

SOUTH JESMOND CONSERVATION AREA CHARACTER STATEMENT



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1. INTRODUCTION

1.1 Terms of Reference

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

Conservation Areas

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

Conservation Area Appraisals

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

Value of the Appraisal

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

Evaluation Criteria

Buildings and Development Sites

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

- density/proximity to other buildings
- historical or planning precedents
- opportunity for creative contemporary solutions
- threat from unsympathetic development

Streetscape

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

1.2 South Jesmond

Purpose of designation, principles of character, boundaries and sub-division of the conservation area.

Purpose of Designation

The South Jesmond Conservation Area, designated in 1987, lies approximately

one mile north east of Newcastle City Centre, between the residential areas of Brandling Village and Sandyford. It essentially comprises late Victorian residential development within a mature landscape setting. The large gardens, surrounding properties in the north of the conservation area and the substantial open spaces, including two cemeteries and a cricket ground make the landscaped environment of particular significance. Within the area there are Grade II* and 11 Grade II listed buildings. Additionally, Newcastle General Cemetery is included in the English Heritage Register of Historic Parks and Gardens, receiving Grade II status.

The reasons for designation were first to reinforce existing local plan policies and protect the concept of the local scene especially the demolition of unlisted buildings. Secondly to exercise additional control over new development and the use of urban space to achieve a higher standard of design in alterations and new buildings.

Principles of Character

This conservation area essentially comprises four elements. Large detached or semi-detached Victorian villas set in large gardens, C20th replacement development on villa plots, Victorian terraces and open space.

The Victorian villas and C20th infill development on villa plots are located to the north west of the conservation area. This area contains a mixture of uses, both residential and commercial, contributing to its distinctive character. Osborne Avenue, to the north, contains large, double fronted terraced and large semi-detached housing, set back from the road, with substantial front gardens. Clayton, Fernwood and Granville Roads contain larger residential villas set in mature landscaped gardens; a considerable number have been converted into commercial or multiple occupancy

residential use. The area is characterised by wide roads backed by mature trees and large properties of varying architectural styles from mid Victorian to late C20th all in mature landscaped gardens.

The Victorian residential terraces are located within the sub-areas 3.1 to 3.3. Their special character is derived from the formality and uniformity of the materials and detailing and the variation in design of each individual terrace. These terraces now fall into two distinct groups: those retained in residential use and those predominantly in commercial use. Osborne Avenue (north side), Akenside Terrace (east side), Granville Road and Chester Crescent have remained in residential use which is evident by the retention of the landscape setting and respect for the original building character. The terraces predominantly now in commercial use include Osborne Road either side of Jesmond Road, Portland Terrace, Hutton Terrace (south side) and Benton Terrace. These latter properties have witnessed the most damage to their original character, mostly as a result of the change of use and additionally due to the high traffic volumes passing through this location.

The open spaces consists of All Saints Cemetery and the County Cricket Ground to the north and Newcastle General Cemetery to the south. In total they comprise almost half of this conservation area. They provide extensive open space and historic continuity to this suburban location.

Boundaries

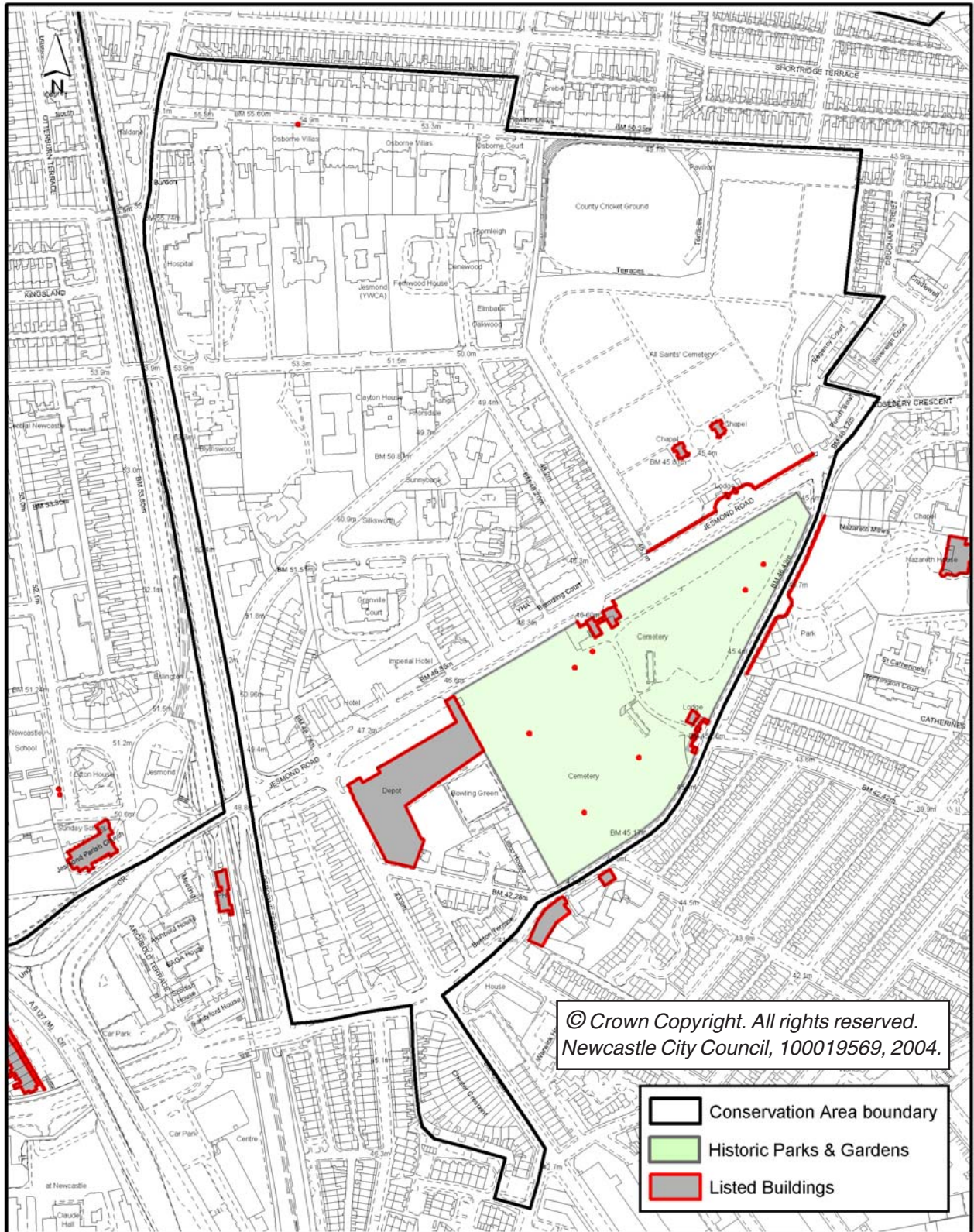
The boundary is defined by Osborne Avenue to the north; Osborne Road and the Metro line to the west; Sandyford Road to the south and Newcastle General Cemetery boundary to the east. The northern boundary includes only the north-western section of Osborne Avenue where

the change in building styles is clear. The north-western section of Osborne Avenue consists of large, double fronted terraced properties with substantial front gardens. However, the properties on the north-eastern section are not included as they are markedly smaller with smaller front gardens. Accordingly, the boundary follows the line of the County Cricket Ground. The properties on Holly Avenue, like those on the north-eastern section of Osborne Avenue, are smaller hence the justification for their exclusion.

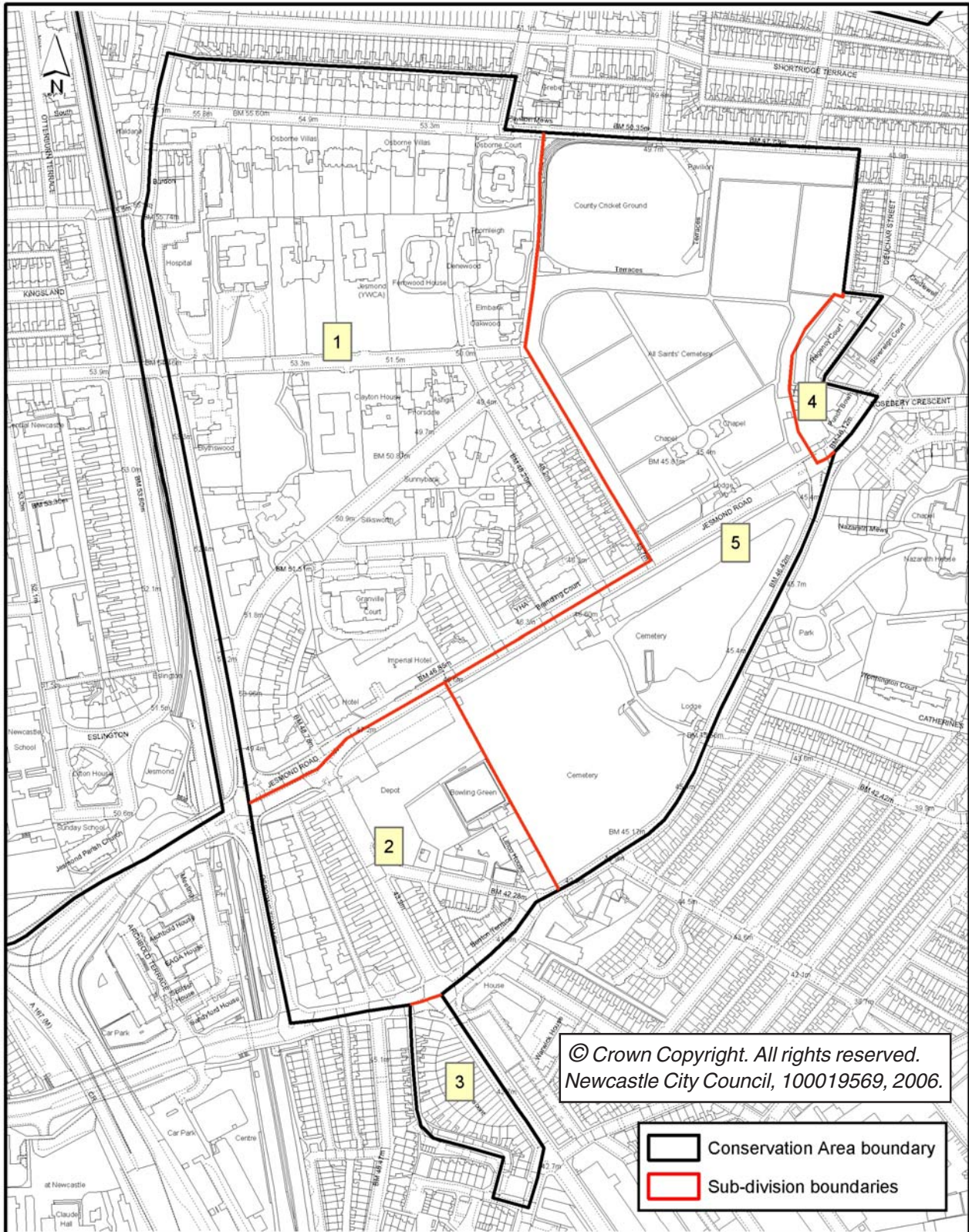
The western boundary follows the centre of Osborne Road, from Osborne Avenue to Sandyford Road to the south. Unlike the adjacent Brandling Village conservation area boundary it excludes the Metro line embankment, therefore leaving this narrow strip of land between the two conservation areas. The high random rubble stone wall and mature trees of this embankment positively contribute to the character of this conservation area. The majority of properties within the conservation area north of Jesmond Road have only a side elevation onto Osborne Road, the exception being the small parade of shops at the junction of Osborne Avenue and Osborne Road. The mid Victorian terrace of Osborne Road to the south of Jesmond Road provides a strong frontage to this section of the conservation area.

