to its storage bays using overhead conveyors and moved off site via rail – a continuation of rail transport to move coal. At its far western end the Dock has been created since the 1970s by the infilling of Jarrow Slake, formerly a large inter-tidal area once used for timber ponds. This is now a car distribution terminal with three Ro-Ro jetties. As with the other areas which have continued use as part of the modern port, the riverside frontage has been updated to meet the demands of the huge commercial vessels that use it.

### 18. Jarrow – Curlew Road

A modern oil storage depot, sewage and aggregate works are the latest complexes to be built in this area, which was once the home of a late 19th century mercantile dry docks, chemical and cement works and, before that, ballast hills and open fields.

### 19. Jarrow – Tyne Tunnel

A small area of public space recently re-landscaped with the development of the second Tyne Tunnel. With fantastic views across the Tyne and to the workings of the river it is a popular spot for local people. The importance of the shipbuilding industry to Jarrow is celebrated by the statue to Sir Charles Parsons, founder of the local shipyard and internationally renowned for his contribution to the development of steam turbine technology.

The Area also contains another engineering highlight for the Tyne as it is the southern access point for the pedestrian and cycle Tyne Tunnel. The entrance building sits slightly sunken into a hollow, merging subtly into the landscape, quite different in scale and design from the industrial buildings and structures in the surrounding area.

Its present activity is very different from its past 150



## Character Area Summary

years of use. It was once an area of industrial development including ballast hills, engineering works, stone yards and small coal staithes.

### 20. Jarrow – Tyneside Works

A modern chemical works is built on part of the historic Palmers Shipyard, whose heyday was in the late 19th and early 20th centuries. There is currently little use of the river frontage which includes a 20th century wooden jetty and the opening to an infilled late 19th century dry dock.

As part of the commercial port the Area has no access to the public.

### 21. Jarrow Staith

The present riverside extent of the Area was developed in the late 19th century by the reclamation of inter-tidal mud flats. A majority of the Area is scrubby wasteland and trees with no access to the public. At the eastern side of the Area is a modern emergency services headquarters and jetty.

At its far western end is the Jarrow Staith, an early 20th century coal staithe once served by conveyors, the lines of which are preserved in a series of concrete tracks. The staithe is an unused 400m long wooden jetty which runs parallel to the shore. It is the largest and the last surviving free-standing coal staithe on the southern side of the river between South Shields and Dunston.

In the scrubland to the south of the staithe is the remains of an embankment built for a railway that once served the 'Hebburn Staith', the late 19th century predecessor to the Jarrow Staith.

### 22. Hebburn Ship Repair Yard

The edge of the Area is formed by the Wagonway Road industrial estate with its modern units and a surviving but unused early 20th century building hidden away in the corner of the site.

The river frontage is an early 20th century quay and wharf, perhaps once part of the neighbouring Jarrow Staith development. Only part of the wharf is operational and this has a modern pontoon attached to it, to which the Port of Tyne tugs are sometimes moored.

Most of the Character Area is taken by the A&P Ship Repair Yard which reuses the area of the Parsons shipyard and Bede Metal Works, both of which were first developed in the late 19th century when most of the area was reclaimed from the river. The repair yard has large modern cranes, warehouses and engineering shops with a later 20th century dry dock, quay and wharf facilities.

### 23. Hebburn – former Hawthorn Leslie Shipyard

Awaiting redevelopment, the Area was once the home to the renowned shipbuilding firm which gives its name. There are still reminders of its successful past: on Ellison Street the yard's offices and warehouse provide an historic street frontage of brick-built buildings dating to the late 19th century, contrasting with the modern residential development

## Character Area Summary

across the road. The Company's founder, Andrew Leslie, arrived to the Tyne from Aberdeen and brought so many Scottish workers to Hebburn that it was once nick-named 'Little Aberdeen'.

Following the closure of the yard the large fabrication sheds were demolished to leave a late 19th century dry dock and the remains of early to mid-20th century slipways and platforms for travelling cranes.

As private property public access to the former shipyard is restricted.

### 24. Hebburn - Riverside

Much of this Area has been redeveloped but its river frontage owes its origins to reclamation and development in the late 19th century. Prior to this it was inter-tidal mud flats and, inland, a large ballast hill, the bulk of which has been built over by modern housing and the Prince Consort industrial estate. At the end of the industrial estate, reusing the late 19th century quay of a former cement factory, is the headquarters of the Hebburn and Sunderland Sea Cadets. On the foreshore below the tree-lined river bank are the surviving remains of a series of entrances to former slipways, potentially dating to the early 20th century when an 'Old Shipbuilding Yard' was recorded on early OS maps.

A wharf towards Riverside Park has been reused as Hebburn Marina, a private members boat club for small craft with moorings offshore in the river. The moorings extend in front of a quay and another wharf once associated with the Tenant's Alkali Works, built in the late 19th century. The wharf has been refurbished and offers great views of the river and the Low Walker Character Area. It forms part of the Riverside Park and the Keelman's Way cycle route and is a popular place for people to come and enjoy the area and fish from the wharf.

### 25. Hebburn – Riverside Park to Pelaw Main

A modern public park whose steep slopes are landscaped with trees and grassland, it is criss-crossed with footpaths and, on its riverside edge, the Keelman's Way cycle route.

Past development included the Reyrolle Hebburn electrical works built in the early 1900s and which went on to become one of Tyneside's chief employers.

By the mid to late 19th century the river frontage at Pelaw Main was a series of coal staithes and railways leading to them (including Maloney's Quay), and a small settlement. The settlement is now gone and the Quay stands in an isolated location, unused but one of the few reminders of the coal trade that was once carried out from Pelaw Main. To the south of Maloney's Quay the edge of the river is a rocky cliff without any form of river defence or development.

