



**Alnwick District Council**

Department of Environment & Regeneration

# **Amble**

## **Conservation Area**



## ***Character Appraisal and Management Matters***

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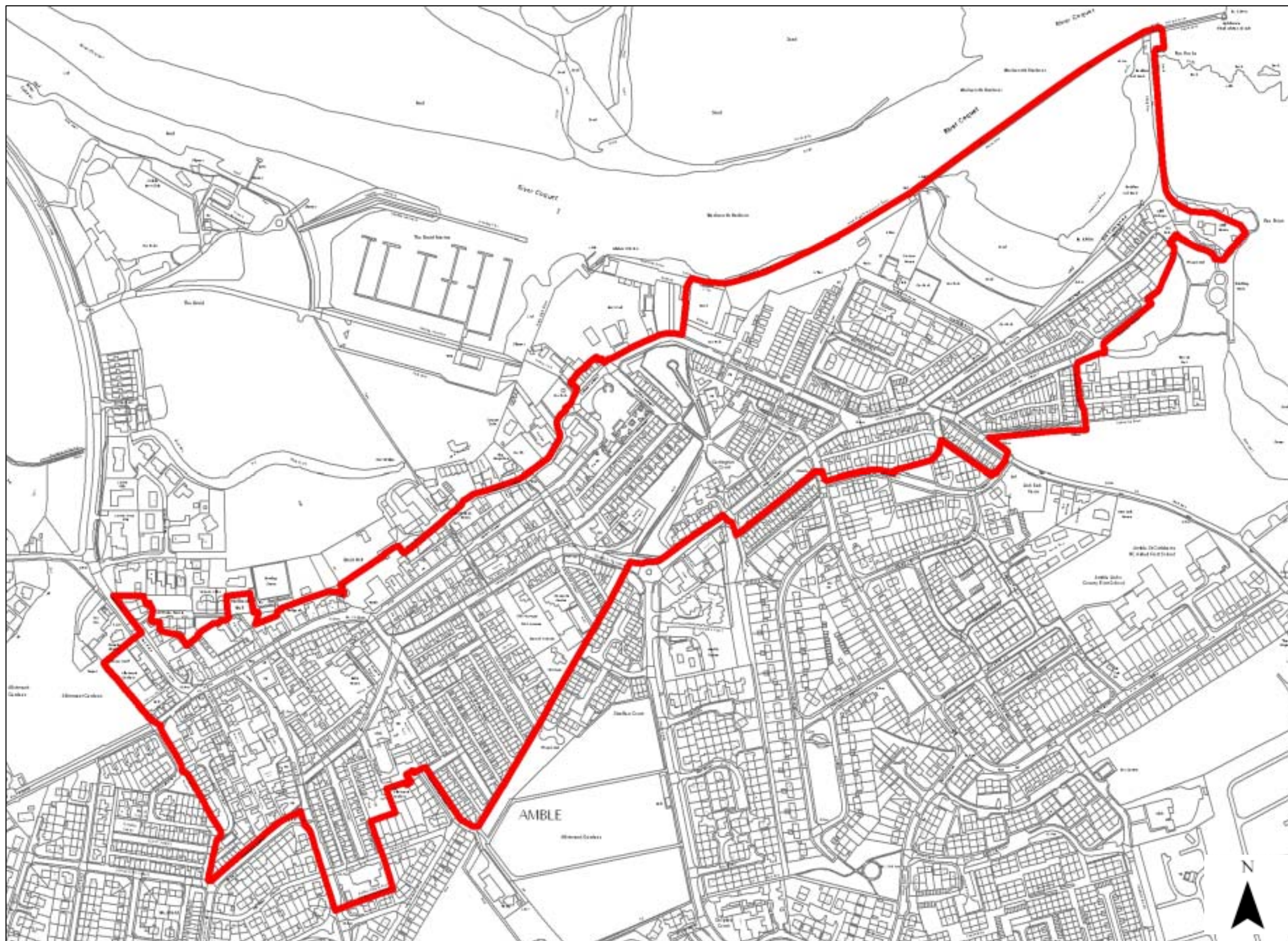
**NORTH of ENGLAND CIVIC TRUST**

**Designation Report  
February 2008**

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**Map 1. Amble Conservation Area**



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# 1 *Introduction*

## 1.1 *Conservation Areas*

Conservation areas are “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”<sup>1</sup>. They are designated by the local planning authority using local criteria.

Conservation areas are about character and appearance, which can derive from many factors including individual buildings, building groups and their relationship with open spaces, architectural detailing, materials, views, colours, landscaping, street furniture and so on. Character can also draw on more abstract notions such as sounds, local environmental conditions and historical changes. These things combine to create a locally distinctive sense of place worthy of protection.

Conservation areas do not prevent development from taking place. Rather, they are designed to manage change, controlling the way new development and other investment reflects the character of its surroundings. Being in a conservation area does tend to increase the standards required for aspects such as repairs, alterations or new building, but this is often outweighed by the ‘cachet’ of living or running a business in a conservation area, and the tendency of a well-maintained neighbourhood character to sustain, or even enhance, property values.

The first conservation areas were created in 1967 and now over 9,100 have been designated, varying greatly in character and size. There are currently 15 in Alnwick district, as set out below:

- Alnmouth
- Alnwick
- Amble
- Eglington
- Embleton
- Felton
- Glanton

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<sup>1</sup> Planning (Listed Buildings & Conservation Areas) Act 1990, s69.

- Guyzance
- Lesbury
- Newton on the Moor
- Rock
- Rothbury
- Warkworth
- Whittingham
- Whitton

## 1.2 ***Town Planning Context***

Designation remains the principal means by which local authorities can apply conservation policies to a particular area. The Council has a duty, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. It also has a duty, from time to time, to draw up and publish proposals for preservation and enhancement, and to consult local people on them<sup>2</sup>. The local planning authority also has extra powers in conservation areas over demolition, minor developments, and tree protection (see page 51). Government policy in PPG15<sup>3</sup> stresses the need for local planning authorities to define and record the special interest, character and appearance of all conservation areas in their districts.

The current development plan for the district comprises the Alnwick District Core Strategy (adopted October 2007) and the saved policies of both the Alnwick District Wide Local Plan (September 2007) and the Northumberland County & National Park Joint Structure Plan (February 2008). The emerging Regional Spatial Strategy due to be adopted in 2008 carries significant weight and will, when adopted, supersede the saved policies of the county structure plan.

The Council is working on area development plan documents and topic-specific supplementary planning documents which, with the Core Strategy, will form the district Local Development Framework. Conservation area matters are considered within this framework.

## 1.3 ***This Character Appraisal***

This character appraisal is for Amble. Its preparation began during summer 2007 by North of England Civic Trust for Alnwick District Council. Comment and information was invited from local stakeholders during its preparation, and a draft was put out to public consultation. Responses were then considered and a version presented to the Alnwick Operations Executive Committee on 11 September 2007 for decision. **The committee agreed to the designation of Amble Conservation Area.**

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<sup>2</sup> Planning (Listed Buildings & Conservation Areas) Act 1990, s72 and s71

<sup>3</sup> Planning Policy Guidance Note 15: Planning & The Historic Environment

By its very nature, this document cannot be exhaustive. Omissions should not necessarily be regarded as having no special interest or making no positive contribution to the character and appearance of Amble. Following designation of the conservation area, this character appraisal should be updated every five years or so, taking account of changes in the area and further understanding of the place.