The southern boundary largely follows the line of Sandyford Road from Osborne Road in the west to Jesmond Road to the east. However, there is a small deviation, with the inclusion of Chester Crescent to the south. The special character of this terrace is consistent with the quality of the conservation area as a whole. The walls of Newcastle General Cemetery dictate the south-eastern boundary.

The eastern boundary is principally defined by the extent of Newcastle General Cemetery and All Saints Cemetery. It also includes the former



- *South Jesmond Conservation Area*



● *Sub-Divisions of the Conservation Area*

Shiners Antiques property, the Punch Bowl Public House and half of a modern apartment development on Jesmond Road. The inclusion of a section of the new development was not intentional but a result of the conservation area boundary being drawn up prior to its construction. This eastern boundary of the conservation area has special qualities, notably the Punch Bowl Public House and the historic location known as the Minories.

The Sub-Division of the Conservation Area

Within South Jesmond conservation area there are five identifiable sub-areas with distinctive character and appearance. These sub-areas have been determined by: the nature of land use; Historical and Architectural character; and the landscape setting.

These are:

- i. Victorian Villas and Terraces north of Jesmond Road.
Osborne Avenue, Osborne Road, Clayton Road, Fernwood Road, Akenside Terrace, Granville Road and Jesmond Road (north side).
- ii. Victorian Terraces between Jesmond Road and Sandyford Road, Bus Station and Portland Park.
Jesmond Road (south side), Osborne Road, Portland Terrace, Hutton Terrace, Benton Terrace, Sandyford Road (north side).
- iii. Victorian Crescent at Chester Crescent.
Chester Crescent.
- iv. The Punch Bowl Public House and the Minories
Jesmond Road and back Jesmond Road.
- v. Open Spaces: Newcastle General Cemetery, All Saints Cemetery and County Cricket Ground.

2. CONTEXT OF SOUTH JESMOND

2.1 Historical Development

Jesmond was within the Castle Ward division of Northumberland until 1835 when it was included in the Borough and County of Newcastle upon Tyne as a suburb of the City. At the beginning of the C19th Jesmond was an agricultural area with a few operating coal mines. Near the Minories at the east end of the conservation area was an old coal shaft which was reopened in 1828.

From 1741 to 1821, the Warwick Family owned the land that now includes the conservation area. As a result of bankruptcy in 1821, the family disposed of the estate. Thomas Burdon purchased the northern section and James Archbold, along with others, purchased the most southerly portion.

Thomas Oliver's map of 1844 shows two principal routes through the area, now known as Jesmond Road and Sandyford Road. The only developments depicted on the 1844 map surviving today are; the Punch Bowl Public House, Newcastle General Cemetery (1836) part of Jesmond Villas, (now lost within the Swallow Hotel complex) and Burdon Place (1811).

The Newcastle General Cemetery Company was formed in 1834. John Dobson was commissioned to design the buildings, and on his death he was buried in the cemetery. Two chapels were built at the northern end by Jesmond Road. Each has a mortuary vault underneath, where the coffins could be stored before burial. At the southern end there are two large gate piers and a lodge. The site is surrounded by a 2½ m high stone wall.

All Saints Cemetery was laid out in 1853.

The majority of development which shaped this conservation area was predominantly residential and took place between 1858 and 1898. Between 1863 and 1875, Pears Archbold (nephew of James) constructed the section of Osborne Road between Jesmond Road and Clayton Road, Portland Terrace, Hutton Terrace, Percy Terrace, Osborne Terrace, Akenside Terrace and the villas on Clayton Road. The remainder of the Archbold land was sold for building sites (Dendy, 1904).

During the mid nineteenth century this area of Jesmond became the home of shipbuilders, shipowners and other captains of industry. Amongst the neighbouring residents of these large houses were: T H Bainbridge of the Newcastle department store, G B Hunter of Swan and Hunter shipbuilders and the shipbuilder William Dobson. Shipowners; J J Forster lived at Woodslea and Walter Runciman at Fernwood House. From the 1870's these palatial homes were progressively surrounded by more modest suburban terrace houses for the middle classes. These spread northwards either side of Osborne Road. From 1880 Osborne Road was serviced by horse-drawn tram as far as Mistletoe Road. This was later replaced by electric trams in 1901 and trolley buses from 1938 to 1965.

2.2 Recent Changes

During the mid twentieth century there has been a change in land use within the conservation area, particularly in the south, from residential to commercial. This change in land use, and its associated incremental development, has eroded the character of the area. This is particularly acute on Portland Terrace, Benton Terrace and Osborne Road where the once uniform terraces are defaced by numerous inappropriate roof extensions, loss of front gardens to hard standing for parking, and

intrusive business signage. Further large properties to the north of the conservation area have suffered from development pressures, particularly from the desire to demolish properties and replace with modern apartment blocks, or from pressure for subdivision into apartments. A number of former large residential properties were also converted into commercial premises. The harmful effect of commercial developments and residential conversions is very evident, affecting both the appearance of unlisted buildings and the character of the conservation area. Since January 1998 the adopted Unitary Development Plan has provided a new policy basis for rectifying unsympathetic changes within conservation areas and protecting residential amenity. There has also been a recent trend for urban living returning terrace housing to residential use from commercial use. Planning permissions have been granted for residential re conversion.

The proximity of this conservation area to the City Centre has influenced present character and use. Traffic volumes within the southern part of the conservation area, are very high - especially along Jesmond Road which is a link from the Coast Road to the Central Motorway. In addition, parking charges within the city centre have created parking problems within the area. Streets become congested as cars park free of charge and drivers either walk or catch the Metro into the city centre. This problem is particularly serious within sub area 1 to the north of Jesmond Road. On Granville Road there is a permit parking scheme.

South Jesmond Conservation area can be summarised as one of recognisable contrast:

- i. Verdant, peaceful streets and open spaces filled with audible bird song, with a sense of place to linger and enjoy. The Villas and Terraces north

of Jesmond Road, the cemeteries and recreational grounds.

Harsh, hard surfaced, noisy, traffic dominated streets where sense of place is destroyed and aggressively separated by constant fast traffic flow and building frontages cluttered with parked cars; Jesmond Road, Sandyford Road and Portland Terrace.

- ii. Impressive examples of Victorian residential architecture, a sense of uniformity provided by both scale and materials but also a wealth of variety in the detailing; the Victorian Villas and Terraces throughout the conservation area.

Banal C20th architecture and insensitive later alterations causing incremental loss to the designed Victorian uniformity; Osborne Avenue (south side), Portland Terrace and Benton Terrace.

- iii. Concealed delights; Victorian cobbles and coach houses, Portland Bowls Green, the footpath linking Osborne Avenue and Clayton Road.

Exposed spaces with total loss of original setting and insensitive modern development; Jesmond Road, Portland Terrace and Sandyford Road.

South Jesmond Conservation Area has lost any sense of homogeneity in the last century and now has a sense of disparate elements separated by the traffic network.

2.3 Landscape Context

Whilst the northern part of the Conservation area along Osborne Avenue and Clayton Road is generally flat, south of here the land slopes very gently to the south and east, south towards the Tyne valley and east towards the Ouseburn and

Jesmond Dene. As with much of the City the underlying Sandstone and Coal Measures are masked by Glacial drift but here it is mostly the upper stony clay of southeast Northumberland.

The earliest significant development of the area, the Newcastle General Cemetery, is still today one of the most significant landscape elements. Today its high stone walls provide quite an effective barrier to the noisy traffic on Jesmond Road and Sandyford Road and the rather unkempt nature of the planting within the informal layout has led to the creation of a wildlife haven. The cemetery forms part of the short wildlife corridor that links Jesmond Dene, through the grounds of Nazareth House and the Cemeteries, through the well treed gardens of the conservation area to the Metro line on its western edge. All Saints Cemetery to the north of Jesmond Road is a strong contrast with its more traditional formal layout and its clear visibility but it nonetheless is an important green and open space with mature trees on the edge of the conservation area.

Mature trees provide a strong and unifying landscape element throughout much of the conservation area particularly within the gardens of the larger properties along Osborne Road, Osborne Avenue, Clayton Road and Fernwood Road. They finger down the terraces to Jesmond Road but are largely absent from the terrace properties south of Jesmond Road with the exception of Osborne Terrace and Chester Crescent. Many of these mature trees are also protected by Preservation Orders but they are still a vulnerable resource. Most obvious has been the loss of many of the mature Elm trees due to Dutch Elm disease particularly from within the cemeteries and the grounds of the Mansion House. Some mature trees have been lost in the C20th developments and the replacement planting has yet to make an impact. The size and maturity of some of the trees within the smaller terrace properties is a problem in some cases.

3. SETTLEMENT ASSESSMENT - BUILT CHARACTER AND LANDSCAPE ASSESSMENT

3.1 Sub-area 1:

Victorian Villas and Terraces North of Jesmond Road

Osborne Avenue, Osborne Road, Clayton Road, Fernwood Road, Akenside Terrace, Granville Road and Jesmond Road (north side).

This sub-area is akin to a large and prestigious cul-de-sac of Victorian residential development constructed predominantly between 1858 and 1898. It is bounded by Jesmond Road formed by the Corporation of Newcastle upon Tyne in 1840 and Osborne Road constructed up to Clayton Road between 1860 and 1870 by Mr Pears Archbold and continued to Jesmond Dene Road by Messrs Richard Burdon Sanderson from 1870 to 1880.

R J Charleton in 1885 describes its development.

‘and where Jesmond fields used to lie to the north-east of it, another new suburb has sprung up – West Jesmond; which is one of the most pleasant parts of the town. Its streets are wide, its houses are pretty, and its detached villas, surrounded by quickly growing trees, add to its attractive appearance’. This description succinctly states the present special characteristics of this sub-area.