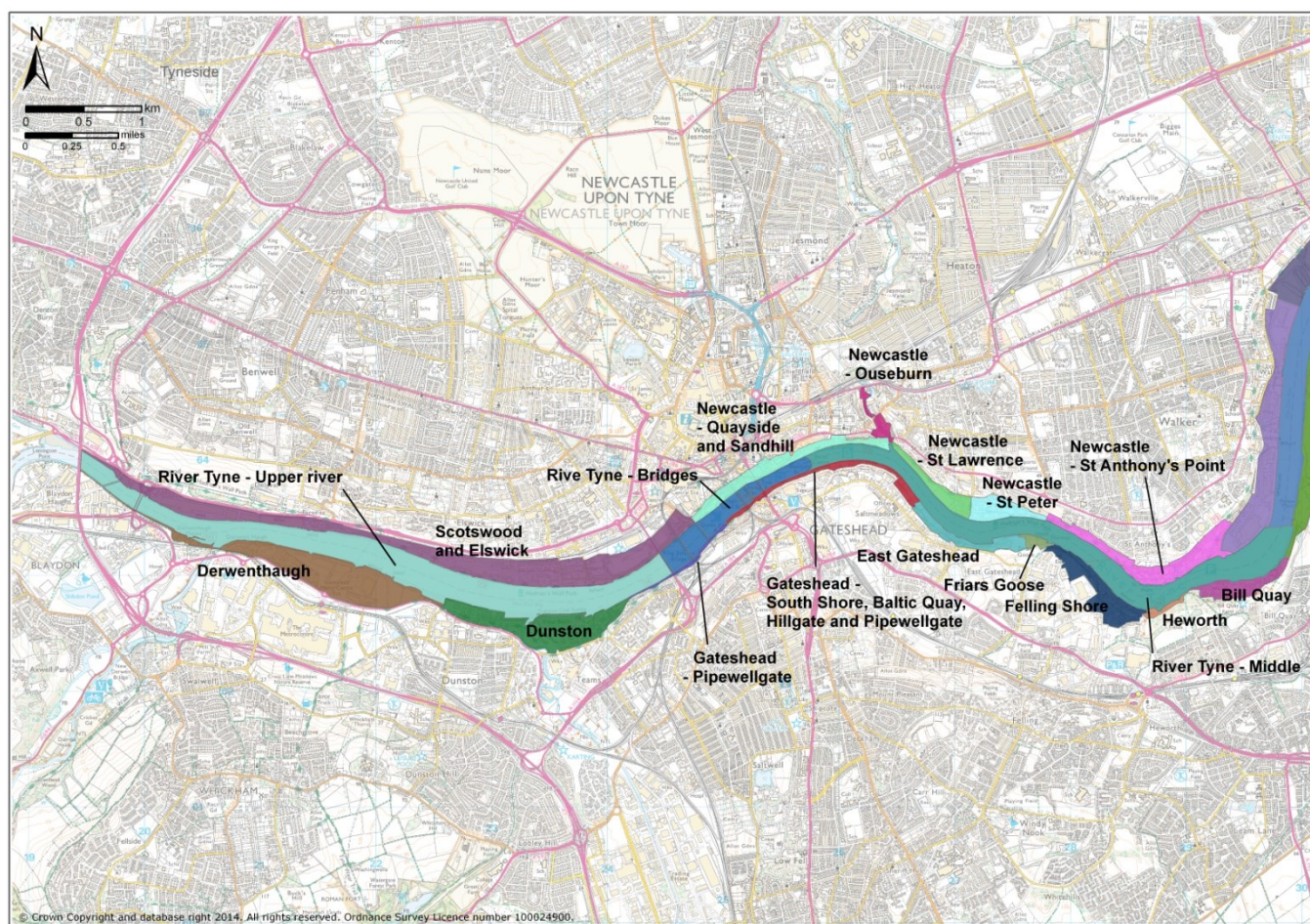


Fig 15 Character Areas – western area.

### Character Area Summary

#### 26. River Tyne – Middle

The Tyne is much narrower here, however towards Bill Quay it is wider than it was historically. In the late 19th century the Tyne Improvement Commission widened the river channel by an extra 175 metres with the removal of Bill Point on the Low Walker side. At that time and through to the late 20th century this section of the river was still a functioning part of the commercial port whereas now it is quiet and mainly used by small recreational craft. Towards Friars Goose and St Peter's the river opens up but is flanked by steep slopes. The Port of Tyne still dredges the channel to ensure depth is maintained.

#### 27. Newcastle - St Anthony's Point

The eastern edge of Newcastle, opposite Bill Quay, the Area includes the steep slopes of the Tyne Gorge that fall sharply to the Tyne. It is now an open area for public recreation landscaped in the late 20th century. Its wooded slopes give little indication of its industrial past other than the public paths that partly reuse the course of 19th century tramways and railways. Many of the platforms and terraces in the Area are survivals from the former industrial buildings and structures that once stood here. At the base of the hill slope next to the river is the Hadrian's Way cycle path which follows the late 20th century riverside revetment.

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#### 28. Newcastle - St Peter's

From the late 19th century this was the location of the St Peter's engineering and shipbuilding works but in the past twenty years it has been comprehensively redeveloped into a residential area. Brick-built houses lead to blocks of apartments that surround a newly created tidal basin, with a marina and riverside walkway on St Peter's Quayside, offering a fantastic view of the Tyne and across to the Friars Goose Character Area.

#### 29. Newcastle - St Lawrence

The Area has a long history of successive industrial development associated with glass making, pottery, chemical works and in later years warehousing, a flour mill, and engineering works.

The present riverside extent of the Area was almost fully developed by the mid-19th century. Much of the Area now awaits redevelopment following the demolition of the Spiller's Tyne Flour Mill, its ancillary warehouses and cranes. At its eastern end, close to St Peter's, is a cluster of industrial buildings dating to the late 20th century but potentially incorporating elements built slightly earlier. These are the offices and engineering workshops of Bel Valves who manufacture valves for the offshore oil and gas industry. Immediately next to the riverside is the recently built Anzio House, headquarters of Tyneside's Royal Marine Reserves – a large brick-built building with a modern concrete and steel



## Character Area Summary

wharf.

Beyond Anzio House, the Area opens up to Spiller's Quay, now a large car park and quayside area. Much of that area is now fenced off but it has been previously used for events such as the Tall Ships in 2005. The river wall is modern in appearance - concrete built with iron mooring posts. At its far northern end the quay wall at the entrance to the Ouseburn is stone-built with large blocks of ashlar granite. Above the stone-faced quay is the modern Cycle Hub building which includes a café and the Ouseburn Regeneration Centre.

### 30. Newcastle - Ouseburn

The Ouseburn forms a narrow inlet that leads into a sinuous valley, much sheltered and secluded from its surroundings. With a concentration of historic buildings and structures, a sense of the long time-depth to the man-made environment can be easily appreciated. At the mouth of the Ouseburn small boats are moored against the northern end of Spiller's Quay.

Much of the Area's built character is a result of its industrial origins in the late 19th and 20th centuries. However, industrial activity goes much further back here when the Ouseburn area was on the edge of Newcastle, and the Victoria Tunnel was constructed in the late 18th century as part of a waggonway leading to a coal staithe on the Ouseburn.

The Area is currently being redeveloped to infill the open areas of derelict land between the upstanding historic buildings and structures. The lower part of the Area is a busy place with people using the local pub, a role which this site has retained since the late 19th century.

### 31. Newcastle - Quayside and Sandhill

This is the historic centre of Newcastle's port-related power and administration, a position reflected in the prestige and the time-depth of its heritage.

From St Ann's, the Tyne gorge opens up to offer dramatic views up and down the river and across to Gateshead. The skyline is crowded with historic buildings that inter-mingle with the modern, which are mainly residential and office developments.

The modern extent of the quay frontage from St Ann's down to the Swing Bridge was in place by the late 19th century but its extent was formed by several hundred years of incremental reclamation.

The wealth of the built environment and time-depth in the Area is most easy to appreciate in the Quayside and Sandhill areas. The power of the place in times of past commercial activity is clear - the Customs House, Guild Hall and Fish Market are all found here.

Historic buildings of different date and appearance jostle with each other; behind the 18th century Customs House, off Broad Chare, is the Trinity House Newcastle complex of buildings dating to the 16th and 18th centuries. The buildings fronting Quayside are large and powerful looking, and date from the

## Character Area Summary

late 18th to 20th centuries. Sandhill is dominated by the 17th century former merchant houses and grain stores which are now reused as offices, restaurants and bars. Historically St Ann's Quay had more functional warehouses; these large buildings are now replaced by modern apartment blocks.