#### 1.4 **Further Information**

For further information on this character appraisal, or conservation in Alnwick in general, please contact:

- Alnwick District Council  
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## 2 *Location and Context*

### 2.1 *Location*

Amble is a small historic town at the mouth of the River Coquet on the Northumberland coast. It lies just over a mile downstream from the historic parish village and castle of Warkworth, which is also the closest existing conservation area to Amble.

In the distant past, Amble was well to the south of the mouth of the River Coquet but, in March 1764, the river below Warkworth significantly changed its course due to heavy rains. In seeking its most direct route to the sea, the river dramatically broke its banks across a broad meander and the historic hamlet of Amble found itself less than ¼ mile from the new river mouth. Although it was 70 years before this was to be realised, this natural event was to change the fortunes of Amble forever.

About a mile offshore lies a handsome island, Coquet Island which, in spite of being closer to Amble, is in the parish of Hauxley to the south. It is not as large or as famous as Holy Island further north, but it has both cultural and navigational significance. For coastal shipping, the island, with its landmark beacon, acts as a natural indicator of the location of the mouth of the Coquet and of Amble itself, which has promoted itself as 'The Friendliest Port' for some years.

Amble is now somewhat more isolated than it used to be. The district administrative and service centre of Alnwick lies ten miles away along a tortuous coastal road. With the loss of the station at Amble, its closest rail link is now at Alnmouth, nearly six miles along the same coastal route. The A1 trunk road lies about 5½ miles west but there is no good direct road access to it from Amble. Regionally, the town is about 30 miles north of Newcastle upon Tyne, the regional capital, and 38 miles from the border with Scotland. Amble's centre is at grid reference NU 268 044.

The town lies in the parish of Amble, and includes the Amble Central, West and East Wards of Alnwick District Council. Amble also has its own Town Council. The current population of Amble is 6,604, which is only about 1,000 less than that of



Alnwick, but nearly 4,000 more than Rothbury, the only other local service centre in the district.

## 2.2 **Context**

### 2.2.1 **Geology**

Amble is at the northernmost tip of the South East Northumberland Coastal Plain countryside character area (no.13)<sup>4</sup>. The South East Northumberland Coastal Plain is characterised by sedimentary limestone, shales and sandstones of the Carboniferous age, including local deposits of coal seams. This has resulted in a gently undulating plain with the occasional sandstone outcrops along the sandy coast and modest sandstone cliffs threaded with beds of coal and shales, where the rivers and streams have cut through the relatively soft materials of the plain. The local honey-coloured sandstone has proved to be a good building stone throughout the area and virtually all of the pre-1920s buildings in Amble (of which there are many) are constructed of this material. The winning of the coal deposits via the collieries to the south of the town was also to play a major part in determining the character of modern Amble.

### 2.2.2 **Topography and Aspect**

Of the three elements that make up modern Amble, the two oldest, Gloster Hill and old Amble village, were located on separate bits of high ground well above the wet delta or floodplain of the Coquet River and the Gut (Guilder's Burn). These elevated locations had topographical advantages for defence against both flood waters and raiders. They faced north, giving panoramic views across the Coquet towards the Percy castle at Warkworth. The third and youngest element, initially called Warkworth Harbour, developed early in the nineteenth century at the river mouth just east of old Amble. The harbour was open to the ocean, and up and down the coast. As the century progressed, old Amble and the harbour grew towards each other until, by its end, the old village and the new harbour had become the coherent single settlement of Amble and the harbour became known as Amble Harbour. Surprisingly, old Amble and Gloster Hill did not amalgamate and to this day are still separated by allotments and Amble's western cemetery.

To the south of the elevated escarpment on which Gloster Hill and old Amble grew, the land is relatively flat for miles, providing few topographical obstacles to the development of the wagonway and railway that once connected the port with the local collieries and with the main north-south railway system. It also allowed extensive residential development of the town in a broad, deep arc to the south and to the west.

Development to the north of Amble has always been severely constrained by the escarpment and the wetness of the floodplain known as the Braid. So the historic

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<sup>4</sup> Countryside character areas, devised by the Countryside Agency, provide a context to local planning and development. There are 159 areas in England, unique in terms of land form, historical and cultural attributes.

areas of the town do not lie in its geographical centre, as is usually the case in most UK historic towns, but in a narrow east-west band lying along its northern edge.

### 2.2.3 ***Setting and External Relationships***

Amble's physical setting, bounded by the sea, the river mouth and a steep escarpment, tends to physically isolate it on the north and east from other landscapes and seascapes around, but to the west and south it sprawls out into the surrounding agricultural landscape having nothing like the firm, definable edge of Amble to the north and east. To the north it overlooks the wide open floodplain of the Coquet whereas to the south its residential development tends to swamp the character of the pastoral landscape in which it is set.

The only main road through the town is the north-south coastal route that connects industrial Blyth with rural Warkworth. As this only touches the western end of the town, visitors can easily travel through completely oblivious that Amble is a river-mouth fishing port and has an extensive marina and shopping centre. The only other significant route, that from Acklington, also feeds into this main road, and therefore also carries visitors away from the town. Although this arrangement has the value of diverting through-traffic away from the shopping centre and harbour, it has the disadvantages of hiding many of the town's attractions from visitors and of taking traffic through residential areas.

Amble's direct link with the main north-south railway system and hence to the rest of the country, was removed in the 1930s so it is necessary to travel to Alnmouth station by road. This is an unfortunate loss as the connection could have become a valuable commuter line bringing visitors into the town and reinforcing its relationships with south Northumberland and Tyneside. Being only 5½ miles from the A1 could have substituted for the loss of the rail services but there is no fast, direct road link with the A1.

Traditionally, Amble had a very close and dependant relationship with Warkworth as the centre of local commerce, as a base of the local ducal family and as the location of the parish church. As Amble grew and became more self sufficient in trade, employment and places of worship, this single focus relationship has changed into a more complex network of functional relationships with places like Alnmouth station, Alnwick and Ashington, based on road transport to make it work. As industrial and commercial employment and prosperity has waned in Amble, the town has become more dependant on other developing settlements for employment, so a web of commuting relationships has developed between the town and these other places. Government and community efforts over the last 20 years to economically rejuvenate the struggling south east Northumberland coal field have had some success in making Amble more self sufficient, particularly in leisure and tourist developments, beginning to change not only the functional relationships with settlements around but also the character of Amble itself.

Through its thriving port, the town once enjoyed many commercial relationships with places and ports further afield than the north east. The coastal trade with

Scotland and eastern England established relationships with Aberdeen and London and trade linked Amble with foreign ports around the North Sea and beyond.

These relationships disappeared with the coal and cereal trade out of the port, removing the town's status as a major Northumberland transport centre, particularly of coal. Amble's status as a marina, as a fishing port and as a tourist venue is now a much more local affair.