Thomas Oliver’s Map of 1844 shows the earliest developments. Burdon Place was built on land formerly owned by Sir Thomas Burdon and advertised for sale in 1811. Dendy records in 1904 that ‘the end house next to Osborne Road has recently been converted into shops’. The semi-detached Jesmond Villas is now subsumed in the Swallow Hotel complex.

The adjacent terrace of three houses has been replaced by the Swallow hotel car park. Only the lodge house of Jesmondfieldhouse public house remains adjacent to Fernwood Road which at that time was an established foot road to Jesmond.

The present road layout and plot subdivisions directly relates to the early field boundaries and patterns of landownership as shown on TW Bell’s Map of 1847. Between 1863 and 1875 Pears Archbold developed the impressive Clayton Road Villas and Akenside Terrace together with his other residential developments in sub area 3.2. Richard Burdon Sanderson developed the semi detached Osborne Villas immediately to the north and the terrace housing on Osborne Avenue. The remaining land to the south was in the ownership of the Mary Magdalene Hospital and the corporation.

The second edition Ordnance Survey of 1898 shows the completed Victorian development which has little changed with the exception of some larger scaled C20th infill developments.

- The Nuffield Hospital occupying the site of West Jesmond House and Tyneholme
- Wordsworth House a residential nursing home occupying the semi-detached villa site of Woodslea and Eskbank.
- The 1930’s flatted developments of Osborne Court and Granville Court within the grounds of Jesmondfield House Public House.
- The mid C20th flatted developments of Blythswood replacing the mid Victorian semi-detached Blythswood Villas, Fernwood Apartments set

within the grounds of Singleton House and Brandling Court on the site of the former Presbyterian church.

- The mid C20th YMCA replaced the mid Victorian semi-detached villas adjacent to Fernwood House.

This area is characterised by large mid to late Victorian dwelling houses, detached, semi-detached and terraced. There is a mixture of architectural styles, incorporating a richness in materials and detailing which adds visual interest to the surroundings. The substantial open space between the properties, the distance of these properties from the road, the mature trees and landscaped setting together with the wide streets markedly differentiate this sub-area from the other developments in the Conservation Area and the adjacent suburban developments of the same period. The completeness of the landscape setting provides an overall coherence which assists to integrate the modern infill developments. They generally have respected the Victorian pattern of development and consists of large single developments, predominately apartment blocks, set in extensive landscaped plots.

Whilst the high levels of traffic on Osborne Road and Jesmond Road create an unpleasant pedestrian environment, within a short distance of entering this sub-area the ambience is arcadian, verdant, tranquil and full of bird song. The exception is the traffic on Osborne Avenue which is the only through road within this sub area. This is used as a rat-run. Recent traffic calming appears to be of limited value as a deterrent.

Osborne Avenue is a leafy residential street comprising of residential properties set back from the road with substantial landscaped front gardens which give a spacious feel to the street. The northern side of Osborne Avenue is characterised

by two Victorian terraces, whilst its southern side is composed of larger semi-detached Victorian villas and modern infill development.

The northern side of the road predominately comprises a two storey Victorian white glazed brick double-fronted terrace. There is uniformity in architectural detailing, creating a continuous rhythm which contributes to the articulation of the street façade. There are window bays at ground floor level and ashlar dressings to the windows, panelled front doors, continuous string courses and eaves dentil band. The sizeable landscaped front gardens are an important feature, distinguishing this street from the same period terraced streets in Jesmond as a whole.



• *North side of Osborne Avenue*

Incremental change to the properties and their curtilages has resulted in a partial loss of uniformity, thus degrading the special characteristics of the terrace. The addition of inappropriate roof extensions, which ignore existing rooflines and later fenestration patterns are a prime example of this change. The installation of velux roof lights, although less detrimental, reinforces the loss of uniformity in the roofscape. The original sash windows are predominantly intact, although UPVC

replacements are apparent in a number of cases. Replacement of the original lead down pipes and guttering and the addition of a number of satellite dishes have also degraded the uniformity of the terrace.

The well kept landscaped front gardens make a positive contribution to the setting and many of the original stone boundary posts still remain. However, the mixture of boundary treatments to the gardens, including railings, hedges, walls and fences has resulted in a discontinuous composition inferior to the original uniformity created by the traditional stone boundary posts, gateposts and iron railings. Some of the boundary treatments are inappropriate and detract from the street scene. Those that detract most significantly are the opaque barriers, such as fences and walls, which are often too high and thus restrict views of the terraces beyond.

At the junction with Osborne Road there is a short terrace of three red brick houses. The design is more elaborate with contrasting sandstone dressings, ornate stained glass upper lights, key hole shaped front door surround with dainty pillars and an offset bay window integrating an attic dormer window. An inappropriate flat roofed dormer and white painted brickwork of the central property detracts from the group value of this terrace.

The southern side is aptly named Osborne Villas. In contrast to the northern side, it is characterised by large semi-detached Victorian villas combined with twentieth century infill development of varying architectural quality. The properties are now predominantly apartments, either c20th purpose built or villa conversions. The modern Nuffield Hospital development stands at the western end of the street neighbouring Osborne Road.



● *Red brick houses on Osborne Avenue*



● *Osborne Villas*

The semi-detached Victorian villas reflect the architecture of the terrace houses opposite but on a grander scale. Two storey, with attic accommodation, double fronted with projecting bay windows, white glazed brick with ashlar surrounds. No. 5 and 6 in contract is constructed in red brick with recessed panels to the ashlar bay window dressings. These villas display a variety of detailing adding richness to the street scene. The western end of the development has escaped the radical alterations and extensions which seem to have occurred elsewhere on Osborne Avenue. Much of the original detailing remains and the individual architectural features, such as wooden eaves detailing, add interest to the streetscape. A number of the villas to the east have undergone substantial alterations of varying quality. The addition of inappropriate roof extensions and prominent fire escapes resulting from conversion into flats, detract from the original architectural qualities.

A Grade II listed pillar-box lies north of number 4 Osborne Villas. Built between 1872 and 1879, it is of third penfold type. This is one of the few pillar-boxes of this type to be found in the City. Its bright red colour stands in contrast to the green leafy backdrop adding interest to the street scene.

There is an unsightly modern infill development at number 9 Osborne Villas. There is little interest in the articulation of the façade, composed of blank brickwork and vertical white clad bays flush with the façade. The development is out of scale with neighbouring properties and the minimal landscaping does little to blend the development with the surroundings.

The Nuffield Hospital, at the western end of Osborne Avenue, is another modern development which detracts from the carefully detailed architecture of the Victorian properties which characterise the street. It is a flat roof construction and is built of brown brick incorporating ribbon windows. The original gateposts and some mature landscaping to the entrance of the property help to conceal its presence.

Osborne Court, the Art Deco style apartment block situated adjacent to the County Cricket Ground was the last plot within this sub-area to be developed. It is a period piece, the elegant symmetrical façade is neutral within the conservation area. It is a red brick construction with white full height projecting bays incorporating curved glass, divided into small horizontal panes by mullions and transoms. The hard standing at the front of the property is used for parking and incorporates few landscaped elements which detracts from the mature landscaped character of the street scene.

Osborne Road is a major road defining the western boundary of the conservation area. This sub area only incorporates a small section of the road which includes the side elevations of the mid c20th replacement developments of the Nuffield Hospital and Blythswood. Much of this stretch of Osborne Road is defined by brick and stonewalls, delineating the Victorian boundaries of properties and gardens which back onto it. Development facing Osborne Road includes the short row of late Victorian retail units,



● *Art Deco style Osborne Court*

incorporated into the side elevation of Burdon Place and the mid Victorian residential developments of 1 to 9 Osborne Road.

units are unsympathetically inserted into the converted end property. The original shop fronts remain, they are good examples of period design. Their group



● *Burdon Place*

At the junction of Osborne Avenue the detached two storey brick clad service building of the Nuffield Hospital is very apparent set behind a low brick wall. This mid c20th functional building has replaced the lodge to West Jesmond House and detracts from the appearance of the conservation area.

The second phase of the Nuffield Hospital occupies the site of Tyneholme. The former villa's high sandstone boundary wall assists to screen this mid c20th development from the road. Principally its appearance is very similar to the first phase on Osborne Avenue except for the copper clad roof. The massing and minimal architectural detailing is out of keeping with this mid Victorian suburb.

The four red brick Georgian terrace houses of Burdon Place are screened by mature trees set within the long front gardens and beside the boundary wall. This wall is very handsome, articulated with recessed panels. The three late Victorian shop

value has been detracted by c20th signage and security measures.

Blythswood apartments are situated on the south corner of Clayton Road, with an elevation facing onto Osborne Road. This is a modern austere looking five-storey apartment block of red brick, black panels and reflective glass, with a copper roof. It dominates the streetscape. A brick wall with replacement 'heritage' type railings and some mature landscaping defines the boundary onto Osborne Road.



● *Blythswood apartments*



● *9 Osborne Road*

No. 9 Osborne Road is set within the grounds of the former southern half of Blythswood villas. In summer it is almost screened from the road by mature trees, only the gable can be glimpsed over the high brick boundary wall. On the road its presence is indicated by stone gate piers and the change in colour and height of the of the brick wall.

A children's nursery occupies the now detached white glazed brick Victorian villa of no. 8 Osborne Road. The luxuriant ivy growth and mature trees reduce the visibility of this property and also minimise the loss of its northern half. The coloured railings are an incongruous feature although they give colour to the street.

At the junction of Osborne Road and Fernwood Road is South End, now no. 7 Fernwood Road. This red brick Victorian

villa has a strong presence on both of the streets. The house has incrementally grown in several phases, creating an eclectic appearance. The Victorian high red brick wall provides strong enclosure and assists to screen a poor quality flat roof c20th extension from Osborne Road.

On the other side of the road is the mid Victorian crescent of uniform terrace houses which also returns onto Jesmond Road. No. 81 Jesmond Road and nos. 1 to 6 Osborne Road and no. 10 Fernwood Road are double fronted whilst nos. 1 to 8 Fernwood Road are half the footprint width with paired entrances. The architecture is almost identical to nos. 1 to 11 Osborne Terrace, the only apparent differences are the projecting door canopies and the bracketed eaves cornice. Otherwise the detailing of these red brick, ashlar dressed terraces is identical. This attractively detailed crescent provides a strong and formal frontage onto this sub-area. The effect of the recent Jesmond Road road widening scheme has robbed this crescent and Osborne Terrace of the strong visual linkage of facing gables. The two now appear visually detached. This crescent is predominantly in commercial



● *Osborne Road*

use, although at the junction with Fernwood Road, four properties have been converted into residential apartments (Holly Court). This has been done to a high standard restoring architectural and landscape features. The landscaped gardens are of high quality and the boundary treatment incorporates the original stone gateposts with new appropriate railings.

recent hard surfaced parking areas in front of some of the properties. These properties belong principally to two phases of Victorian architecture and are either constructed in sandstone or buff brick with Italianate style or restrained classical elevations or in the later red brick Queen Anne style. Originally they were occupied as family homes, but now the majority are used for commercial



• *Osborne Road junction with Jesmond Road*

Incremental development has resulted in a loss of the special character of the terrace through: the addition of inappropriate dormer roof extensions; loss of front gardens and boundary treatment; loss of some original sash windows replaced with UPVC; inconsistent painting; inappropriate business signage and curtilage parking.