Many of the historic buildings have seen conservation, refurbishment and reuse as part of the regeneration schemes undertaken in the Area over the past thirty years. Overall, the regeneration of the Quayside area, and that of Baltic Quay on the Gateshead side of the river, is celebrated as an exemplar of integrating heritage and redevelopment. Part of the success of the Area had been the linking for cyclists and walkers of the Quayside with Gateshead via the Millennium Bridge.

Most of the Area is dominated by recreation, residential and retail activity, as a pleasant place to work and live and to enjoy the Tyne. At the close of a working day the place is often busy with people making the most of the riverside bars, commuters using Hadrian's Way to cycle home and tourists posing for photos with the heritage often forming a back drop.

The history of Newcastle's port-related trade is not only preserved in its built heritage but also in the names of its streets and wharfs. The ports with which trade was carried out can be preserved in the wharf-names, as with London Wharf. However, in the late 19th century this wharf was known as Hull and Leith wharves showing the dynamic nature of trade and the naming of features relating to it. Other historic links have not survived as place-names - in the late 19th century Mariner's Wharf was known as the Antwerp, Hamburg and Rotterdam Wharf and at its eastern end, Malmo Wharf once reflected the international trade in which the town also participated.

Every part of the Area has a diversity of heritage that reflects the different phases of Newcastle's past development. Sometimes it underlines the importance of international trade to the history of the city in subtle ways: pan tiles on the merchant's houses, for instance, record the influence of trade with the Low Countries.

### 32. River Tyne - Bridges

Seven bridges cross the Tyne in the space of a mile. Ranging from the iconic to the functional and in date from the 19th century to modern, all have an important role in modern Tyneside. The 20th century-built Metro and King Edward Bridges carry rail transport and the New Redheugh Bridge, the A139.

The most recent is the Gateshead Millennium Bridge. With its distinctive shape and bright white colour, it has created easier pedestrian access between the historic quays located either side of the Tyne. The opening up of the bridge was indicative of the changing relationship between Newcastle and Gateshead and the Tyne, not only in terms of their use as part of the commercial port, but also in terms

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of public access across between the two banks. Its construction has further limited the size of vessels that can use the Tyne upstream of here but has enhanced the opportunities for the public, both local and visitors, to enjoy this stretch of the river and its iconic views.

The swing bridge is the oldest of the group, preserving the location of an earlier bridge and perhaps the ancient river crossing. Its construction was the result of the changing needs of the port in the late 19th century. Built by the Tyne Improvement Commission, its construction was greatly influenced by one of Tyneside's great industrial entrepreneurs, William Armstrong. There has been a river crossing of some sort in this area for thousands of years and here the river has also played an important role in the development of Newcastle as a port.

Both the Tyne High Level Bridge and Tyne Bridge are renowned for their innovative design – a reflection of the region's engineering prowess in the 19th and 20th century and, as such, are iconic structures in the eyes of many Tynesiders. The bridges also reflect the changing ways in which people and goods travelled, with the development of the railways in the mid to late 19th century and the spread of roads and vehicles in the 20th century.

In an interesting development the Tyne Bridge is now home to the largest inland colony of Kittiwakes in the world. They crowd its ledges and brick work in the breeding season and the health of the colony believed to be representative of the improvements in river water quality.

### 33. River Tyne – Upper River

Once part of the commercial port but now river access is restricted to smaller craft. Until the late 19th century the Tyne here was shallow, its river channel divided by a large island called the King's Meadows. The present character of the river owes its extent to the improvements undertaken by the Tyne Improvement Commission in the late 19th century when the channel was first dredged. The Port of Tyne ceased dredging this part of the river in the 1980s as its commercial use had expired. At low tide the river channel is now flanked with mud flats supporting a large population of wading birds.

On its southern side it is joined by the Rivers Derwent and Team, which both form small inlets flanked by mud flats at low tide.

Both sides of the river are bordered by modern light industrial and residential development. At its western end the Area is crossed by the modern Scotswood road bridge and, further upstream, the unused Scotswood viaduct, a late 19th century rail bridge, the original of which was the first rail crossing to bridge the Tyne.

### 34. Scotswood and Elswick

Modern-built office complexes, light industrial units and engineering works follow the riverside edge of Scotswood Road which was once the home of Armstrong's Scotswood and Elswick works first

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developed in the late 19th century. The Marine Management Organisation which licences, regulates and plans marine activities in the seas around England and Wales is based here in an office complex.

The Area has been substantially redeveloped in the past fifty years leaving few traces of its former past except Elswick Wharf and the remains of the occasional jetty. The riverside bank is now mostly a river defence wall which for part of its length supports the Hadrian's Way cycle route.

From Hadrian's Way there are fine views to the River Tyne and the southern bank of the river at Dunston and Derwenthaugh, with the impressive bulk and distinctive construction of the Dunston Coal Staiths dominating the far river edge.

### 35. Bill Quay

Huddled on the southern bank of the Tyne, at the eastern edge of the gorge cut by the river, is the secluded and quiet Bill Quay, a scattered group of houses and a greater number of small light industrial units that step down the hill slope towards the river. Historically it was an area of chemical works and a shipbuilding and repair yard. In the 20th century the yard built and serviced tug boats but, since its closure, the slipways and quay have fallen into disrepair. The yard is now silent and a gentle part of the riverside, the best view to it is from Riverside Park, Walker.

Public access to the riverside is limited to Station Road leading to the industrial units.

### 36. Heworth

A wooded area of riverside slope at the foot of which are the remains of two historic quays: the 19th century or earlier Parish Quay and to the west a small 19th century quay which was once part of a Chemical Works. From Tyne Street a trackway leads past a modern building on the former chemical works quay down to Parish Quay. The Quay is not insubstantial and has a stone-faced industrial quay wall that has collapsed in places. It is a quiet secluded place.

### 37. Felling Shore

A strip of riverside development reusing two late 19th century quays, and wharfs and river revetments, but the river here is no longer used as a means to import and export goods. In the late 19th century the Area was covered by a range of industrial development including chemical works. This tradition is now continued by International Paint, whose works now spread across most of the Area. The company has been based on the site for over 100 years and is a worldwide leader in marine paints.

### 38. Friars Goose

A quiet and secluded Character Area on the southern side of this part of the Tyne that feels distant from the commercial port. Recently redeveloped with modern apartment blocks, a hotel and a water sports



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club, the slipway dates to the early 20th century.

A boatyard has been on the site for the past 200 years and the area surrounding the slipway is crowded with small craft. The club house overlooks the river and a quayside to the west whose origins date to the late 19th century and the use of the site by the Friars Goose Chemical Works.

### 39. East Gateshead

The Area is mostly public open space with landscaped woodland and grassland on the steep slope down to the river. In the past the Area included a chemical and cement works and small shipbuilding yards. The reminders of its industrial use include a quay near to Friars Goose and a riverside revetment wall below South Shore Road.

Standing towards the top of the river slope is the Schooner pub. Formerly known as the Ship Inn this brick-built pub was recorded on 19th century OS maps. From the Schooner you can walk down Shore Road to the Kittiwake Tower built in 2000 to help relocate Kittiwakes that had nested on the Baltic flour mill. In the spring the tower is busy with over 100 breeding pairs of the birds. The tower is a visible mark of the changed social concerns that influence the area's built environment and character.