#### 2.2.4 **Views out of the Area**

There are no formally composed views out of Amble. Views tend to be casual glimpses between buildings or incidental panoramas.

To the north from Gloster Hill and the edge of the river escarpment above the Braid, there are attractive panoramic views inland, across the coast and out to sea. The inland views are across the fields of the river floodplain towards the iconic towers of Warkworth castle seen against the sky from many elevated locations. The open coastal and seascape views take in the piers and decaying timber piers of the harbour and the sand dunes and sea grasses of the flat shoreline which, in good visibility, can disappear into the distance several miles beyond Birling Links towards Buston links. The many harbour locations in Amble offer both local views of the piers, breakwaters and lighthouses at the river mouth and on Coquet island, as well as views of the sea to a long horizon. These seascapes are enlivened by the movement and business of fishing and leisure boats in the estuary and around the river mouth. The harbour also affords wide views inland up the river, and again the iconic historic skyline of Warkworth enhances the view. Views south from Pan Point are in great contrast to the quiet tranquillity of the sandy shores to the north of Amble. Here the rocks outcrop, sending long craggy fingers through the sand and out into the sea. Even on a relatively calm day, the breakers still noisily crash against the rocky shore, adding a sense of drama and power to the open seascape. Finally, to the south away from the coast, views are shorter because of the flatness of the land and the general informal sprawl of the town gives them no focus and makes them of little interest.

See page 23 for a discussion of views within Amble.

## 3 *Historical Development*

### 3.1 *Development History*

#### 3.1.1 *Name*

Gloster Hill is believed to have the same exciting historical origins as the more obvious *Gloucester*: 'a fort in a bright, splendid place'. Although some may feel that Gloster Hill is still a bright, splendid place, all attempts to discover a fort on the hill to date have failed, in spite of fragments of a small Roman alter stone having been discovered in fields below the hill in 1856.

The name *Amble* is something entirely different. The best authority on local place names merely interprets it as 'Anna's promontory' without questioning who Anna might have been or indicating any originating dates for the name other than that in 1204 it was spelt *Ambell*. Other local historians provide two more possibilities. One believes that it is Anglo Saxon for 'Anna's Bill' (*bill* being a promontory), again without raising a question as to the identity of Anna, whilst another source suggests a meaning of *Amble* as 'settlement on a river with a sandback'. Although Speed's map of 1610 used the name *Anbell*, by Armstrong's map of 1769, *Amble* was firmly in place although the date of its origin and the identity of Anna are still unknown.

#### 3.1.2 *Prehistoric & Roman Periods*

Prehistoric (50,000BC to 43AD) burials have been found along the sand dunes to the south of the present river mouth. In the same area, two barrows comprising mounds of soil over graves, have been discovered and excavated. In all, over 40 Bronze Age (2500BC to 800BC) graves have been uncovered, representing a sizable cemetery. The position of these mounds is regarded as unusual as it seems they were put there to be seen from the sea as well as the land.

After this period there is little evidence of much activity in the area until the medieval period (1066 to 1540), save for the find of the Roman alter in a field near Gloster Hill. This alter was dedicated to a roman mother goddess and was made by Roman soldiers in the first or second century AD.

#### 3.1.3 *Medieval and Post-Medieval Periods*

The earliest recorded reference to Gloster Hill in a twelfth century charter. It records Roger fitz Richard, who died in 1178, granting saltworks to the Abbot and



convent of Newminster, a Cistercian abbey founded in 1137 near Morpeth. The salt pans are believed to have been below the hill and by the side of the Guilders Burn. It is not known when the boiling of salt water ended here.

The only medieval remains in old Amble are believed to be a fragment of the wall of a monastic Manor House or Grange held by the prior and convent of Tynemouth, possibly another early gift to a distant ecclesiastical institution by a wealthy local landowner. A grange was a country house with productive farm buildings attached. The wall fragment is fifteenth century, is set at right-angles to the escarpment above the Braid and measures 4m in length and a maximum of 2m high. It is about 1m thick, made up of roughly dressed inside and outside stones with a rubble stone filling between. It also contains a decorative window of two lights which faces toward the west.



Excavation in 1897 indicated that this was the wall of a service wing which adjoined the hall which lay to the west. Monasteries often owned property in outlying settlements and it may have been the house, or monastic cell, of a small group of monks from Tynemouth. On a terrace below these remains is another medieval feature, the Hallbank Well. Although the well is of medieval origin, the exposed fabric is of the eighteenth and nineteenth centuries. The well system now contains a partly-subterranean cistern and the remains of a flushing tank.

Although possibly a monastic site since the seventh century, the present fourteenth/fifteenth century remains on Coquet Island are those of a Benedictine monastic cell, also of Tynemouth priory. A fortified tower was in place on the island by 1415. A significant amount of these medieval remains were incorporated into lighthouse and keeper's buildings in the nineteenth century.

Other records of 1611 indicate that small-scale coalmining and salt-making were common activities close to Amble and particularly towards the coast at Pans Point – hence the name. Much of the salt was used as a preservative in the local fishing industry. Salt making in this area finally ceased in 1927.

The only definite seventeenth century remains in Amble are confined to Gloster Hill. The old gate piers to the east of Gloster Hill Farmhouse mark the main entrance into a substantial seventeenth century house which was partially destroyed by fire in 1759, and finally demolished in 1938 to make way for the current farmhouse. Also, gate piers, a wall and mounting block close to the farmhouse, were built in the late eighteenth or early nineteenth century.



### 3.1.4 **Post-Map Development History (1769 Onwards)**

Armstrong's map of 1759, more of a diagram than a measured map, is full of interesting information. Not only does it show the new course that the Coquet pushed through to the sea in 1765, but it indicates the general convoluted line of its old course. Gloster Hill is marked with a reference to the Bishop of Carlisle's ownership, the hamlet of Amble is shown south of Gloster Hill and the fifteenth century ruins of the Tynemouth monastic cell are shown between them. Not only is their survival to this time remarkable but their presence on the map indicates that they must have enjoyed some local celebrity at the time. In fact, the Parson & White Trade Directory of 1827 recorded that 'a man did penance in this chapel for fornication so lately as 1765' – although ruined, the surviving chapel of the monastic cell must still have been usable. Salt Pans are recorded on the coast, due east of Amble where Pan Point is now.

Greenwood's map of 1828 more accurately relates settlements and roads than Armstrong's and shows Amble and Gloster Hill separated by a stream which runs into the Guilder's Burn at the bottom of the escarpment. A road is now clearly shown running alongside the Coquet, directly connecting Amble and Warkworth – no such direct road is shown on Armstrong's map of 59 years earlier nor on Fryer's map of eight years earlier.

The next plan of Amble was surveyed by T Sopwith and M Scott of Newcastle in 1840 for the owners of the Radcliffe Colliery located south of Amble. It is a most important map as it represents the very first beginnings of the industrialisation that changed Amble from a sleepy township of only 247 souls in 1831 into a busy industrial port of 3,000 people 60 years later. The Radcliffe colliery had opened up in 1835 and by 1840, as the plan shows, the owners had built huge staithes out towards the sea on the north side of the Coquet from which the coal could be off-loaded from wagons into waiting ships. To access these staithes from south of the river, the owners had built a high timber trestle bridge across the river north of where the Guilder's Burn entered the Coquet. This must have been a hugely expensive undertaking and it is no surprise to hear that the coal owners were soon petitioning parliament for a new harbour on the south side of the mouth of the Coquet, the same side of the river as the colliery itself. Parliamentary approval was given in 1837 to the creation of the Warkworth Harbour Commissioners, charged with developing a new harbour at the mouth of the River Coquet.