Clayton Road, Fernwood Road and Granville Road form the main component of this sub-area. It is characterised by large detached and semi detached Victorian Villas, set back from the road, providing the appearance of grand country residences. They are accessed by long driveways and surrounded by mature landscaped gardens. The established trees and shrubs conceal much of the properties from view and softens the

purposes due to their substantial size and their proximity to the centre of Newcastle. The c20th replacement developments are predominantly apartment blocks, whilst they respect the Victorian pattern of a single development in a generous suburban plot, their massing is greater, their architectural style more diverse, and they dominate their setting rather than being set-in.

Clayton Road is a continuation from Brandling Village, the road is wide and straight with a gentle incline towards Akenside Terrace. The Victorian brick or stone front boundary walls provide privacy and formality.

The main entrance to the Nuffield Hospital is located on the north side of Clayton Road, at the Osborne Road end. Hedges and landscaping at the boundary and within the grounds soften the car parking provision.



- *Nuffield Hospital, Clayton Road*

Next to the Nuffield Hospital stands Wordsworth House, a modern, mock Tudor pavilion purpose built as a residential nursing home. The building is three storeys with red brick at ground floor level and a mock Tudor effect above based on a square modular grid design. The third storey is contained within the roof space and has square dormer windows. The design of this property is alien to the surrounding architecture, the wide expanse of grass and low heritage type railings creating an open frontage making the development particularly prominent in comparison to other properties on the street.

The large semi-detached villas of The Willows and Holmwood built in sandstone are an attractive example of Italianate style mid Victorian architecture. The end campanile



- *Wordsworth House, Clayton Road*



- *Jesmond House YWCA*

towers provide romantic skyline features. Differences in maintenance and unsympathetic replacement roof dormers create visual discrepancy.

Jesmond House YWCA is not visible from the street. This mid c20th replacement development would appear to closely follow the footprint of the previous detached villas, the overall scale is not dissimilar to the Willow and Holmwood. Built in buff brick, with a slate clad mansard roof and black framed windows with vertical emphasis, it sympathetically relates to the neighbouring Victorian developments in a contemporary style.

The detached villa of Fernwood House built in sandstone is constructed in the same Italianate villa architectural style as The Willows and Holmwood. The central campanile tower and tall chimney are prominent skyline features. The recent



- *The Willows and Holmwood*

creation of office car parking has been sensitively integrated from the mature landscaped setting.

Adjacent to Fernwood House is an attractive long tree-lined private avenue which provides access to two pairs of semi-detached villas: Denewood and Thornleigh House, Elmbank and Oakwood Lodge. Built in buff brick with slate roofs their architecture is a modest classical version of their sandstone neighbours. The coach house to Oakwood Lodge is at the junction of Clayton Road and the paths linking Osborne Avenue to Jesmond Road. It is well preserved, with a dainty lead cupola. This coach house and the surviving Victorian setts is one of the few areas in this Conservation Area where the Victorian streetscape remains.



- *Fernwood House, Clayton Road*



- *Tree-lined private avenue*



- *Coach house to Oakwood Lodge*



● *Elmbank and Oakwood*

The red brick Queen Anne semi detached houses of Ferndale and Priorsdale, Ashgill and Ennerdale are more modest in scale and primarily belong in a group with neighbouring developments on Fernwood Road and Akenside Terrace. Although Ashgill and Ennerdale are accessed from Clayton Road with coach houses abutting the pavement, their formal frontage is to Fernwood Road.



● *Ferndale*

Clayton House, formerly Deneholme is prominent in the streetscene due to lack of any screening tree or shrub planting and present vacancy. It relates to the surrounding period developments in terms of scale and materials but it is a peculiar design for the period and lacks architectural finesse. The unsympathetic

extension to the east and a prominent fire escape also detract from the main composition. It's present semi-derelict state detracts from the quality of the street.

Fernwood Apartments is a large four storey modern infill development of red brick construction. It has a double aspect, with its opposite entrance facing onto Fernwood Road. Its elevations are articulated by inset balconies and wooden oriel windows. It is not of any significant architectural



● *Clayton House*

quality and detracts from the surroundings. The hard landscaping setting contrasts unsympathetically to the surrounding mature gardens.

The remainder of the southern side of Clayton Road consists of a wall and hedge which form the boundary to the Mansion House gardens, its frontage being located on Fernwood Road. These formerly were the grounds of Clayton House. Glimpses of these attractive, well-kept gardens with a neat lawn and cultivated flowerbeds can be obtained from Clayton Road. Along this frontage and within the grounds there has been a notable loss of mature elm trees although replacement planting has been carried out. Set within the grounds is the surviving Clayton Cottage, a modest red brick Queen Anne style dwelling.



- *Fernwood Apartments*

The mid c20th apartment block of Blythswood is at the junction of Clayton Road and Osborne Road. The stepped façade creates interest to an otherwise austere appearance. No. 38 Clayton Road the former villa lodge house remains, nestling between high brick red walls and the mature trees of the Mansion House gardens. The roof is dominated by a large velux window.

Fernwood Road is similar in character to Clayton Road, with properties set back from the road surrounded by substantial landscaped grounds to give an open, leafy



- *Fernwood Road*



- *The Mansion House*

feel to the environment. The set back is reduced for those properties accessed from this street. The roadside is characterised predominantly by stretches of brick and stonewalls and mature landscaping providing an important contribution to the composition of the street scene. In contrast to Clayton Road, Fernwood Road has retained more residential use. It runs at an angle to Osborne Road, almost interconnecting with Clayton Road at its eastern end following the route of the earlier footpath.

The Mansion House is very prominent close to the junction of Fernwood Road and Granville Road, set within the garden but close to the road and visible above a low stone wall and trimmed privet hedge. Built in rough hewn sandstone blocks it has the appearance of a Baronial Manor with castellated entrance porch and eaves. The gables, decorative banded slate roof and chimneys provide strong and attractive skyline features. The extensive grounds are well kept.

The rest of the northern side of Fernwood Road is made up of the properties previously described on the south side of Clayton Road. The treatment of Fernwood apartment is similar to that of its opposite elevation. Although the landscaped setting is improved, the angled driveway and mature trees screen much of the development from view. The rear of Clayton House displays inappropriate single storey extensions and a disused



● *Granville Court*

tennis court. This, however, is partially hidden from sight by a high boundary wall. The absence of mature landscaping is obvious.

Granville Road is, at its western end, dominated by Granville Court, an art deco style apartment block similar in character to Osborne Court. The main entrance is articulated by a projecting red brick central tower which incorporates an interesting vertical window defining the stairwell. Two wings, either side of the central tower, are decorated with metal framed windows of horizontal emphasis, typical of that era, with small panes. The development is a good example of Art Deco architecture and in itself provides an interesting composition which relates to the Conservation Area as a considered period piece.



● *Granville Road lodge house*

The picturesque lodge house of the former Victorian villas remains within the grounds of Granville Court at the junction of Fernwood Road. The decorative slate roof and door canopy are just visible under the adjacent mature tree canopy.

Within the apex of Fernwood Road and Akenside Terrace and immediately opposite are a group of nineteen more modest sized family residences, detached or semi detached. By virtue of similar coloured brickwork, principally red or buff, slate roof, footprint, massing and architectural detailing, they have a strong

group identity. The individual detailing displaying examples of either mid to late Victorian style adds richness and variety. The white glazed brickwork of Silksworth House at the junction of Fernwood Road links this group to the distinctive white glazed terrace properties on Granville Road adjacent to Jesmond Road.



● *Granville Road*

The group value of these villas is reinforced by their landscaped settings, moderately sized mature landscaped gardens with attractive formal boundary treatments. The lush peaceful setting and the similarities in architectural design seamlessly link these smaller residences with the grander residences on Clayton Road and Fernwood Road. All the properties appear well cared for with minimal loss of original features.



● *Akenside Terrace*

The scale of the grain of this sub area further reduces on Akenside Terrace and Granville Road towards the junction with Jesmond Road. The landscape setting, architectural style and detailing integrate these terrace houses with the neighbouring modest and grand villas.

Akenside Terrace is a residential street with properties set slight back from the road. Its eastern side is characterised predominately by Victorian red brick terraced dwellings. There is uniformity in detailing; ashlar windows and door surrounds, bay windows at ground and basement levels. The majority of properties have retained their original sliding sash windows and all have slate roofs. On the whole the properties are in a good state of repair, with well maintained front gardens.



● *Akenside Terrace*

Incremental change has resulted in some loss of uniformity, thus degrading the special characteristics of the terrace. This loss of uniformity is a result of the addition of inappropriate dormer roof extensions, varying boundary treatments, the loss of original lead down pipes and guttering, the introduction of security systems and the differing colour paint to stonework. Many of the properties have been converted from single dwellings to flats, further removing the regularity with the insertion of

additional doors at ground and basement levels. A number of the properties have security bars fitted to the basement windows, further degrading the uniformity.



- *Akenside Terrace*

On the western side of the terrace the six semi-detached residences of nos. 24 and 29 Akenside Terrace were built at the turn of the century. These were the last phase of the Victorian development. Three storey, built in red brick, nos. 24 and 25 are built in the Queen Anne style whilst the other two pairs, with decorative railings above the front door canopies and



- *Akenside Terrace*



- *Akenside Terrace east side*

rendered central gables, are influenced by the Picturesque style. The use of similar architectural detailing and materials provides coherence to the group. There is



- *No. 24 and 25 Akenside Terrace*

evidence of incremental loss noticeably to the front landscaped setting and original window design.

Granville Road is a leafy residential street with properties set slightly back from the road. Both sides are characterised by mid Victorian terraced properties. They are predominately three storey, white glazed brick construction with pitched slate roofs, some having an additional floor created within the roof space. The majority of the properties have been converted into apartments.

Both sides of the road demonstrate uniformity in detailing; cream coloured ashlar surrounds to windows and doors, sash windows, ground floor bay windows, with tripartite windows above. The detailing has many similarities to the red and buff brick similar period



● *Granville Road*

developments of the crescent facing Osborne Road and Fernwood Road and the terraces in sub area 2. Nos. 12 and 13 at the northern end of the road assist to integrate these terraces with adjacent modest sized villas. Their scale is reduced to two storeys they are double fronted and are slightly set forward.