### 40. Gateshead – South Shore, Baltic Quay, Hillgate, and Pipewellgate

A narrow band of riverside development – a mixture of small modern industrial units and depots that give way to a modern hotel building. After the hotel the Area opens up and the bulk of the Baltic Centre for Contemporary Art dominates the skyline. Built in the 1930s as a flour mill it is a striking building that has been redeveloped into a centre for contemporary art. Commonly known as The Baltic, it is the last of several substantial flour mills that once stood on the Tyne.

To the west of The Baltic is a large open area that provides fine views back to the building, across to the river and upwards to the Sage, with access to the Gateshead Millennium Bridge linking to Newcastle's Quayside.

It is bright and busy open area where many people pose to take photos of the local landmarks including the Tyne. The resurgence and rejuvenation of the area is easy to appreciate, as is the mixture of time-depth in the built environment.

Whilst the Area has a distinct character it also forms a coherent landscape with the River Tyne - Bridges and Newcastle's Quayside and Sandhill Character Areas, with shared views and links between them.

Sitting in the shadow of the Tyne Bridge, and hugging the riverside, is the modern brick-built headquarters of *HMS Calliope*, the Royal Naval Reserve associated with Tyneside.

From *HMS Calliope* to the swing bridge, passing under the span of the Tyne Bridge, the riverside is edged by Hillgate Quay, an open quay and wharf used by pedestrians and, in places, for car parking.

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Below Tyne Bridge the area also provides shore access for boats and ships moored in the river when required.

Beyond the turning to the swing bridge is Pipewellgate. At the corner is an early 20th century brick-built building, formerly used by the River Police, now a restaurant. Pipewellgate follows the edge of the river and passes under the Tyne bridges. On the riverside edge of the road are modern buildings dominated by the derelict site of Brett's Oils although the main building possibly incorporates early 20th century development of the site.

Bordering the Brett's Oils site is the headquarters of Gateshead Sea Cadets, Training Ship *Flamenco*, built in 1982, with a slipway down to the Tyne.

### 41. Gateshead – Pipewellgate

Now a public space used by walkers and cyclists, its greenery gives little indication of its past industrial use. Its location alongside the Tyne, at the base of the steep slope of the Rabbit Banks, makes it a good place to watch the River Tyne.

From the mid-19th century this was an area of industrial factories and works, with Redheugh Station and, later, Redheugh Engine Works, and the railway leading to them. Near to Pipewellgate Road is a quayside, now partly a large car park and partly the Keelman's Way cycle path which follows the riverside embankment of the former railway. On its riverside edge the embankment is revetted from the Tyne by a stone and brick-built river defence wall.

### 42. Dunston

Now mainly residential development, the Area includes a large area of reclaimed land which had successive phases of industrial activity.

At the eastern side of the Area modern apartment blocks and houses overlook the river, tidal basin and the Dunston Coal Staiths. The Dunston Coal Staiths built in 1893 are an important landmark and a tangible monument to Tyneside's former trade in coal.

The area surrounding the staithes has changed greatly over successive phases: once it was the fields and reclaimed land of St Omer's Haugh, then industrial development led to the construction of the coal staithes, followed in the early 20th century by the cutting of the tidal basin inside the staithes to form the present riverside extent.

Crossing the Team Gut is the mid-19th century railway bridge. As part of the late 19th century phase of industrial development St Omer's Haugh was criss-crossed with railways, partly to serve the Dunston Coal Staiths. Now removed, traces of their former route are preserved as embankments and the route of the pedestrian bridge crossing Clockmill Road. In the mid to late 20th century the course of the River Team was also altered to its present shape.

To the west of the River Team is modern residential development with a small light industrial site. The extent of the river frontage owes much to the 19th

## Character Area Summary

and early 20th century industrial development of the area as space for railways, collieries and factories where the inter-tidal ground was gradually reclaimed. The railways have now gone, as have all its past industrial buildings, the river frontage updated with modern river defences.

Aerial photographs from the late 1940s show the wharf near to Bittern Close as the huge flour mill complex of the Co-operative Society Wholesale Flour Mill and the adjacent Soap Works. Buildings dating to the late 19th and early 20th centuries, and built on a more modest scale than the surrounding modern development, are found on Railway Street and Staith Road.

### 43. Derwenthaugh

A band of modern riverside development in an area that in the late 19th century was a scatter of fields, small engineering and metal works, railway lines and coal staithes. Adding a layer of time-depth to the landscape is the Derwenthaugh Staithes built in the early 20th century and the Derwenthaugh viaduct built in 1865-66.

The Derwenthaugh Staithes, together with the nearby railway, are reminders of the coal trade. Originally named Consett Staiths, the staithes were built in the early 20th century for the export of coke from the Derwenthaugh Coke Works which used coal from the mines in the Consett area of County Durham (SINE website).

Next to the Staithes is the Derwenthaugh Marina. This incorporates two modern slipways, river wall revetments and jetty with a modern industrial estate behind. From the marina to Blaydon Bridge the present riverside edge dates to a narrow band of reclamation undertaken in the late 20th century.

The Keelman's Way cycle path follows the river edge and its low river defence wall, giving good views of the River Tyne across to Scotswood, Elswick and Scotswood railway viaduct. From the Scotswood road bridge upstream it follows the bank recorded as a footpath on the late 19th century OS maps. It passes under the landward span of the Scotswood railway viaduct and on the edge of the river the traces of a former riverside revetment wall survive as lines of stone rubble in the inter-tidal part of the river.

## Conservation values of port heritage assets

In 2008, English Heritage published *Conservation Principles*, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). *Conservation Principles* identifies four main types of values: Evidential, Historical, Aesthetic and Communal Values (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Tyneside's present port-related heritage.

## Evidential

– 'the potential of a place to yield evidence about past human activity'

Tyneside's later history of large scale change and successive phases of redevelopment on the sites of its earlier port activity gives the surviving earlier features significant evidential value, contributing strongly to the historic character and time-depth of the port's present landscape.

As early navigation aids the High and Low Lights (both earlier and later) in North Shields are of high significance, as is Clifford's Fort, illustrative of the role of Trinity House Newcastle. The two beacons standing on the Lawe, South Shields are also of evidential value as early navigation aids and the efforts to try and improve the port.

Tynemouth had an important role in pioneering national coastal maritime safety and the watch house and cottage of the Tynemouth Volunteer Life brigade give clear evidence of that. As a group, the other buildings related to maritime safety surrounding the brigade's headquarters, possibly including the former lifeboat house on Prior's Haven, provide further context to the Brigade's story and the history of maritime safety in relation to Tyneside, as does the South Shields volunteer life brigade's watch house.

In terms of navigation and maritime safety the North and South breakwaters and South Groyne and their lighthouses are strong evidence for the improvements needed to develop Tyneside as a modern port in the later 19th century. The North Groyne, North Shields, was also developed with a wave trap, and once had an important role, despite being physically less substantial and much altered. It has an obvious historic association with improvements to the river mouth, sea defence, and maritime communication (as the wooden jetty once included a Lloyd's hailing station).