Significantly for the future of Amble, the list of Commissioners included representatives of both the Radcliffe and the newly opened Broomhill Collieries.

The harbour scheme chosen was designed by Sir John Rennie, a famous son of a famous engineer father. It involved a massive north pier to redirect the main river channel and to shelter the harbour from heavy seas, and a breakwater directed due north from Pan Point on the south side of the river to form a constricted but protected entrance. Quays and coal staithes would be provided within the protection of the harbour itself.

Contracts for the work were let in March 1838.

Work began by the contractor building a large house on Pan Point to accommodate a



'Tommy Shop' and a sizable room for religious worship. This building still exists as Cliff House. In spite of major design, materials and funding problems, coal was being shipped out by 1844 and Rennie finally signed the project off as completed in 1849.

About 11 years later, the Ordnance Survey published its 1st Edition map of Amble at 6 inch and 25 inch scales and this map is the link between Amble's old agricultural past and its new industrial future. On the map Gloster Hill is only a large house and adjoining home farm with the 'Ancient Gateway (Remains of)' shown in the grounds of the house.

The old agricultural hamlet of Amble is shown as nothing more than a small group of buildings lining a bend in the road. In amongst the group there are two chapels (Congregational and Wesleyan Methodist – no parish church yet), five public houses (Mason's Arms, Blue Bell, Fox and Hounds, Queen's Head and Wellwood Arms) and a smithy, some of which still survive today. But things were already beginning to change. A Railway Hotel had arrived in the village and so had a gas works, both pointing to an industrial future. Immediately to the east, standing in its own grounds, is Amble House and its home farm. This grand house and farm was built in the eighteenth century and survived for almost two centuries before its demolition in 1970 – but not all of it was cleared as the south range of outbuildings to the home farm still survives as the rear portion of Bede House.



Although the old hamlet had a High Street at its centre, in 1837 Amble acquired an entirely new main street, not at its centre but on a new planned site to the east of Amble House. This street was not to have an old fashioned village name but was



called instead Queen Street, a name suitable for the new era as Victoria was crowned the same year. Although most buildings were residential and built to a level of design and quality superior to most of the original village, some were built as shops and others built as, or soon becoming, public houses – the Waterloo Inn and the Dock Hotel, both of which still survive. The Togston Arms was around the corner in what is now Cross Street and Amble's first custom-built school for boys and girls stands not far away. Although the nearby Ship Inn seems to be stuck out on a limb, it was in fact placed on a chosen site in the proposed extension of Queen Street that had already been planned and laid out ready for development after 1860. Already Amble was not the place it had once been. But the map shows even greater changes to the hamlet.



A footbridge connected the hamlet with the vast new works of Warkworth Harbour developing on the south side of the river mouth. At the harbour were a coal depot, two public houses (the Harbour Inn and the Schooner Inn) and a short terrace of houses called Coquetleazes, the precursor of many more Victorian and early twentieth century stone terraces. The brand new port was serviced by two new rail lines coming cross-country from the coal field in the south and converging, in a dramatic high-level diamond junction, at the harbour. One line, a wagonway, ran due north from the Radcliffe Colliery, while the other, a Newcastle & Berwick Railway branch line of 1848 from the main north-south line, came into the harbour area from the south west. Both these lines were to significantly influence the future layout of the town for more than the next 100 years.

Thirty seven years later, in about 1897, the OS produced a 2nd Edition map which recorded the extraordinary changes in the town as it further industrialised. All parts of the town had either intensified or extended, all except Gloster Hill which had stood still. Old Amble had filled out with development along the north side of High Street – including a new Methodist chapel as the old one had become a school – and the creation of a new street (Bede Street) to the south of Amble House with new terraces and a Congregational Church. Queen Street had doubled in length and was now completely built up on both sides for the whole of its length. A parish church of 1870 and a church school had opened up between Queen Street and Church Street and a Rectory had appeared in its own grounds opposite the church. Although there was still a large undeveloped site between the end of Queen Street and the harbour, fingers of terraces were slowly starting to reach out from both sides of the vacant area.





The harbour had a brickworks, boatyards, and an extensive network of high-level railway lines serving timber coal staithes around the harbour at the Radcliffe and Broomhill Quays. The town had had a station since 1878, approached by a sloping ramp from Church Street. A station hotel was also built nearby. To the south, more fingers of terraces reached out to fill the area between the branch railway line, the old settlement and Queen Street. Finally, more stone terraces were developed in a group immediately south of the harbour. There is no development at all beyond the north escarpment of the town except for allotment gardens.

By about 1920, the space between the old town and the branch line was occupied by stone terraces and allotments, and development was almost continuous between the harbour and Queen Street. Fingers of stone and brick terraces were, for the first time, reaching out into the landscape at the west end of the town. The regular rail passenger service was still in use but it would close within ten years; the last passenger excursion from Amble to Newcastle took place in 1939 and, by 1969, the branch line closed completely. Development was also appearing on the Braid but still close to the steep escarpment behind the High Street.

After the Second World War and the progressive closure of the coalfield, the economy of Amble was in retreat. The last coal shipment out was in 1969 and the staithes were cleared in 1969/70. The Metal Bridge over Dilston Terrace went in the 1970s and the Church Street Assembly Rooms in 1981. The village of Radcliffe was cleared in 1971 to make way for open-casting of coal in the area, and its residents moved into new public housing in Amble south of the old railway lines. The Radcliffe War Memorial followed the residents of the village to Amble and it now sits in Amble's modern Town Square. But the public authorities began fighting back to build up the town's economy on a different kind of employment foundation. In 1964 the local council purchased farm land to the south east of the town to develop as a visitor caravan site and, in the 1970s, the Braid was reclaimed in preparation for the development of the innovative Amble Marina. Costly repairs were also carried out to the North Pier Breakwater to help to maintain the suitability of the harbour for leisure boating. The fight back continued into the late twentieth century with extensive on-street improvements to make Queen Street more user-friendly



and a new Town Square at the end of the shopping street to provide Amble with the formal open space, tourist focus and heart that it had never had. But, even if the Town Square has yet to feel like the heart of the town, the cleared and reordered quayside does indeed provide the community with a place for both leisurely perambulation and busy assembly for community events and Sunday markets. The spirit of improvement lives on into the twenty-first century in the form of Amble Development Trust.

In recent years, many of Amble's long-standing and newer gap sites have been infilled by residential development, some more successful at complementing Amble's character than others. This is a sign of the growing robustness of Amble's local economy. Although there may occasionally be temporary set-backs, particularly in the retail strength of the town, in general prosperity is slowly returning. It is now better able to play to its strengths, which include the quality of its history, river mouth environment and townscape which combine to give it special environmental character.