Incremental development has eroded some of the important features of the street – inappropriate roof extensions, some replacement windows, loss of original cast iron down piping and



● *Granville Road*

guttering and inconsistent painting. Although all of the original garden boundaries are still intact their treatment differs. Original character is further eroded as some gardens have been replaced by hard standing and in some places the landscaping, particularly the hedges are very overgrown. The street benefits substantially from resident parking only controls.

The white glazed brick residential terraces of Granville Road return on to Jesmond Road. Here the architecture appears austere, as a result of the reduction of windows at the upper floor levels. Little remains of the original front garden settings. The gardens now provide hardstanding for cars which is contained by a continuous low multi red brick wall with heritage type railings set between artstone capped piers.

The most apparent aspect of Jesmond Road is the high volume of traffic which passes along it severing the Conservation Area in two. Land use to the north of Jesmond Road includes offices, residential apartments, a youth hostel and a hotel. Newcastle General Cemetery and the side elevation of Portland Terrace bus station lie to its southern side.

The six red brick, three storey terrace houses beside the Swallow Hotel complex are a continuation of the adjacent mid

Victorian Crescent. As with many of the terraces previously discussed, incremental development has severely altered the original character of the properties. Most of the original sash windows have been removed and replaced with metal-framed double glazing and all but one of the properties has lost its original frontage to hard standing for parking. Each property has an unsympathetic dormer extension. This, together with intrusive signage and, inconsistent painting of stonework around windows and doors has led to further degradation of the environment.

The largest section of the Swallow Hotel was constructed in the late 1960's and early 1970's it is an uninspiring modern development with an imposing, box-like cantilevered structure protruding over the existing street line. The unsympathetic integration with the pre 1844 Jesmond villas and the hardscaped treatment of the front curtilage has resulted in yet a further degradation of the streetscape.

Brandling Court is situated at Jesmond Road's junction with Akenside Terrace. It is a modern, four storey apartment block with UPVC bay windows. A high brick wall surrounds it. To the east of Brandling Court, and on the opposite side of Akenside Terrace, there are two terraced office properties of the same construction to those on Akenside Terrace. Their commercial office use has resulted in a number of inappropriate developments such as, dormer extensions, security bars and unkempt gardens.



- *Jesmond Road viewed from Portland Terrace*



- *Jesmond Road opposite Newcastle General Cemetery*

Sub-area 1: Summary

Special Characteristics

- large detached and semi-detached mid to late Victorian villas, mid to late Victorian and Edwardian terraces and crescent
- quality, formality, variety and uniformity of materials and detailing
- deep set back of the properties from the road
- mature landscaped gardens and numerous mature trees
- wide roads, distinctive and attractive stone and brick boundary treatments to the properties
- retention of historic network of paths, cobbles and Victorian coach houses
- quiet haven away from main arterial roads, with audible birdsong

Against the Grain

- inappropriate modern infill developments and extension to existing properties
- loss of original features e.g. sash windows, rainwater goods and inappropriate replacements
- incremental and inappropriate alterations; dormer roof extensions, painting of ashlar detailing and replacement railings
- condition of Clayton House



- *Swallow Hotel, Jesmond Road*

- intrusive business signage
- loss of mature garden setting to hard standing and poor quality boundary replacements
- high traffic volumes on Osborne Road and Jesmond Road
- traffic rat-run on Osborne Avenue.
- extensive roadside parking

Key Issues

- retain residential use and discourage sub-division
- resist loss of original architectural features
- control incremental development
- control business signage
- retention of mature landscaped gardens, trees and boundary walls
- parking control

Enhancement Potential

- restore residential use
- restore original architectural features and control painting of ashlar
- Article 4 Direction to increase control over incremental development
- control business signage
- reinstate and strengthen soft landscape setting and appropriate boundary treatments
- secure an appropriate use for Clayton House

3.2 Sub-area 2: Victorian Terraces Between Jesmond Road and Sandyford Road, Bus Station and Portland Park

Jesmond Road (South side), Osborne Terrace, Portland Terrace, Hutton Terrace, Benton Terrace, Sandyford Road (North side).

Prior to 1840 this area was entirely agricultural crossed by a network of footpaths except for Sandyford Lane and Benton Lane. Both these lanes are now known as Sandyford Road. Dendy records "Sandyford Lane ended and Benton Lane began at Sandyford Bridge, and the awkward turn which existed at this point led to a series of three serious accidents, the first of which gave the name of 'Lambert's Leap' to the locality." This is now the junction of Sandyford Road, Portland Terrace and Portland Road. "Jesmond Road, which was at first called Cemetery Road, was planned by Mr John Dobson and was formed by the corporation of Newcastle-upon-Tyne in or about the year 1840' Dendy.

The former Cuttersfield House now the site of Middleton Court was the only development in this sub area shown on Thomas Oliver's Map of 1844. The footpath which is now Hutton Terrace linked Sandyford Bridge and Jesmond Road with Sandyford Road opposite the pre 1844 Sandyford Brewery. The Tynemouth and Newcastle Railway beside Osborne Terrace was opened by in 1864.

This sub-area of the conservation area was principally developed by Pears Archbold between 1863 and 1875. He was responsible for the construction of Portland Terrace, Hutton Terrace, Percy Terrace and Osborne Terrace. Benton Terrace and Portland Park are shown on the second edition Ordnance Survey of 1898. The Park was set out with a

network of paths, two tennis grounds and a Bowling Green. The map of 1919 shows that Cuttersfield House has been demolished and the new developments of the Park Keepers Cottage and the Drill Hall have been built. The former United Bus Depot (Grade II), was built in 1930. It fronts onto Jesmond Road and Portland Terrace, in total occupying about two-thirds of the Park grounds.

The first impression of this sub-area is the detrimental impact of road traffic. It is aggressively divided by Jesmond Road and Sandyford Road from sub-areas 1 and 3 and within by Portland Terrace. The heavy volume of traffic on these roads provide physical and noise barriers. Also the demand for curtilage parking has resulted in extensive loss of the front garden settings notably on Portland Terrace, Percy Terrace and Benton Terrace. The rear of the Osborne Terrace and Portland Terrace has become a large service yard, hard surfaced with only a few remnants of original brick boundary walls.



● *Junction of Sandyford Road and Osborne Road*

The mid 1970's road widening of Jesmond Road at the junction of Osborne Road and Osborne Terrace has resulted in the loss of the original end house of Osborne Terrace and the end two houses of Portland Terrace. It is reasonable to assume that the demolished end properties would have been identical to those at the junction with Sandyford Road,

No. 11 Osborne Terrace and No. 135 Sandyford Road. These properties are very similar in design and skilfully turn the corner. Whilst the gable elevation of

No. 11 Osborne Terrace is simpler than the front elevation.

No. 135 Sandyford Road is set at right angles to Portland Terrace with the principle bay fronted elevation facing onto Sandyford Road.

In marked contrast the rendered truncated gables of No. 1 Osborne Terrace and No. 2 Portland Terrace detract from the character of the conservation area. Whilst the civic landscape helps to soften the appearance of this busy traffic junction it only partially obscures the rear view of the two terraces. Double yellow lines are now all that separate the rear lane from extensive rear yard parking. The original uniformity of the rear terrace elevations has been superseded by a variety of rear extensions, some of which are quite unsympathetic and functional fire escapes.

This sub-area has little sense of arrival from either Jesmond Road or Sandyford Road. The Arriva Bus Depot is the dominant feature viewed from Jesmond Road. Although listed it is an incongruous element in this sub-area. The footprint and massing is alien to the surrounding fine urban grain. Built in 1930 it is

constructed in concrete. A quasi Greek Doric style Portico in antis painted cream fronts the extensive bus sheds. The wide voids of the vehicle entrances contrast with the projecting bay and solid fronted brick residential terraces of Portland Terrace. On Jesmond Road, a curious flat roofed concrete cabin with a deep band of horizontal glazing abuts the junction of Newcastle General cemetery. It is in a poor state of repair other than the shiny perspex fascia band. The original stone wall of Portland Park and mature tree planting behind helps to screen the serrated roof line of the sheds and the intervening staff car park.

Benton Terrace and the returned gable frontages of Osborne Terrace, Portland Terrace and Percy Terrace positively address Sandyford Road. The character of this road and sense of place has been seriously eroded by the conversion of front gardens to hardstanding for cars and the conversion infill development between Osborne Terrace and Portland Terrace. Hanson's Hotel is a converted late Victorian Villa, but with mid C20th full width flat roof dormer. The neighbouring car related businesses have introduced the standard functional mid C20th architecture associated with these commercial uses.



- *Arriva bus depot, Portland Terrace*

Portland Terrace bisects the sub-area. It is now a busy four lane highway with the majority of the front gardens converted to hardstanding for cars. No. 32 Percy Terrace has retained its front garden. The simple treatment of clipped lawn set within the original sandstone plinth of the garden boundaries has effectively provided a green oasis further enhanced by several mature trees set both within the garden and pavement.

Although Osborne Terrace witnesses a high traffic volume, the deep plot frontages and the retention of the gardens creates a pleasant environment. It is only here that there is an appreciation of how the sub-area used to appear. The variation of shrubs and trees within the gardens is enhanced by a similar selection on the metro line embankment. The original stone wall and cast-iron railings which are intact for the entire length beside the Metro line together with the mature landscaped back drop make an important contribution to the character of the conservation area although they are outside it by half the road width.

The architecture of the five mid-Victorian terraces have many similarities, four were

built for the same landowner Pears Archbold, within a twelve year span. The exception is Benton Terrace which pre-dates the second edition Ordnance Survey of 1898. They are all brick faced with ashlar dressings to the windows and doors, with vertical sliding sash windows and welsh slate pitched roofs. There is also hierarchy and variation detail to their uniform design, giving each terrace a distinct identity.

Osborne Terrace is the most impressive, the double fronted houses occupy the largest plot width in the group and notably also the deepest front gardens. Their sense of grandeur is enhanced by the wide front steps with ornate railings over the semi basement to the front doors which are set in a heavily modelled 'Baronial' style ashlar surround. The elevations are quite eclectic; pinkish brick with a distinctive polychromatic band of red and yellow bricks below the ashlar eaves cornice and a heavily modelled projecting ashlar band over the ground floor windows. Similar to Tankerville Terrace the scheme is asymmetrical with a projecting bay window to one side of the front door only.