The high concentration of extant port-related historic buildings, structures and quay names associated with fishing in the North Shields Character Area provides clear evidence which is quite different in scale and historic character to most of the other Character Areas on Tyneside (which are or were at some point dominated by large-scale industry). As a cluster of built heritage assets, in a key area in relation to Tyneside's maritime history, it has very strong evidential value.

Newcastle's Quayside Character Area also has very strong evidential value from the great time-depth and variety in its built heritage, not only in terms of port infrastructure but also in terms of its survival and distribution of maritime-related institutions, warehouses, offices and merchant's houses. Its value here is enhanced by it being the focus of medieval and early post-medieval port-related activity and administration for the area.

The Mill Dam part of the South Shields Riverside Character Area has considerable evidential value from its grand historic buildings associated with the later 19th century improvement of the port, together with more humble wharfs, public houses and a



Mission to Seamen. The wooden jetty of Corporation Quay survives as valuable evidence of one of the few surviving historic wooden-built jetties on Tyneside with good public access. The same applies to the neighbouring wooden wharf of Harton Low Staiths (originally dating to the late 19th century) due to its location next to publically accessible land, despite it being currently fenced off with no public access.

The surviving coal staithes at Jarrow, Howdon, Dunston and Derwenthaugh and the scale of their survival gives them strong evidential value in relation to the continuation of Tyneside as a major coal port into the 20th century, but also more widely for the history of the coal trade in North East England.

Surviving physical evidence for industrial-scale shipbuilding docks on the Tyne is limited as most of the areas have been redeveloped. As a result, the surviving historic dry docks located in several Character Areas have a high evidential value. Some have been retained as part of redevelopment (Bull Ring Docks, South Shields Riverside, Wallsend), others continue in use (Hebburn ship repair yard) whilst others lie derelict in areas awaiting redevelopment (Hebburn – former Hawthorn Leslie Shipyard). As part of the redevelopment of the Swan Hunter yard three of the dry docks have been infilled and preserved *in situ*.

The wooden jetties on either side of the entrances to dry docks still stand in a few locations and are significant as some of the last wooden-built structures on the riverside other than the surviving coal staithes. At the former Brigham and Cowan's ship repair yard in the South Shields Riverside Character Area the wooden jetties have been incorporated into public access as part of a riverside walk linked to a modern housing development. But at the Jarrow – Curlew Road Character Area the remains of the wooden jetties are the only upstanding remainders of the mercantile dry docks.

Historic slipways linked to former shipbuilding yards still survive in a handful of sites, providing significant evidence of that formerly vital industry in the area's economy. Large slipways are visible at the former Hawthorn Leslie Shipyard site in Hebburn and at Friars Goose which was used by a much smaller yard, and is still in use. At Bill Quay the remains of a slipway stand in a derelict area of a former ship repair yard. The potential remains of a several small slipways in the foreshore of a former shipbuilding yard in the Hebburn - Riverside Character Area are recorded on modern OS maps and visible on aerial photographs.

There is archaeological potential for buried structures and deposits from Tyneside's earlier port functions, especially in areas of foreshore and the large areas of made ground reclaimed from the inter-tidal area. The survival of archaeological features in these areas may be limited due to later disturbance. However, in the areas of Newcastle's quayside, North Shields Low Lights and South Shields Riverside archaeological excavations have revealed important buried evidence for early activity and port development.

Valuable reminders of the Tyne Improvement Commission's work include the Customs House and marine office and the River Police offices (South Shields), The Fish Quay and Market (North Shields), Albert and Edward Dock (East Howdon), the Customs House (Newcastle), the swing bridge (Newcastle - Gateshead), and the construction of the breakwaters or North and South Piers, North Groyne and South or Herd Groyne.

## Historical

*– 'the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative'*

The understanding of the River Tyne as a port is critical to understanding the history of Tyneside and the North East, to the foundation of the towns that stand beside it, to the successive changes of industry that crowded around it and to the character of the people who lived with the river as a mainstay in their lives. The Port of Tyne maintains continuity of that maritime role into the present and future. The move away from the coal trade, shipbuilding and heavy industry reflects not only local, regional and national economic changes of the past fifty years, but also the port's adaptability that has been a constant feature of its development.

Newcastle's dominant role as the major port on the Tyne in the medieval and early post-medieval period, and the politicking to keep it that way is an intriguing story which gives further insight into the regional and national politics of the time.

Due to its economic success it is perhaps of no surprise that Newcastle was one of a handful of ports where a Trinity House establishment was founded. Trinity House Newcastle's story is historically significant in many ways: in relation to the continued growth and dominance of the port, for its contribution to the early development of maritime safety and, although its role has drastically changed, because it still survives as an institution in its original headquarters.

Nationally, Tyneside is also an important place in the history of maritime rescue with the first volunteer life brigade in the country established at North Shields, and South Shields being the home of the earliest purpose-built lifeboat. Tyneside was also home to those whose ideas contributed much to early lifeboat design as well as its later modifications.

It was not until the formation of the Tyne Improvement Commission in the mid-19th century that the port was managed for the benefit of all the main towns alongside the river. Its foundation through an Act of Parliament is the same as with many of the other ports in the region but it stands out because of the scale of the changes to the Tyne which it undertook. Through dredging and widening, the reclamation of inter-tidal ground, securing the river mouth and its navigation, the building of new docks, and improvements in the administration it set



Fig 16 Freestone Point - Tynemouth Volunteer Life Brigade Watchhouse.

in motion Tyneside's boom in portside development in the late 19th and early 20th centuries.

This enabled Newcastle in the late 19th century to become a nationally important centre for industrial design, the earlier foundations of which had also been forged by several local pioneers and inventors, perhaps most notably George Stephenson. William Armstrong, Charles Parsons and several other notable pioneers and industrialists contributed massively to the development of the shipbuilding industry on Tyneside and more widely on a national scale, an industry for which the Tyne was a world leader by the close of the 19th century. Their skill and fame not only survives in history books but also in the structures they designed – for example Armstrong's swing bridge, accumulator tower and its lock at Albert Edward Dock.

The success of Tyneside's shipbuilding industry was also partly founded on the need to get coal more cheaply and efficiently to its principal market, London.

From the medieval period until the early-20th century Tyneside was a nationally important for the export of coal.

The sheer volume of its coal trade and its associated industries led Tyneside to have a critical role in the British Merchant Navy – the ships vital to the economic and political success of its Empire. The story of the Wellesley Nautical School helps to demonstrate the importance of Tyneside's role in relation to Britain's merchant fleet: that story deserves to be better known. South Shields supplied many of its sailors, some recruited from more far-flung corners of the Empire, including several thousand Yemenis. The history of their contribution to the Merchant Navy and their integration into British life are interesting elements of Tyneside's historic character.

Historically Tyneside's port-related industries drew tens of thousands into the area. This not only included people from inland areas and from ports in the North East, but also fishermen from Shetland and mainland Scotland, and shipwrights and workers from Aberdeen and Ireland.



Fig 17 Newcastle and Gateshead – Looking from the Quayside across the Millennium Bridge to The Baltic, a former flour mill but now a contemporary arts centre.