### 3.2 **Archaeology**

There are no scheduled ancient monuments in Amble but its oldest medieval and seventeenth century fragments are protected by listing. Although parts of Gloster Hill have been excavated in an unsuccessful attempt to discover a Roman fort, little archaeological investigation has been carried out in the rest of the town, mainly because most of it is of relatively recent origin.

However, the town's nineteenth and twentieth century industrial archaeology is of particular historic interest. Much is already known about it from contemporary records but little of it is either recorded or protected on the ground, yet it is still very much a part of the character of the town and its special historic interest. Although several cast iron harbour boundary markers are already listed, its future survival is worth further investigation, interpretation and presentation to enhance what the town offers to tourists.



## 4 Spatial Analysis

### 4.1 Development Pattern

Although the main phases of Amble's development are relatively easy to identify, the urban environment they have created is not very legible on the ground. In particular, new visitors often find Amble a difficult town to navigate. There are several reasons for this, discussed after a look at the main phases of development. Amble's development pattern is made up of five basic phases:

- 1. *Gloster Hill*

Although once a township in its own right, for most of its existence it has been little more than a large house and home farm. Today the home farm survives but the big house has been replaced and is now surrounded by modern houses. Allotments and a cemetery to the south help to protect the separate identity of this mini hilltop settlement.



- 2. *Old Amble*

Originally a small agricultural hamlet grouped around a bend in the road on the top of an escarpment. The bend in the road still survives – although the road has been widened – as does about 50% of its pre-1860s buildings. The hamlet was extended later in the nineteenth





century with new terraced housing, and now about 50% of the original area of the hamlet has been infilled with post-1920s buildings.

- **3. *Queen Street***

A late 1830s planned extension to the old hamlet, with houses and shops plotted along a single main street. One third of the planned area had been developed by 1860 and the rest by 1897. By 1920, most of the area between the planned development and the 1849 railway line to the south had also been developed with residential terraces. As most of this pre-1920s development still survives, only about 10% of the area has seen modern infill.



- **4. *The Harbour***

First begun in 1838, it was completed in 1844. Within a few years, railways from the south had converged on the harbour area creating a sizable diamond railway junction just south of the harbour. While public houses and other service buildings had appeared near the harbour by 1860, about half of the surrounding terraces were built by 1920. Terrace building, in support of the port itself, continued up to the Second World War. Since the War, about 30% of the area has been infilled with modern housing and storage units for Amble's fishing industry.



- **5. *Suburban Estates***

Since the 1940s, large public housing estates have been developed on the flat land to the south and west of nineteenth century Amble, along with supporting educational and leisure facilities, including a huge caravan park. South of an area of surviving allotments, an extensive modern industrial estate has been added.

Phase 5, the latest and the most difficult to evaluate for historic conservation purposes, probably deserves its own study at a later date when the importance of its layout and design can be more objectively addressed. This current study will therefore concentrate on phases 1 to 4 which cover the town up to the 1920s.



Spatially, the most common element in Amble is the street corridors created by continuous building development at the back of the pavements. Although Bede Street / Church Street / Percy Street / Newburgh Street meanders through the town, often creating angled junctions with its side streets,



virtually all other streets (there are few called 'roads' in Amble) are straight and meet each other at right angles. This creates a strong feeling of grid-iron and, because few of these straight streets are differentiated either by weight, vehicular use or architectural treatment, this is one reason why the town is not as legible for visitors as it might seem. However, the bonus of this grid-iron is that Amble has a high level of uniformity which gives it an unusual visual coherence and identity that has been lost in many towns of a similar period.

In amongst this dense uniformity, one straight street had been given a distinctive treatment and three separate spaces have emerged or been created. The distinctive street, which successfully marks the commercial centre of the town, is Queen Street with its shops and public houses, as well as its recently acquired pedestrian dominance. The removal of the diamond railway junction close to the harbour has left the town with an irregular star-shaped green open space, which without an understanding of its historical origins, is another reason for the lack of legibility of this part of the town for the visitor. Harbours always create open exciting spaces for the public, located as they



are along rivers, by the sea or at the mouth of a river. Amble's river-mouth harbour has a very special location but, because its layout is the result of random industrial processes of change, its shape is difficult to



comprehend at first. However, locals happily enjoy its many varied elements, open views and seasonal moods. The other open space has not emerged through the evolution of the town but is deliberately planned to give the town the formal square it never had. Amble's new Town Square is symbolic, intended as a formal focus of the town for visitors and an community focus for local people. So far, its lack of



busy use and continuous spatial containment mean it does not yet feel like the heart of the town but in time this should change so it can fully achieve its intended significance in the near future.



#### 4.2 ***Layout, Grain and Density***

The layout of the old Amble hamlet is characterised by an informality of short terraces of different periods and multiple cul-de-sacs. For the rest of the town, its grid-iron layout has been the main determinant of spatial character, except where the pattern has been broken by the irregularly shaped spaces of the harbour and the former diamond railway junction.

The dominant building type for all uses and periods of Amble's development has been the terrace. Most houses are in terraces whether of nineteenth or twentieth centuries, with those of the later period usually characterised by having some kind of front garden. The shops in Queen Street are in terraces too, probably because many originated as houses anyway. Even new storage sheds for the fishermen have been built in terraces. This kind of development achieves a high density and a high concentration of built fabric, particularly where there are no front gardens and small service yards instead of rear gardens, and where the road itself may be narrow. Most of Amble has been developed at this high density with even some of the more recent terraces built to fairly tight spatial standards too. This again, helps to maintain the traditionally enclosed nature of nineteenth century Amble.





The grain of development can also be judged on its axis. Grid-irons like Amble's lay terraces out along different directions – the informal nature of Amble's historic layout precludes any common direction, but in the rest of the town does have clear development axes. Queen Street and associated streets follow an axis parallel with the edge of the northern escarpment which provides a long vista to the east, neatly terminated by the carefully positioned tower of Amble's 1925 war memorial. Between Church Street and the old branch line railway, terraces have a common grain at right angles to Queen Street, so the planning in 1837 of the new main street determined the direction of subsequent streets, even as late as 60 years after. The planned grain of Queen Street continues as far east as the diamond railway junction, after which the pattern disintegrates as the 1897 and later terraces follow the lines of existing roads rather than being part of an over all planned layout. The result in this area of the town is some spatial disorder.



#### 4.3 *Views within the Area*

The only composed and formal view in the town is the vista eastwards terminated by the later careful positioning of the town War Memorial. Views of the memorial are also composed in the Town Square, but lack the drama of a stopped vista. But there are many random, informal views along terraced rows of all kinds, into open backland, paved yards and informal building groups.





In addition, there are informal glimpses over the Braid from between buildings on the edge of the escarpment, but no such glimpses are exploited for public benefit. The old railway diamond junction area is sufficiently elevated to offer both inland and estuary views over the top of the marina and boat repair yards, but none can be described as composed. Finally, the harbour area offers endless long and short views of landscapes, seascapes, boats and wildlife.



In summary, while most of the internal views within Amble range from the short and tight to the longer street views, there are two public locations that offer inspiring panoramic landscape and seascape views. The third area offering such views across the Braid towards the iconic towers of Warkworth Castle is along the escarpment edge but in the main these views are available for private viewing from the old and new houses along the north side of the town.