● *Osborne Terrace*



- *Portland Terrace*

The design of the other terraces is simpler and they are all a similar buff coloured brick. The three storey Portland Terrace is dominant, by virtue of scale, whilst the other three shorter length two storey terraces appear quite domestic. Portland Terrace like the similar period development of Eslington Terrace has paired front doors and two storey projecting bay windows. Percy Terrace has inset panels of chequered cream and buff brickwork below the ground floor bay windows and a 'dentil' band above the window lintels. Hutton Terrace and Benton Terrace are similar to each other except for a subtle variation in brick colour and the use of 'dentilled' brickwork within the door surround and at eaves level on Hutton Terrace.

None of the Victorian terrace houses have remained as family houses as designed but are now predominantly in office use, a few in multi-occupancy and there is one restaurant. The impact of this is witnessed by an impersonal appearance and the demand for extra space both externally and internally creating an architecture under 'siege'.

All these terraces suffer from loss of original setting to car parking and incremental erosion of the original features – principally: loss of the original timber sash windows and inappropriate replacement designs; painting the stonework in varied pastel colours; inappropriate and bulky dormer roof extensions, large velux windows; unsympathetic rear extensions; UPVC



- *Percy Terrace*

rainwater goods instead of cast iron; visible metal security grilles to windows and air conditioning extracts. The uniformity of these terraces, which is their fundament characteristic has been seriously eroded by these alterations. The intrusion of the dormer roof extensions is compounded by the variation in design, type of materials and colour.



• *Benton Terrace, Sandyford Road*

Business signage is generally discreet; name boards beside the front door or applied lettering to the ground floor windows. On Osborne Terrace there are some large sign boards set within the gardens which are obtrusive and detract from the setting. The restaurant has yellow decorative canvas canopies over the ground floor windows and fluorescent lettering on the gable. Whilst they both are historically inappropriate they do indicate a 'pride of place' and a desire to invest which is obviously absent in much of this sub-area.

The reduced traffic levels in Hutton Terrace are very noticeable. Sandyford Brewery which is shown on Thomas Olivers Map of 1844 creates a strong and historic stop-end to Hutton Terrace although it is outside the conservation area. The small rear yard to the Terrace has quite a Dickensian feel to it created by the setts and austere



• *Hutton Terrace*

'Scottish tenement' type original offshoots.

The late C20th three storey residential apartments of Middleton Court has successfully re-introduced purpose built housing into this sub-area. It is a very British type of pastiche scheme with small UPVC sash style windows and projecting

gables. But the sympathetic brick colour, artstone bands and modelled façade help to meld the scheme successfully into the sub-area. The attention to the landscape setting has made an important contribution. To the street, small soft landscaped gardens set behind iron railings and brick piers successfully emulate the design of the victorian



• *Middleton Court, Hutton Terrace*

terraces. To the rear the large car park has been softened, apparently reduced by large planting beds. The planting scheme is interesting with the additional benefit of being scented.

The former Drill Hall has undergone conversion to residential use. It is quite a restrained, built in the Queen Anne style with red brick and Georgian style windows.

The Park Keeper's House guards the entrance to the Portland Bowling green off Hutton Terrace. It is very dainty with ornate barge boards reminiscent of a railway cottage with a pretty flowering garden

enclosed by low picket fencing. It is in contrast to its setting; a car park and the expansive grey rendered rear elevations of the Bus Station, which are industrial in appearance and in a poor state of maintenance. The bowling green is hidden from view by a green, close boarded timber fence, with the mature trees of Newcastle General Cemetery beyond. This is a very lush and peaceful location.



- *Park Keeper's House*

Sub-area 2: Summary

Special characteristics

- Formality and uniformity of the late Victorian terraces; Osborne Terrace, Portland Terrace, Percy Terrace, Hutton Terrace and Benton Terrace.
- The Classical frontage of the Bus Station.
- Portland Bowls Green and caretaker's cottage.
- Soft landscaped front gardens.
- Original stone wall and metal railings adjacent to the metro line.

Against the grain

- Nature of commercial usage within this sub-area.
- Loss of front gardens and original boundary treatment.
- Extensive hard surfacing and poor quality boundary treatments.
- Intrusive Parking.
- Loss of original architectural features and poor maintenance, i.e. sash windows, rainwater goods, painting of stonework.
- Inappropriate dormer roof extensions and velux windows.
- Unattractive rear extensions.
- Intrusive business signage and security measures.
- The later extension to the bus station.

Key issues

- Encourage uses that are more sympathetic to the character of the buildings and the area.
- Restoration of front gardens, original boundary treatment and appropriate tree planting.
- Control of intrusive parking.
- Control of intrusive business signage.
- Consider class order to re-instate residential use.

Enhancement Potential

- Reinststate front gardens and original boundary treatment
- Traffic Management and parking controls.
- Establish uniform B.S. colour for the stonework.
- Re-establish residential use.

3.3 Sub-area 3: Victorian Crescent at Chester Crescent (West Side)

The mid Victorian Chester Crescent is an isolated feature separated from the conservation area as a whole by the wide and heavily trafficked Sandyford Road. Visual linkage is provided by the gable elevation of the Crescent and the strong front boundary treatment seen at a tangent receding into the distance. The original sandstone plinths, gate piers and iron railings all remain backed by shrubs and mature trees which gives the appearance of a small woodland. The lush planting effectively screen almost any view of the architecture from Portland Road. Principally all that is visible is the curved shaped roofline as the land gradient increases with distance from the road. A triangular shaped municipal brick planter at the junction of Sandyford Road and Portland Road is a token gesture to the loss of the Victorian domestic setting and the dominant connecting feature with sub-area 3.2.

Nos 113 to 117 Shield Street, 179 and 181 Portland Road in contrast have narrow front gardens and are notably different for the absence of planting. Here the architecture is apparent. The Terrace and Crescent comprises of two storey buff

brick and slate roof residences with simple detailing typical of the period; Ashlar dressings to the door and window surrounds; ground floor projecting bay windows; a continuous ashlar string courses at first floor window cill level and eaves level; sash windows and dainty half moon dormer windows. These properties are very similar to the earlier constructed terraces across Sandyford Road at Portland Terrace, Percy Terrace and Benton Terrace. The terrace have suffered with incremental erosion of the building fabric which has also effected the Crescent. Notably inappropriate replacement windows and the ashlar dressing have been painted in various shades of white, cream and buff. The uniformity of the appearance of the roof has been lost by the insertion of large velux rooflights, wide flat roofed dormer windows and the slates replaced in some instances with brown concrete tiles.

The long front gardens and lush woodland planting of Chester Crescent make an important contribution to the character of the Crescent. Privacy is given to these gardens by the screen planting and the orientation of the garden path. The front gates are placed centrally within each plot whilst the front doors are off set. The section of angled path directly behind the gate is generally densely planted, this



● *Shield Street/Portland Road*



- *Front gardens, Chester Crescent*

plant screen obscures a direct view of the house. Sometimes this has been reinforced by timber fences set within the gardens presumably as a wish for increased privacy by the resident. The woodland nature of the planting also provides delight and continuity.

Chester Crescent is a good example of Victorian residential development, one of the remaining few Crescents within the City boundaries. The retention of these properties as family homes has protected many features that represent the special characteristics of this Crescent. The retention of this designed occupancy and respect for the particular landscape setting are essential to protect and retain this sub-area.

Sub-area 3: Summary

Special Characteristics

- Victorian residential Crescent with long front gardens.
- Angled front paths, mature protected trees and woodland type planting providing secrecy and privacy.

- Continuous front boundary treatment of ashlar plinths and pillars with iron railings.
- Architecture of the Crescent almost screened from the street by mature shrubs and trees.

Against the Grain

- Visible wooden fencing in the front gardens.
- Loss of sash windows, insertion of velux windows and flat roofed dormers.
- Painting of the stonework in various shades of white, cream and buff.

Key Issues

- Retention of residential use.
- Threat of inappropriate garden treatment.
- Replacement of mature TPO trees.

Enhancement Potential

- Article 4 Direction or design guide.

3.4 Sub-area 4: The Punch Bowl Public House and the Minories

The Minories is a location of historic importance within South Jesmond Conservation area as it is one of the earliest developed sites. It is at the meeting point of Jesmond Road, Sandyford Road and Benton Lane.

R J Charleton in his 'History of Newcastle-on-Tyne' records this location in the Mary Magdalene Hospital audits. In Parson and White's 'Directory of Durham and Northumberland' published in 1828 it states 'near to Sandyford Bridge were a few old houses which were called the Minories'. It is reasonable to assume that these properties were the ones shown on T Oliver's Map of Newcastle in 1844.

The 1st Edition Ordnance Survey of 1858 shows the Punch Bowl Public House, with a small dwelling behind called Ivy Cottage and across a narrow lane to the west a square plan property, which is called Minories house on the 2nd Edition Ordnance Survey of 1898. To the north and included within the conservation area

is the site of the former County Model Laundry built at the beginning of the C20th, this site was later used as a Government Depot.

S Middlebrook in 'Newcastle upon Tyne – Its growth and achievement' chronicles the suburban development of the City. "A similar building burst took place simultaneously in south Jesmond towards the Ouseburn: and from the Minories to Lansdowne Gardens in the years immediately before 1914."

The historical background of the Minories provides an explanation for the shared 'curved' boundary with All Saints Cemetery which otherwise has rectilinear boundaries set out from Jesmond Road and Osborne Avenue. Minories House and the 'Punch Bowl' Public House now appear subsumed into the later suburban growth with All Saints Cemetery separating it from the remainder of the residential areas in this conservation area.

Minories House, (formerly Shiners); is very prominent at the junction of Sandyford Road and Jesmond Road. It is restrained and a good example of Victorian domestic architecture, the double fronted



- *Minories House and the adjacent Punch Bowl Public House*



• *Punch Bowl Public House*

Depot site is only visible from All Saints Cemetery. The four storey scale creates a stop-end. The design is late C20th pastiche, red brick, cream rendered panels, artstone dressings and UPVC victorian style windows. Regency Court and the accompanying development, Sovereign Court on Benton Bank make very powerful statements within the immediate location creating a new identity to this principle route into Newcastle.

façade and ashlar facing now painted cream indicating a residence of status. The west and north sides has attached a later two storey warehouse, constructed in brick with arch headed openings and Georgian style windows.

The Punch Bowl Public House in contrast is eclectic, exemplifying High Victorian taste. Built in sandstone the individual blocks have a rough hewn appearance. A mixture of a slate clad french chateaux style roof, projecting and diminished third floor with small turrets at each corner and deep moulded cornice and tall gothic style windows on the first floor. It is very distinctive both by virtue of design and location at the rise of Benton Bank.

The recent residential development of Regency Court on the former government



• *Sovereign Court*

Sub-area 4: Summary

Special Characteristics

- Site of the land historically known as the Minories.
- The Punch Bowl Public House and Minories House (formerly Shiners).