## Aesthetic

– 'the ways in which people draw sensory and intellectual stimulation from a place'

As a working port, Tyneside's constantly changing activity generates interest for many, whether from the coming and going of visiting ships, the type of cargoes being stored and redistributed, and the buildings and structures associated with its use. To some, these activities may not always be seen as attractive but nonetheless many find them stimulating and they arise as a direct consequence of the port's historic industrial development and its continuing industrial use today. The scale of the port infrastructure and the ships using it visually dominate the riverside frontage, especially in and around the commercial harbour downstream of Bill Quay.

There is also the interesting contrast of modernity with the historic features located in the Character Areas. While the heritage assets in Tyneside can be dwarfed in scale by modern buildings and redevelopment, the contrast of the historic elements with the modern combine to give a unique and distinctive landscape. Good examples include Newcastle's Ouseburn, Quayside and Sandhill Character Areas and the area of Baltic and Hillgate Quays in Gateshead. Another Area where this layering is strong is in North Shields, whereas in modern industrial areas (Jarrow – Tyneside Works for example) the historic character is more subtle, but can be of great visual interest nonetheless.

The North and South Piers projecting either side of the river entrance draw people to them not only as reminders of the port's historic past, but as stunning places to walk in the summer sun and dramatic in winter when framed by spume from breaking waves.

The character of the estuary's upper reaches is aesthetically quite different: much more sheltered, and with the river smaller and at a more intimate scale. The mud and sand flats exposed at low tide make the bustle of the modern commercial port seem distant.

A number of portside areas are not publically accessible and for much of its length the visibility of port activity limited. This puts a greater emphasis on



the areas where public access to the riverfront is still possible. There are few ferries running on the Tyne other than the Shields ferry. This offers a visual treat whereby people can view the port from the river itself.

## Communal

*– 'the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory'*

As a Trust Port, Tyneside is an important focus for the local area and its community. Its continued economic success is seen as an important part of the region. The Port also arranges Heritage Days once a year for the public to visit the North Pier lighthouse and Swing Bridge.

Considerable pride is associated with the history of the River Tyne: the coal trade, shipbuilding, fishing, the keelmen, and links to the Merchant Navy - a past which still tweaks the heart strings of many Tynesiders. On the internet are several in-depth websites regarding this past.

The area has very active heritage-focussed groups including the Tyne and Wear Building Preservation Trust, the North East (NE) Maritime Trust, Ouseburn Trust, The Net North Shields and FISH (Folk Interested in Shields Harbour). 'Remembering the past, resourcing the future' is a local initiative in North Shields to record local history and the stories of people who lived alongside the Tyne.

Since their foundation in 1979, Tyne and Wear Building Preservation Trust has restored and conserved several buildings and structures. This has included many buildings indirectly associated with port-related activity, including The Close (Newcastle), the Old Lowlight (North Shields) and Dunston Staiths (Dunston, Gateshead).

From a workshop on Wapping Street, South Shields, the NE Maritime Trust undertakes conservation work to historic vessels with the aim of educating the public about maritime history and in particular that of the North East (NE Maritime Trust website).

For the past fifty years there has been an active social film and photographic collective based in Newcastle. 'Amber' has documented various aspects of Tyneside including the fisherman working out of North Shields, Smith's Dock and shipbuilding on the Tyne.

The Discovery Museum in Newcastle includes important collections on maritime history and the regions' story of engineering prowess.

## Current levels of heritage protection

The area of Tynemouth Castle (excluding the modern Coastguard Station) is a Scheduled Monument (SM 1015519) and a Guardianship Monument. It also lies within the Tynemouth Conservation Area.

The eastern part of the North Pier and Freestone Point Character Area also falls within the Tynemouth Conservation Area. It includes four Listed buildings;

North Pier and its lighthouse (LB 1025352), the Brigade Cottage and watch house of the Tynemouth Volunteer Life Brigade are all Grade II Listed (LB 1025351; LB 1184976 respectively) whilst the Collingwood Monument and its guns are Grade II\* Listed (LB 1355011).

The North Shields Character Area is located entirely within 'The New Quay' and 'The Fish Quay' Conservation Areas. The Fish Quay part of the Character Area has a cluster of Grade II Listed Buildings including the Old Maltings (LB 1355014), Low Lights Tavern (LB 1355019), Irvings Building (LB 1061408), Ballards smokehouse (LB 1299778), Trinity House almshouses (LB 1355016) and the Low Lighthouse (LB 1355017). Clifford's Fort and the walls and buildings surrounding it are a Scheduled Monument (SM 1005896). On Tyne Street both the High Light and Beacon House (original high light) are Grade II Listed (LB 1185198; LB 1025356 respectively). The Low Dock, off the western end of Liddell Street, is also Grade II Listed (LB 1355008).

In the New Quay part of the North Shields Character Area are a series of Grade II Listed buildings; the former Sailor's Home (LB 1025362; LB 1355018), the Porthole Pub (LB 1390831) and, at the western end of the quay, a former hotel (LB 1025347).

Moving westwards from North Shields, the locks and their gates of the Albert Edward Dock are Grade II Listed (LB 1184814) and the accumulator tower that originally powered them is Grade II\* Listed (LB 1354990).

Between Howdon and Jarrow the pedestrian and cyclist Tyne Tunnel and its entrance buildings are Grade II Listed (LB 1380275-6 inclusive).

Historic England's National Heritage List has a Grade II\* Listed crane (LB 1253566) at Point Pleasant, however, it was demolished in the 1990s (Tyne and Wear Historic Environment Record).

In the Wallsend Character Area the late 19th century Grade II Listed clock associated with the former shipyard can be found at the south western corner of the junction with station road (LB 1025325).

At the northern end of the Ouseburn Character Area are the Grade II Listed Mill (LB 1024834) and Cluny Warehouse (LB 1355264). The Ouseburn Character Area falls within the Lower Ouseburn Conservation Area (Newcastle City Council 2011).

Newcastle's Quayside and Sandhill Character Area has a high number of Listed Buildings. In the St Ann's part of the Area are a Grade II Listed drinking fountain and statue (LB 1024850) and former Seamen's Bethel (LB 1318881). Horatio Street, the fountain and the Seamen's Bethel building are within the Lower Ouseburn Conservation Area (Newcastle City Council 2011).

On London Wharf there is the Grade II Co-operative Wholesale Society Warehouse (LB 1107186). Nearer to the Quayside the concentration of Listed Buildings increases. The Trinity House complex of buildings off Broad Chare includes three Grade I buildings (LB 1024930; LB 1024931; LB 1116418), two Grade II\* buildings (LB 1116373; LB 1116390) and five

Grade II buildings (LB 1024932; LB 1355236-7 inclusive; LB 1116412; LB 1319969). Nearby on Trinity Chare is a former Trinity Almshouse (LB 1024759). Fronting onto the Quayside is the Grade II\* Listed Customs House (LB 1325530) and several Grade II Listed Buildings including the Mercantile Building (LB 1107209), Exchange Buildings (LB 1355283), Baltic Chambers (LB 1024798) and office (LB 1024827; LB 1024797).

Located behind, and slightly away from, the Quayside, on City Road is the Grade II\* Listed Keelmen's Hospital (LB 1024902).