See page 11 for a discussion of views out of the area.





## 5 *Character Analysis*

### 5.1 *Land Use*

The traditional land and building use mix of a small coastal agricultural settlement like old Amble is residential (both grand and small-scale), farmsteads, fields, smithy and hostleries, with some modest coal-mining, market-gardening, fishing and salt-making nearby. By 1860, a railway, railway hotel, gas works, two chapels, harbour, coal depot, school, shops and several more public houses had been added as industrialisation got underway. Later, the status of the town was considerably increased with its own passenger station, and parish church and vicarage. Port facilities expanded including a new brickworks and goods yard and another smithy and non-conformist church were added. Its maritime status had also increased with a Customs House and Coastguard Station, complete with 'Rocket Apparatus' for effecting off-shore rescues. Areas of housing had also been hugely extended as had its areas of allotments. New uses in 1920 all had an emphasis on leisure: theatre, cinema, working men's club, allotments and a Masonic Hall.

Since then, leisure opportunities have blossomed with a caravan site, a marina and a boat building yard but Amble has lost all its coal and brick business and its railway station and railway line. To replace the industrial employment lost and to support Amble's growing residential areas, an industrial estate has recently been established south of the town and is now over 50% occupied.

So, in land and building use terms, Amble has gone from a minor agricultural hamlet with a little long established but very modest industry nearby, to a major industrial port and supporting settlement and into a



working holiday resort with a determination to grow its economy further. Building types from all these eras and uses survive.

## 5.2 ***Architectural Qualities***

Amble is described in Pevsner's *Northumberland* as "a not unpleasant small town but has few buildings of distinction". This surprising statement denies the merits of Amble's 26 listed buildings and its own special vernacular terraced architecture built entirely in the local carboniferous sandstone. Although respected, Pevsner should not discourage further exploration of the built characteristics of Amble, and the promotion of them to a wider audience.

### 5.2.1 ***Form, Height and Scale***

The usual height of buildings in Amble, both old and recent, is two-storey, including one terrace that has been raised from one to two storeys. Its previous industrial structures – staithes, elevated railways, etc. – would have once towered three or four storeys over them but that is now in the past. The town's tallest building is now the parish church, its bell-gable seen above the ridge of its roof, but in long views of the town, the church makes no impression on the skyline at all.



The predominant domestic building form in Amble is the terraced row, a building form used by the earliest developer as well as the latest. Although the same building form was used throughout the town, because of the wide variety of their





treatments, this uniformity is seldom boring. There are severely plain stone terraces with few windows and nothing projecting forward of the building line. Others display handsome bays and neat railings whilst others still boast a decorative sill-band and respectable



dormers as well as bay windows. Later terraces delicately lace the bays together into a continuous canopy, whilst the earliest, now a little mutilated, employed a simplicity of proportion articulated by a modest sill-band to appear impressive. Some terraces use great flattened arched openings to access rear lanes, other irregular rows are united by design and materials. Finally, the length of some of the terraces disappearing into the distance, gave an extraordinary sense of scale to the streets, making the plain and simple architecture all the more unexpected.

Although the shops on Queen Street display the same attractive uniformity as the domestic terraces, at best they are given additional quality by the individuality of their shop fronts. Other non-domestic buildings such as the churches and halls however, share the scale, materials and traditional 'hole-in-wall' architecture of their domestic neighbours, further re-enforcing the visual unity and coherence of the town.



### 5.2.2 **Periods and Styles**

The architecture of Amble covers a relatively long development period but not in any consistent way throughout. The main periods represented are:

- ***Medieval***

Amble has two items from this period. The first is the fragment of wall and decorative window from a fifteenth century monastic grange. The survival of this section of upstanding wall is an extraordinary story in its own right. The other is the nearby Hallbank Well which is medieval in origin but its exposed fabric is from the eighteenth and nineteenth centuries. The close proximity of these features in date and location suggest they might have been related by ownership and/or use.

- ***Seventeenth Century***

The only definite seventeenth century remains in Amble are confined to Gloster Hill. The old gate piers to the east of Gloster Hill Farmhouse mark the main entrance into a substantial seventeenth century house which was partially destroyed by fire in 1759, and finally demolished in 1938 to make way for the current farmhouse.

- ***Eighteenth and Early Nineteenth Centuries***

The main architectural style of the late eighteenth and early nineteenth centuries was based on Classical style and proportions. Georgian architecture is simple, often symmetrical and based on 'polite' ideas and designs which could come from style handbooks. The proportions and detailing of Georgian architecture follow set principles, and result in unfussy, straightforward buildings.

Only one large refined house ever existed in old Amble, the eighteenth century Amble House. Virtually all of the house was demolished in 1970; only a single home farm building survives at the rear of Bede House. On Gloster Hill, other minor gate piers, walls and mounting block near Gloster Hill Farmhouse remain from the late eighteenth or early nineteenth centuries.

- ***Early Nineteenth Century***

Many of the buildings recorded on the c1860 OS map in both Gloster Hill farm and in old Amble could date from this period. The former Congregational Chapel of 1845 in Gloster Terrace (now a Masonic Hall) is from this period and the style of the stone terrace on the north side of High Street also suggests they were built during this time. The single storey building at the other end of the high Street (now Olives' Tearoom & Coffee Shop) could also be early nineteenth century.

- ***Mid to Late Nineteenth Century***

Dating from the 1840s to the turn of the twentieth, Victorian architecture is very varied with many sub-categories, but much is based on showy, confident





themes designed to demonstrate the wealth and power of the building owner with splendid, high-class architecture. Rich, traditional materials are used – often brick, stone, timber and iron – with good quality, solid construction and plenty of flare. The three strongest Victorian revival styles were Gothic (defined by verticality, asymmetry, pointed arches, gables and carving), Italianate (with low roofs, bracketed eaves and some stucco) and Queen Anne (red brick with Dutch gables, white joinery, doorcases and terracotta). There were also other revival styles. In addition, the Arts & Crafts style began in the late nineteenth century.

Little of such exuberance or innovation touched Amble but much of the earliest architecture of Queen Street demonstrates a refined use of carefully tooled and polished sandstone, and decorative embellishments such as carved window surrounds and pilasters. The terraces of the mid-century are plain with no decoration, or just simple but refined sill-bands. As the century progressed, the terraces became more elaborate with bay windows and dormers being added. The height of such refinements was reached in Dilston Terrace where the bays are linked together by an elegant decorative canopy. These Victorian stone terraces have become Amble's vernacular buildings.

- *Late Twentieth Century*

The second half of the twentieth century saw a wide range of stylistic approaches develop and merge. Towards the end of the century, mass commercial housing tended to adopt architectural styles in only a cursory way, with generic suburban housing often demonstrating little depth or flare in its design, mixed materials, pale revivals of historic styles and extensive hard surfaces and garages.

Amble's suburban expansion after the Second World War was mainly funded from the public purse. Large housing estates appeared to both the south and west of the town, sprawling into the surrounding flat landscape.