3.5 Sub-area 5: Open Spaces

Newcastle General Cemetery, All Saints Cemetery and the County Cricket Ground.

This sub area consists of All Saints Cemetery and the County Cricket Ground to the north and Newcastle General Cemetery to the south. It provides a vast open space in an otherwise developed area. The area is severed and surrounded by the busy traffic arteries of Jesmond Road and Sandyford Road.

R J Charleton in his History of Newcastle upon Tyne 1885 affectionately wrote:

‘then there was only the Old Cemetery along Jesmond Road; afterwards came the new one, which for a long time looked bare and bald, with its newly planted saplings, through which the cold white tombstones were so distinctly seen; so different from the old one over the way – a beautiful place, overshadowed by luxuriant foliage, and now more beautiful than ever; for time, which elsewhere has destroyed the rural features of the outskirts of Newcastle, has been all in favour of this retired city of the dead. And so

with the new its trees will grow, and time will mellow its newness, but nothing can increase its sacred association in the hearts of thousands of Newcastle people, at home in the old town, and scattered over the face of the earth’.

Newcastle General Cemetery was designed in 1836 by the prominent local architect John Dobson. It is located south of Jesmond Road, opposite All Saints Cemetery, and is included in the English Heritage Register of Parks and Gardens of Special Historic Interest. The main entrance archway, located on Jesmond Road, is of austere classical composition, dominated by colossal sandstone ashlar gate piers. Loudon wrote of it in 1843 that it was “the most appropriate cemetery lodge that he knew, because it can never be mistaken for an entrance to a public park or to a country residence”. This archway, along with the gates, chapels, walls and southern lodge and gateway, are all Grade II* listed. Additionally, there are a total of seven Grade II listed tombstones within the cemetery. These are listed for reasons of both historic interest and architectural merit. One such tomb is aptly John Dobson’s.



● *Newcastle General Cemetery*



- *All Saints Cemetery*

The main driveway cuts through the centre of the cemetery, connecting the entrance archway, on Jesmond Road, to the southern entrance on Sandyford Road. At this southern end there is a lodge and a pair of symmetrical chapels of sandstone ashlar construction. The Cemetery is surrounded by a two and a half meter high wall which acts as a visual and a noise barrier to the heavy traffic arteries which surround the site. Road salt is causing erosion at the lower level facing the roads.

The buildings, layout and planting was designed by John Dobson. The intimate, organic layout of Newcastle General Cemetery is in sharp contrast to the formal, municipal design of All Saints Cemetery. Newcastle General Cemetery has two informal areas of open space, both given seclusion by trees and shrubs, and negotiated by organic serpentine paths. The main drive runs through the centre of the site and a broad walk runs parallel to the north and south walls. A variety of mature tree species and

shrubbery is carefully planted to create an intimate atmosphere, which is further enhanced by the unevenness of the ground. The varied collection of tombs and tombstones add interest, demonstrating the talents of local craftsmen.

Newcastle General Cemetery is less well maintained than All Saints Cemetery, predominantly because it has ceased to be used as a municipal burial ground. This has resulted in poor path surfacing an overgrowing of weeds, shrubs and trees which obstruct paths and hide tombstones. This overgrown nature contributes to the cemetery's character and increases its range of habitats for wildlife.

All Saints Cemetery was developed in 1853, with a later extension to the north. It is located to the north of Jesmond Road and stretches as far as Osborne Avenue. The main entrance on Jesmond Road is a Listed Grade II gothic style arched entrance, with ornamental wrought iron

work gates, designed by Benjamin Green. Stone piers and iron railings, also Grade II listed, define the boundary to Jesmond Road. The remainder of the cemetery is enclosed by a sandstone wall with the exception of the northern extension which is a mixture of brick wall, privet hedging and timber board. In contrast to Newcastle General Cemetery it has a welcoming appearance, the wide entrance being reminiscent of a lych gate in the shape of praying hands and the adjacent railings providing openness and transparency to the site.

The layout of the cemetery is formal and functional with a design based on a grid pattern of paths. The entrance gateway sets up a formal central axis which is flanked by symmetrical pair of mortuary chapels, also designed by Benjamin Green and listed Grade II. The layout is softened by rounded corners on the northern perimeter and a rondpoint at the intersection between the chapels and the main drive. Originally this rond-point featured an impressive elm tree which unfortunately died of Dutch Elm Disease, leaving a vacant space and thus diminishing the impact of the entrance. The gravestones are set out in grassed wards, between the gridded paths; these areas are further defined by avenues of trees. The grander memorials are located in the wards adjacent to the main routes. There are a number of dead Elm trees within the cemetery but replacement tree planting is also evident, throughout.

The noise of traffic from the neighbouring Jesmond Road is significant, compromising the desired peaceful atmosphere of the cemetery, particularly at the southern side. An unsympathetic brick utility building to the south-east of the site detracts from the setting of the entrance.

The County Cricket Ground is situated on the south side of Osborne Avenue, next to All Saints Cemetery. It is, understandably, surrounded by a high fence which acts as

a visual barrier onto the large open cricket field. The brown timber fence, topped by netting, on the Osborne Avenue side of the ground detracts from the character of the street. The modern cricket pavilion is most visible from the eastern side.

Sub -area 5: Summary

Special Characteristics

- Contribution of open space within a built up environment
- Formal gateways, chapels and boundary treatment of cemeteries
- Contrasting cemetery designs – the formal functional design of All Saints versus the informal, intimate design of Newcastle General Cemetery
- Landscape design and mature trees, particularly of Newcastle General Cemetery
- Large impressive tomb stones, including 7 grade II listed tombs in Newcastle General Cemetery

Against the Grain

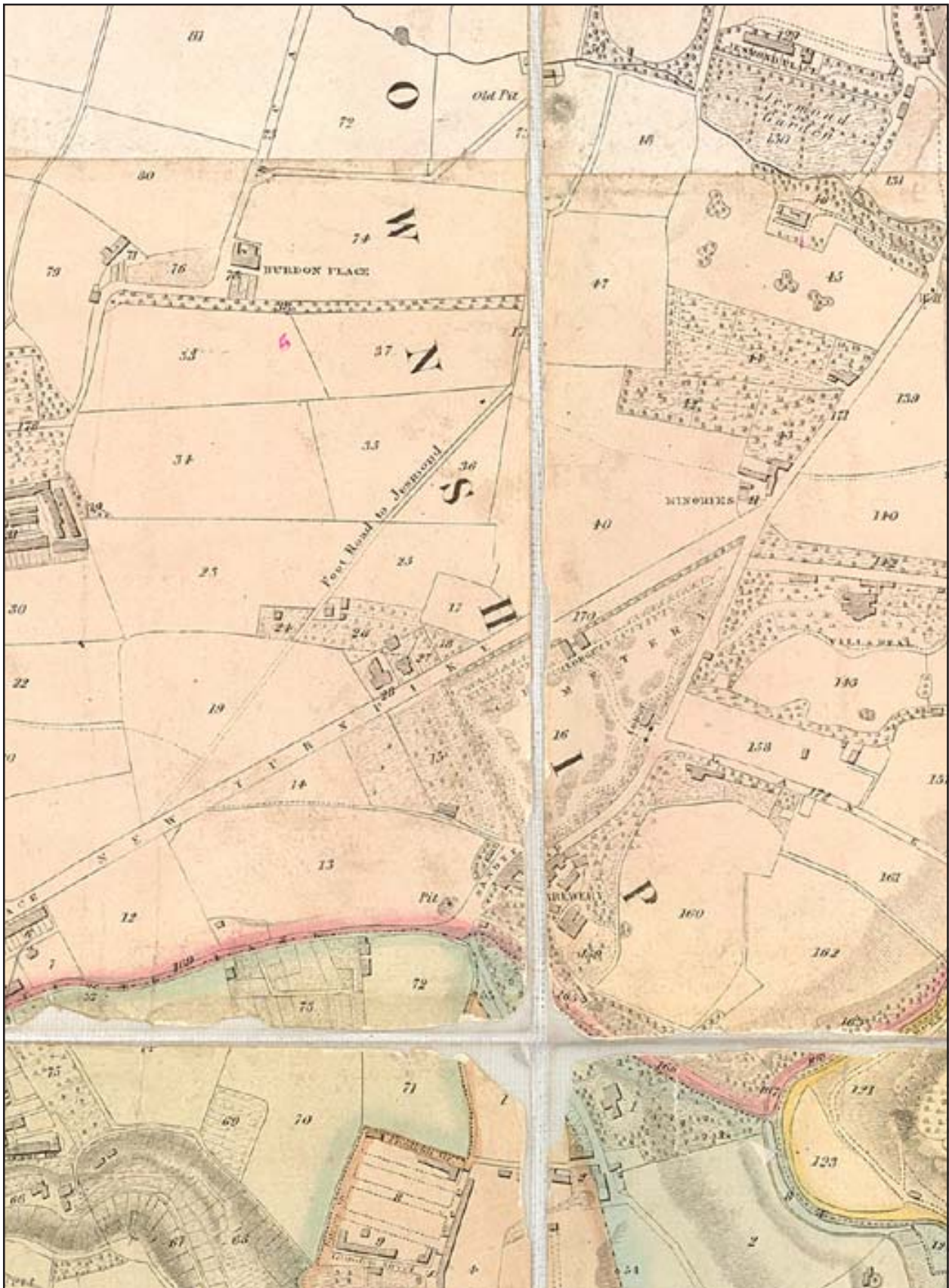
- Busy traffic arteries sever and surround the site
- Fence surrounding the County Cricket Ground