Sandhill houses several Listed Buildings, including office buildings (LB 102477 and LB 1260195), former merchants houses including the Grade I Listed Bessie Surtees House (LB 1024779) and the Grade II\* Derwentwaters Chambers (LB 1120904) and Red House (LB 1024778). Nearer to the river is the Grade I Guildhall and Merchants Court which has a later fish market added to it (LB 1120877), the former Toll House (Grade II; LB 1024917) and a Grade II late 19th century Fish Market (LB 1320263). At the Newcastle end of the swing bridge are the Grade I Listed remains of the former stone-built bridge which are also scheduled (LB 1323141; SM 1003513).

Beyond the High Level bridge are a Grade II\* Listed late 16th century merchant's house (LB 1024915), an adapted 15th century house with a pantiled roof (LB 1024916) and a 16th century house and warehouses (LB 1024918). Towards the corner of Hanover Street are the Grade II Listed bonded warehouses of Amor Spoor which have been recently conserved and adapted into flats (LB 1355271).

The western section of Newcastle's Quayside and Sandhill Character Area, from Broad Chare onwards is located within the Central Conservation Area. This includes the northern sections of the High Level Bridge, the Swing Bridge, Tyne Bridge and the Metro Bridge (Newcastle City Council 2011).

Crossing to the southern side of the Tyne Dunston Coal Staiths are both a Scheduled Monument and a Grade II Listed Building (SM 1005898; LB 1248994).

In the River Tyne – Bridges Character Area the historic bridges of the group are designated; the King Edward railway bridge is Grade II Listed (LB 1242100), the High Level road and railway bridge Grade I Listed (LB 1248568), the Swing Bridge both Scheduled and Grade II\* Listed (SM 1003722; LB 1390930) and the Tyne Bridge Grade II Listed (LB 1248569).

The Gateshead - Pipewellgate, Hillgate and South Shore Character Area includes part of the 'Bridges' Conservation Area. This lies within the area of Hillgate quay and the Queen Elizabeth II Bridge and extends into the middle of the river to include the bridges within it.

There are no statutory heritage designations on the southern shore of the Tyne within the Character Areas identified in this Summary between Hillgate Quay and Jarrow until the Tyne Tunnel entrance building (see above) and the statue of Sir Charles Palmer (Grade II Listed; LB 1355095).

Moving eastward, the port-related statutory heritage designations are then found at Mill Dam, part of the South Shields Riverside Character Area which includes the Grade II Listed Port Health Authority and River Police offices (LB 1232160), Customs House and former mercantile offices (LB 1232273), and the Steamboat pub (LB 1231582 and LB 1277489). The buildings are located within the Mill Dam Conservation Area.

Nearby is the Alum House pub, originally an early 19th century office built for the Tyne Dock Engineering Company Limited (LB 1232320).

On the Lawe in the South Pier and Herd Sands Character Area the two beacons are Grade II Listed (LB 1232155; LB 1232154). Nearer to the Tyne, the South Groyne is also Grade II Listed (LB 1232321) as is the South Shields Volunteer Life Brigade watch house (LB 1277138).

In North Marine Park the lifeboat and its covering canopy are Grade II Listed (LB 1232319).

Sections of the Wallsend, Ouseburn and Newcastle – Quayside and Sandyhill Character Areas fall within the Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site.

In terms of non-heritage based designations, the foreshore up to and just above Mean High Water (MHW) from Herd Sands to the south of the South Pier, and including the most of the landward end of South Pier, is included within the Durham Coast Site of Special Scientific Interest (SSSI). On the side of the river mouth, the foreshore up to and just above MHW lies within the Northumberland Shore SSSI from Mussel Scarp, North Shields, around to King Edwards Bay, Tynemouth, and including a majority of North Pier. To the north of the North Pier the rocky foreshore is also an isolated part of the Tynemouth to Seaton Sluice SSSI.

## Pressures for change

The main pressure upon the port and other port-side operators is the economic need to remain commercially viable. The changing nature and focus of the area's industries, the increasing size of vessels and major changes in port technology and provision nationally, has meant that they have had to regularly revise their business models - a situation which will continue in the future.

The increasing size of shipping has shaped the modern port dramatically as the middle and upper reaches of the tidal part of the Tyne are not deep enough for commercial vessels. Upstream of the Swing Bridge the Tyne is no longer dredged by the Port of Tyne. The lower reaches of the river are still regularly dredged (from the river mouth down to Low Walker). Due to economies in scale it is probable that the size of ships will continue to increase in future which in turn will have a direct effect on the type of port-related trade and industry able to use Tyneside.

Over the past fifty years the most dramatic changes to the port-side development and river frontage have been in the areas of the former shipyards, the coal staiths and the docks owned, or formerly owned, by



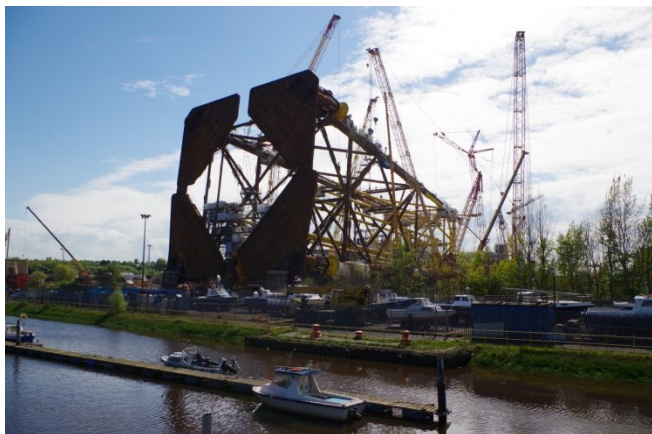


Fig 18 Point Pleasant– differences in scale - the boatyard of Willington Gut and next door in the neighbouring yard, the construction of an offshore rig.

the Port of Tyne. The Northumberland, Albert Edward and Tyne Docks have all been redeveloped to service new needs, some commercial and industrial, others recreational and residential.

This is because brownfield sites next to the river frontage are prime areas for redevelopment, especially the areas of former shipyards either side of the commercial harbour. Limited built infrastructure in the derelict yards does still survive, most often as dry-docks and jetties. At Hebburn part of the former shipyard has been adapted into a ship repair yard, maintaining a late 20th century dry dock. Others areas are currently being redeveloped for the offshore energy industry whilst others await change, either for residential or for industrial use.

Where the former shipyards are being redeveloped for the offshore energy industry there is a need for large flat working areas to store materials and to build and adapt large structures. This has required the removal of ground and the infilling of dry docks although one is being retained as part of the redevelopment at the former Swan Hunter yard, in order to test machinery. The remaining dry docks in the former yard have been infilled but the walls below ground are preserved *in situ*. In these areas there is also pressure to update the river frontage with modern concrete- and steel-built wharfs and dolphins to cope with the large vessels that are employed within the offshore industry.

The former shipyards which are located in very narrow bands of land next to existing residential development are likely be redeveloped for housing. Previous developments of a similar character have shown that many of the narrower dry docks can be retained as landscape features, although many of these have been flooded (eg at South Shields).

At a smaller scale some of the historic office buildings associated with the shipbuilding yards have been converted to other uses (such as the Swan Hunter buildings that now comprise elements of the *Segedunum* Museum at Wallsend) whilst others have either been removed or await redevelopment.



Fig 19 Looking to Dunston Coal Staiths from Elswick Wharf.