### 5.2.3 **Features, Detailing and Materials**

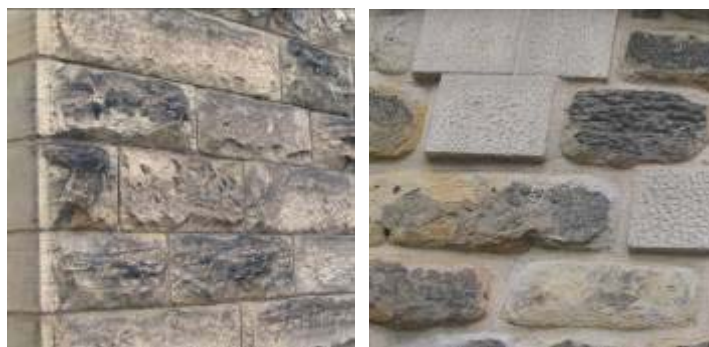
The character of Amble arises from a variety of different architectural features and simple detailing, as well as a uniformity of materials. The features are:

- masonry
- doorways
- windows
- shopfronts
- roofs, including ridges, eaves and verges
- dormer windows and rooflights
- chimneys
- rainwater goods, such as drainpipes and gutters

The simplicity of most of these features and the limited palette of materials contributes to the appealing plainness of much of the area's architecture. Some details have been altered more than others but a great deal of original material is still intact.

### 5.2.4 **Masonry**

The principal walling material throughout the traditional buildings of Amble is local carboniferous sandstone. A little of it in Queen Street is almost of polished ashlar quality but most is coursed blocks, usually with a decorative rock-faced finish. Some of the early nineteenth century buildings use sandstone blocks laid in courses, with the surface of the blocks lightly pecked with a fine chisel. In the late nineteenth century, brick began to arrive by rail and was put to use for new terraces or to add to old ones.



Consequently, brick additions to the ends of terraces are not unusual in Amble, whereas all-brick terraces and brick and stone mixed together in the middle of a terrace are somewhat unusual. Occasionally, some of Amble's stone terraced houses have been rendered or pebble-dashed following alterations to window openings, thus affecting the attractive uniformity and quality of the street scene; the fronts of one or two later stone terraces have been so extensively altered and coated as to show little of their original stone origins. However, most terraces retain their original window and door openings along with an original exposed stone finish.





All of Amble's nineteenth and early twentieth century public buildings like churches, schools, memorials and the library are also of sandstone, as are all the public houses except for the Blue Bell on Albert Street and the Schooner near the harbour which are both replacements in brick, timber and faience tiles. Although the Waterloo and the Mason's Arms are sandstone, they are both painted.

### 5.2.5 **Doorways**



Traditional domestic doors would have been either plain wooden plank doors in old Amble or panelled doors in the later and more refined buildings of the town. Not surprisingly, none of the original plain doors now survive in old Amble (although some do in the farm buildings on Gloster Hill) but, fortunately, some of the later, more refined ones do. Original doors are still to be found in Queen Street giving access to the upper floors, whilst other original timber doors survive in some terraces and public buildings. However, modern replacement timber doors and new plastic doors are becoming the norm in Amble, as in many other settlements in the UK.



Doors in terraces are often in threes, the middle one providing access to a shared alley to the rear. Door cases and porches are not a traditional feature but have been occasionally added to stone terraces, sometimes in stone but more often in light-weight modern materials.



### 5.2.6 **Windows**



As with Amble's doors, most original timber windows, which would have been either sliding sashes or plain casements, have not survived, not even in public buildings. Notable exceptions occur in both ground and first floors in Queen Street, and in High Street. Occasionally, original timber windows survive in individual stone houses or in some terraces, but many terraced timber windows have been replaced in plastic to modern designs. Finally, although some terraced building have changed the size and shape of their window openings, fortunately, many others have not, helping to retain much of the original character of the terraces.

Traditional stone bay windows are one of the pleasures of Amble's terraces. Fortunately,





neither the addition of new bay windows or the replacement of traditional bays in modern materials on the stone terraces are features of Amble.

### 5.2.7 **Shopfronts**



Most of Amble's shops are concentrated in Queen Street. Although most of the modern shopfronts are intrusive in such an

historic street, there are a number of obvious traditional quality. Although many of these shops were converted from houses, a run of about five on the south side of Queen Street, plus the Waterloo PH, seem to have begun life as

commercial premises. Several have the remains of common door and window surround treatments that could be used as the basis for an attractive restoration to restore some historic and visual quality back to this part of the street.



Beyond Queen Street there are a few corner shops which seem to have hung onto their quality shopfronts more; the undertakers on a corner of Church Street and the hairdressers on a corner of Leazes Street are good examples.



### 5.2.8 **Roofs**



Traditional dual pitch roofs are used almost exclusively throughout Amble with flat roofs confined to modern rear extensions or modern storage units at the harbour.



Although no traditional red pantiles survive anywhere in old Amble, modern red pantiles have been used on modern buildings in East Garth Avenue, The Beaches and Bede House in old Amble,

and in George Street, Percy Street and Harbour Road near the harbour. The traditional roofing material of Amble's stone terraces is grey or heather coloured Welsh slate that was brought into the town by the railways. Most terraces still retain their original slate cover but a small number have replaced the natural slate with artificial slate or with concrete roof tiles.

### 5.2.9 **Dormer Windows and Rooflights**



Neither are particularly strong traditional features of historic Amble although good traditional dormers appear on one terrace. A few modern, over-sized dormers have appeared on some terraces, and one single-storey terrace has had a new floor added in the form of huge dormers front

and back; raising the whole terrace another floor would have been much more visually satisfactory.





On most occasions traditional rooflights are less intrusive than dormers but sometimes can be too large or too numerous. So far, however, they are not a major visual problem.



#### 5.2.10 **Chimneys**

As heating systems have changed, chimneys have become one of the features of old buildings most vulnerable to removal and loss. Retaining chimneys, however, retains the intact historic character of older buildings (as well as allowing their re-use for open fires in the future). Most of the terraced buildings of Amble retain their chimneys and their pots, although some recent infill developments in the town have been built without either.



In terms of materials for chimney stacks, most Amble terraces have always had stacks made of red or yellow bricks, but a few were built with sandstone stacks.

#### 5.2.11 **Rainwater Goods**

Traditional domestic rainwater goods, including gutters and downpipes, were usually simple affairs, the earliest made of wood and then of metal, usually cast-iron as half round gutters and full round pipes. Gutters will have been supported on spikes driven into the walls rather than the modern way of mounting them on a timber fascia. In Amble, although plastic replacements are evident in a number of terraced houses, most of the better terraces have metal gutters and down-pipes. How many of these are still cast-iron is sometimes difficult to determine, but some of them will almost certainly have been replaced in a different metal.

### 5.3 **Contribution of Spaces**

Amble is a mixture of planned and unplanned street layouts and it is only recently that it has acquired a formally planned public open space. Its other two major open spaces have come about fortuitously, but only as the fallout from the failure of the town's nineteenth century industries. The main spaces in Amble are:

- streets and roads
- Queen Street
- Town Square
- harbour area
- former railway station area open space

#### 5.3.1 **Streets & Roads**

Roads, lanes and their edges make a strong contribution to character and appearance. Their meanderings among buildings, changes in level as they climb and dip, and the loss and gain of visual containment present an endless variety of combinations. They determine how and in what order a place is experienced.