Key Issues

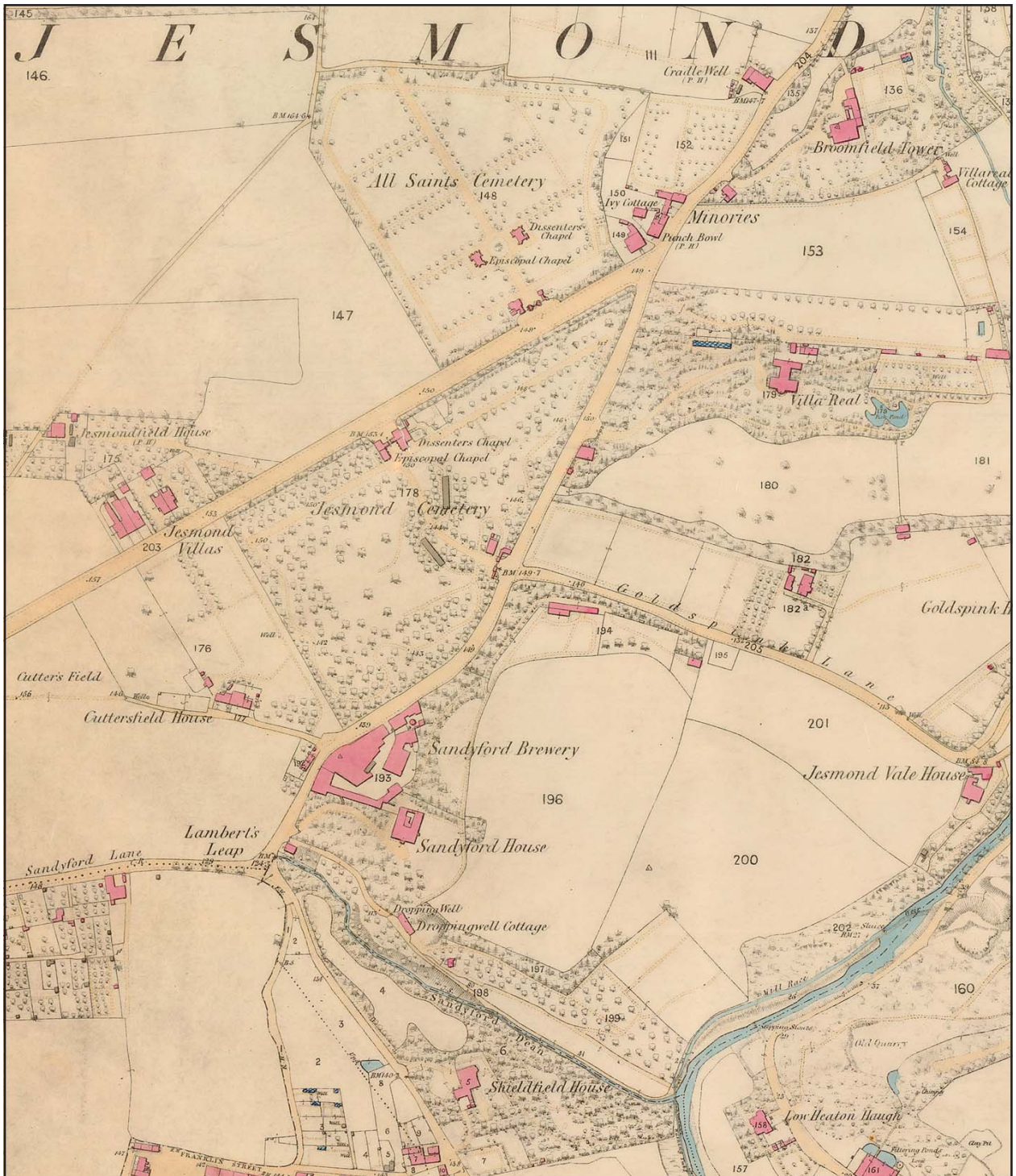
- Maintenance of open space
- Management of Newcastle General Cemetery

Enhancement Potential

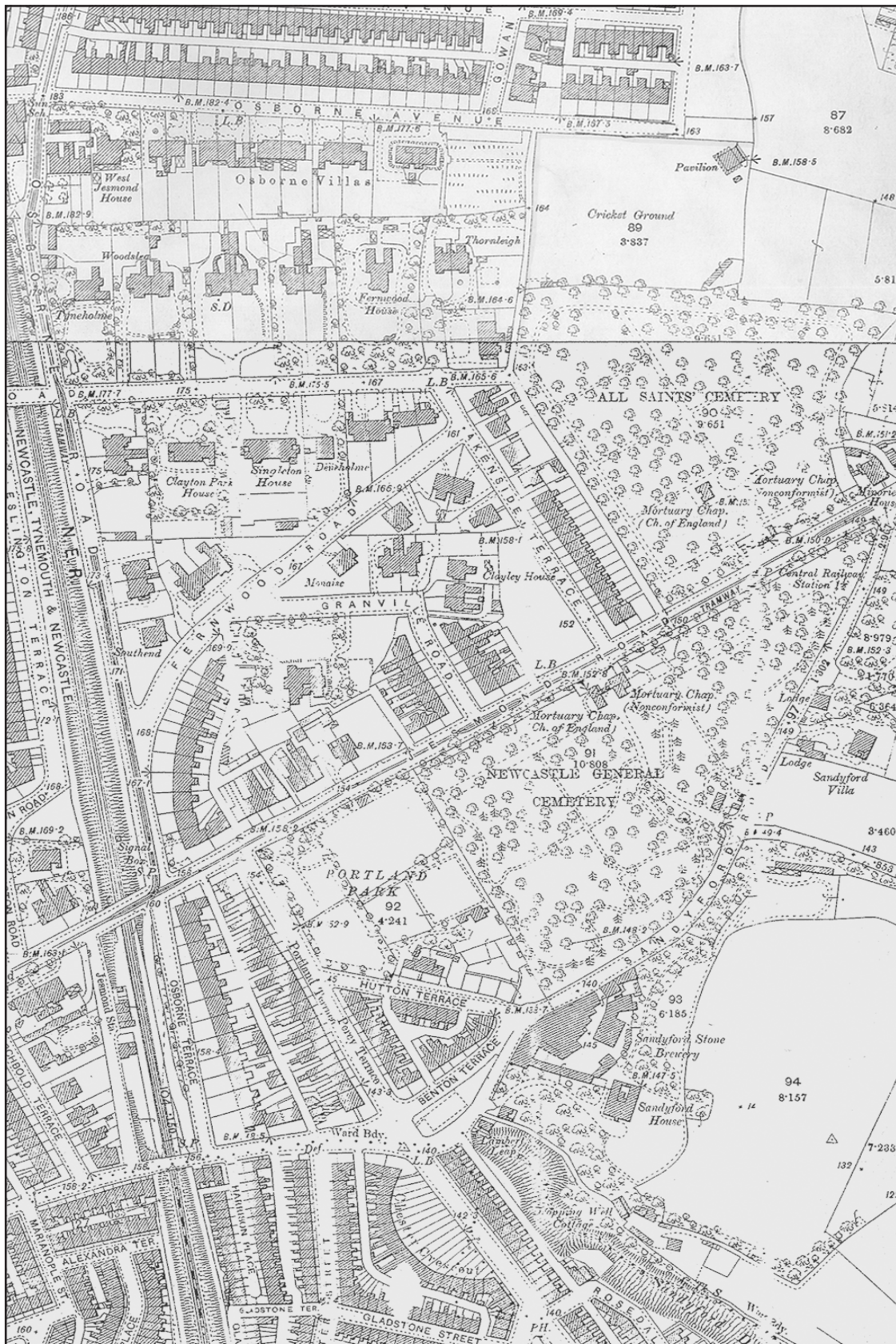
- Re-introduction of a tree on the rond-point in All Saints Cemetery
- Carefully monitored maintenance of Newcastle General Cemetery
- Replacement or maintenance of fence and netting on Osborne Avenue



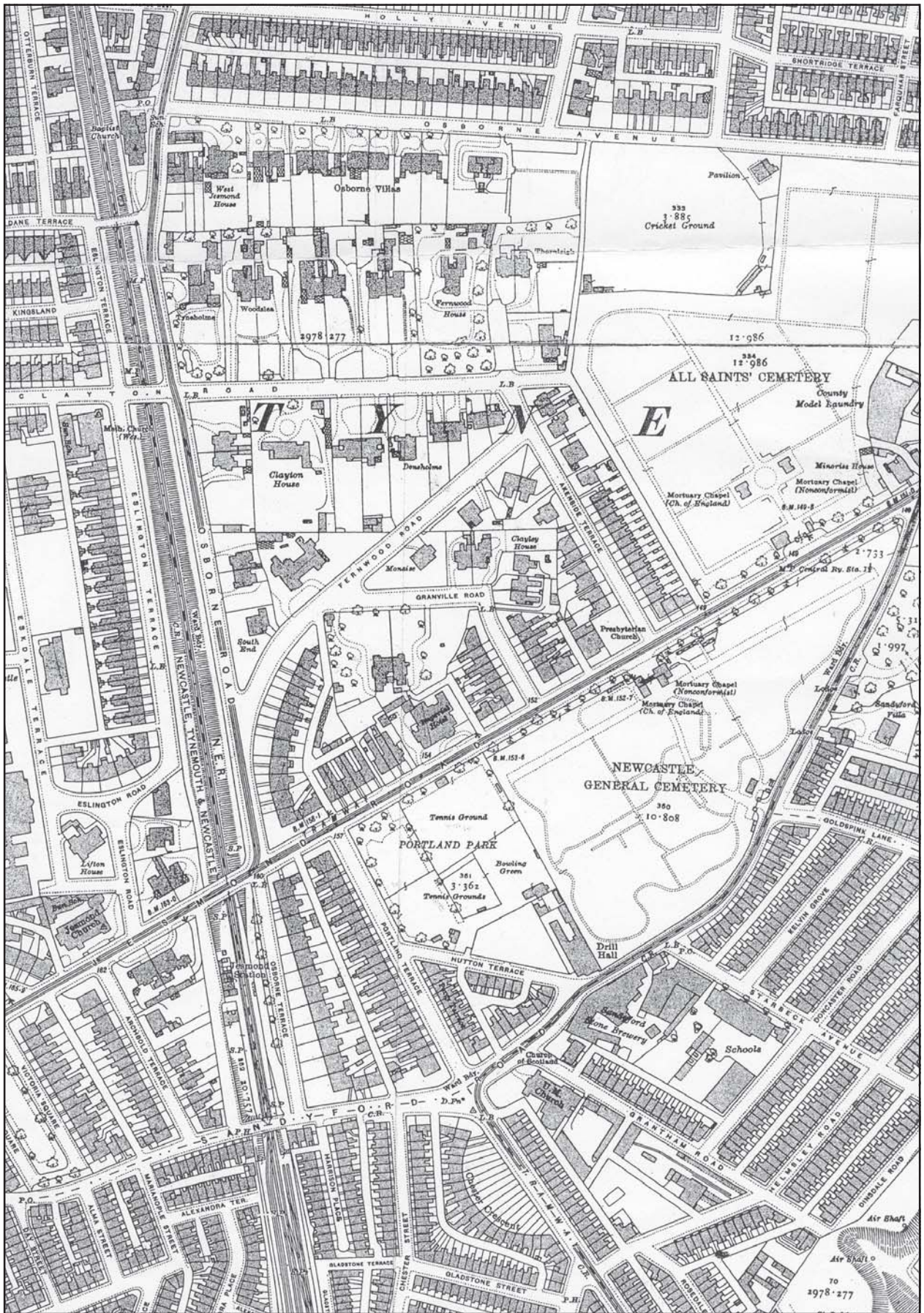
• Oliver's map of 1844



- 1st Edition O.S. map 1858



● 2nd Edition O.S. map 1898



- 3rd Edition O.S. map 1916

ACKNOWLEDGEMENTS

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