Areas surrounding former coal staithes have met a similar fate to that of the former shipyards. The staithes have either been removed by redevelopment, or maintained and updated, or allowed to fall into disrepair as they no longer have a functional need in relation to the adjoining portside industries.

The most famous of these is the Dunston Coal Staiths which are owned by the Tyne and Wear Preservation Trust. Closed in 1980 but refurbished for Gateshead's City of Culture status in 1990, they are currently subject to a Heritage Lottery Fund (HLF) grant to conserve areas of damage and to improve public access.

The railways were of fundamental importance in the development of the North East, but much of the trackside infrastructure of lines feeding the staithes has been removed, except for many of the cuttings, embankments, bridges and viaducts. The Scotswood viaduct is a late 19th century railway bridge that is now unused, other than to carry gas and water mains across the river and it is likely that its future will be at risk if a more directly bridge-related use cannot be found.

The Port of Tyne is successful and rapidly expanding its business. It has recently acquired the former site of the West Docks, South Shields, which is adjacent to the eastern side of its Tyne Dock operation. Tyne Dock has expanded westwards as far as possible so it is to be expected that future expansion will be on its eastern side.

It is possible that if individual businesses close or relocate to other ports, further river frontage will be acquired by the Port or by other port-side operators. There is considerable pressure on river frontage due to the lack of space to expand as the commercial harbour is limited to six miles of the Tyne.

The present character of the St Lawrence Character Area is likely to change as it contains a large amount of land available for riverside redevelopment. Upstream of the limit of the commercial harbour it is likely that this will be redeveloped for residential and light industrial use with limited use of the quay, especially in the area of Spiller's Quay (see below).

A Framework Plan was put together for ING, Newcastle-Gateshead's City Development Company, for the redevelopment of the Lower Ouseburn Valley and East Quayside. It is envisaged that the area will be developed to provide a mixture of residential and small business units, a prospect which includes the re-use and adaptation of historic buildings. It is hoped in the Plan that Spillers Quay will be maintained as a berth for cruise ships and events for historic vessels such as the Tall Ships (Urban Initiatives 2013).

The fishing industry is still important to North Shields. The Fish Quay area has a considerable momentum for redevelopment and building conservation especially in the area of the Low Lights. Planning and regeneration frameworks and documents, supplemented by a character statement by FISHcast (a local community forum), make clear the need for regeneration in which heritage forms an integral part (FISHcast nd; North Shields Fish Quay Neighbourhood Plan Group 2013).

The drive and desire for regeneration on Tyneside is high in response to the difficult economic times of the recent past. The challenge is to revitalise the area and port while retaining the distinctiveness of place and pride in its past achievements: its heritage offers a positive asset in achieving that goal.

Another challenge the area must face is the threat of sea-level rise. The Shoreline Management Plan 2 (SMP2) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner.

Tynemouth, to and including the North Pier, falls within the Brown's Point to Tynemouth North Pier Management Area (MA) of the Northumberland SMP2 (MA 26, Policy Development Zone 6). Within the same SMP2 is the North Pier to North Shields Fish Quay PDZ which includes Prior's Haven and Fish Quay, North Shields (MA 27, PDZ 6) (Guthrie *et al* 2009).

South Shields is considered within the PDZ 1, River Tyne to Frenchman's Bay area of the River Tyne to Flamborough SMP2 report (Guthrie and Lane 2007).

The SMP2 recommendations for the areas at the mouth of the River Tyne focus on holding the line of sea defences over the next sixty years, including the sea wall on Tynemouth head, the North Pier, South Groyne and South Pier (Guthrie and Lane 2007; Guthrie *et al* 2009).

It is recommended that Priors Haven will have no active intervention and to allow for the natural development of the area. It is uncertain what pressure this will put upon the historic Lifeboat House (the rowing club building) above the present beach, but assuming a long-term rise in sea level it is probable that it is at moderate to high pressure in the next sixty years.

At Fish Quay, North Shields, SMP2 recommends holding the line and therefore there is no risk from a heritage perspective; however, it highlights the need

for further analysis of the potential for tidal flooding. In the light of this work it is possible that the SMP2 recommendations may change and the potential pressures for heritage re-examined (Guthrie *et al* 2009).

At Little Haven and Herd Sands SMP2 suggests the managed realignment and heightening of the sea defences in the short to medium term (Guthrie and Lane 2007). This scenario is likely to put little or no pressure on the Listed South Shields Volunteer Life Brigade building.

## Heritage risk assessment and opportunities

This summary has highlighted the essential character and heritage assets that underpin Tyneside's port-related character. Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments are focused on enhancing Tyneside's distinctiveness and strong 'sense of place', and ultimately be more successful for the local community.

The heritage assets at highest risk are the surviving coal staithes, although for Dunston Coal Staiths this will be reduced because of its ownership by a Preservation Trust and the Heritage Lottery Fund (HLF) grant for conservation work (Dunston Staiths is included on Historic England's 'Heritage at Risk' Register). The structures are often unused, with no current role in the modern port as they are timber built, in the region of a hundred years old or more, and often in a declining condition. As the most physically and visually significant, Dunston Coal Staiths has statutory protection as a Listed Building and Scheduled Monument but the Derwenthaugh Staithes, Harton Low Staiths, Howden Staith and Jarrow Staith do not. The Listed and Scheduled status of the Dunston Coal Staiths confirms their national importance and special interest, however all the remaining staithes on Tyneside form an important and interesting group linked to the river's former days as a major coal port. There appears to have been little research on North East England's staithes, their role in the coal industry and options for their future conservation. Such research would be highly valuable, especially if combined with oral history and photographic recording, in seeking sustainable roles and management opportunities that can accommodate these historic structures that lend such distinctiveness to Tyneside's port area.

The Grade II\* Listed Keelmen's Hospital on City Road is at high risk and is currently on Historic England's Heritage at Risk Register due to its long-term vacancy and slow decay, having been targeted by vandals. It is in the ownership of the Local Authority and options for reuse are being actively discussed.

The number of passenger ferries crossing the Tyne has declined dramatically over the past hundred years. Currently there is little river transport on the river which the public can use as a means of communication, enjoying the Tyne or to view and appreciate its port activity. In this respect the heritage represented by the Shields ferry as the last remaining crossing is of high significance. Its



continued success and high passenger numbers suggest that it is probably not at risk at present.

The redevelopment and improvement of the Ouseburn and North Shields Character Areas with heritage forming an integral part of the initiatives is to be welcomed. Both contain an interesting and diverse historic character with a wealth of historic buildings and structures associated with historic port-side activity and, if designed appropriately with heritage in mind, that present strength of historic character will not be put at risk.

Likewise, the redevelopment of the former shipyards will be necessary. The surviving heritage, their surviving structures and their spatial contributions to the area's character and distinctiveness, should be considered and where feasible, drawn into the redevelopment's design and planning. Surviving dry docks and slipways still exist in the area of the former Leslie Hawthorn's Shipyard at Hebburn and the Middle Docks, South Shields. Both areas are time-tabled for redevelopment.

It is probable that, with the sea-level rise predictions and the likely scenarios highlighted in the SMP2 reports, the North and South Groynes, the North and South Piers, and the sea defences on Tynemouth Head will require regular repair and, possibly, proposals for additions and updating, and therefore are at low to moderate risk of future change.

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