The streets and roads of Amble offer a wide variety of long and short corridor views, some very stark in their straight uniformity while others meander through the urban fabric from one oddly-shaped road junction to the next. Such a variety of street experiences is enjoyable to those who know their way around Amble but perhaps confusing to those who do not.

Except at the few points where streets meet or skirt around the town's open spaces, each one of Amble's street spaces is visually contained by continuous building on both sides, giving a reassuring and interesting urban experience. However, there is one place where this comfortable street envelope has been crudely blown open, devaluing one approach to the town's premier shopping street. Approaching the west end of Queen Street, the most visible townscape feature along the High Street is the blank gable end of a large shop unit and the large untidy service yard behind it. This spoils the continuous





street envelope and is a poor introduction to Amble's handsome central shopping street. Visually contained street spaces make such a significant contribution to character that those stretches of street where this containment is missing or has become ambiguous, need to be investigated with a view to at least resolving the ambiguity or even restoring their containment as a way of reinforcing the character of the town.

A few other interesting features are also worth recording. Like many industrial towns, Amble has had at least two generations of street signs and examples of both generations still survive. On the corner of Ocean Road and Leazes Street a late nineteenth or early twentieth century metal sign is still in situ, and there are many examples of Amble's distinctive white-on-pale-blue metal signs throughout the town.



Although decorative metalwork is not a feature of Amble today (it may have been before the Second World War), some valuable fragments still survive from the past. Dilston Terrace retains two decorative iron newel posts, while a terrace on Bede Street has benefited from a modern fence improvement scheme to regain some of its former quality.

### 5.3.2 **Queen Street**

Queen Street would be just another of Amble's contained street spaces except for a number of unique features to set it apart. For one, it is a vista as well as a street as the view along it to the east is neatly terminated by Amble's skilfully located war memorial. For another, the quality of the buildings' design and materials is generally higher than any other street, although they are somewhat let down by inappropriate shopfronts and two poor quality modern infills. And finally, the street is the only one in Amble to be one-way for vehicles and therefore pedestrian-friendly making it safer, comfortable and sociable – all that a local shopping street should be. Although the public realm of Queen Street requires some maintenance to keep up its appearance, it is still one of the best spatial features of the town.



### 5.3.3 **Town Square**



Amble's new Town Square is intended to be the formal urban space that the town has never had, a space to represent the heart of the town as well as a focus for visitors. It was designed as a community exercise and in a timeline set in the floorscape winding round a huge sundial placed at the centre, it sets out the major events in the town's history. It

iconically uses the successes of the past to launch the town into a new future. However, in spite of its welcoming references to the past, the square lacks continuous use and continuous visual enclosure that the best of historic town squares have. It embodies the town's aspirations for the future, but has yet to look cherished. Its design and containment needs to be reviewed to determine what steps should be taken to improve it physically and to increase its use. Some of its existing features require maintenance.



### 5.3.4 **Harbour Area**



Amble's harbour is huge in area and greatly varied in levels and environmental texture. Starting from the west, it includes the car park on Leazes Street, the wet dock, the whole of Broomhill Quay back to the fishermen's storage units, the area around the Customs House, the timber jetty out to the end of the south pier, the south pier itself, the walkway parallel to Bay View, the shore of the bay and the grassy field and car parks which line the shore. This whole area is used for walking, parking and regular car-boot sales. It also has the enormous added bonus of being at the Coquet river mouth, one of the most exciting parts of Amble (and indeed of this part of the Northumberland coast). As such, the harbour area is one of Amble's greatest assets. Although it is



has evolved from the developments of the past, improvement could still be considered, a key issue being its urban edge. Over the years, the edge between town and harbour has become confused and blurred so that there is no feeling of 'gateway' from one townscape into the other, with the result that the quality of the sense of arrival in the historic harbour is reduced. The identities of harbour and town edge have suffered, to the detriment of both.



### 5.3.5 **Former Railway Station Area Open Space**



Another of Amble's inherited features is the area where the 1878 railway station and the two railways serving Amble's great coal delivery industry met at high level in a great diamond junction. In the 1960s the railways were closed, the tracks lifted and the site evolved into a public park. But, being descended from a railway junction, it is somewhat oddly shaped – it is virtually star shaped with development filling the spaces between the four irregular points of the star. It is not easy for such an unusual park to be absorbed into the town without it feeling left over from the past, yet to evolve into something with its own identity. Without understanding its origins, it is something of a townscape puzzle. It is still a valuable historic asset and a green lung for the town but its evolution into a park capable of linking Amble's industrial past with its greener future needs continuing.

## 5.4 **Atmosphere**

For Amble to become a conservation area may be a surprise to some. Conservation areas are often associated with grand architecture, not with the grind of industrial history and the traditional vernacular of terraced houses. But there is a place in the English conservation canon for the industrial and domestic heritage of both the working people and the industrialists that created the work. Designation as a conservation area of an industrial settlement such as Amble can represent the ultimate recognition of the achievements of both aspects of the industrial communities of the past. However, Amble is not just a post-industrial town like any other. The story of its evolution from a tiny agricultural hamlet, through a thrusting industrial centre, to a post-industrial town is unusually well recorded in its surviving



layout and townscape. In addition, it occupies a wonderful topographical location at the river mouth of one of Northumberland's finest rivers. It has the complex – and sometimes confusing – atmosphere of a place where small things have been made large and the large things now remain only as shadows of the past. The place has been enriched by its history but is now animated by a community wanting to evolve into a sustainable future, to the extent of creating a new iconic open space to celebrate this new aspiration. This makes Amble different than many other small industrial towns in the UK and the place feels different because of it.

## 5.5 ***Loss, Intrusion & Damage***

### 5.5.1 ***Neutral Parts***

Neutral areas are those which have a balance of positive and negative characteristics. The parts of Amble considered neutral in these terms are the areas of modern estates on the south of the nineteenth century town. They have positive characteristics, for example in their close proximity to the coast, but they do not relate in layout and built form to the old town.

### 5.5.2 ***Negative Parts***

Negative parts are those which detract from the overall character and appearance of the place. There are several parts of Amble that negatively affect the character of the town. The eastern end of the High Street has already been mentioned. In addition, the visual confusion and shabby appearance of the backlands north of Queen Street take away from the town's character, as do the car parks around the western and northern sides of the Town Square.

### 5.5.3 ***Incremental Change***

Gradual modernisation has seen several incremental changes to architectural features, detailing and materials, under two main themes:

- loss and replacement of original architectural details,
- inappropriate designs, materials and methods for repairs, alterations and new work.

Much of this has involved lower quality work, synthetic materials, and ill-informed or now-discredited approaches. The detailed variety in the architecture means that some change can be readily absorbed without too much harm but, as the architecture is simple, the palette of natural materials limited, and basic architectural features relatively modest, some changes can become particularly prominent. The attractively inconsistent balance this creates can be easily damaged through loss or alteration of those features, materials or design intent. There is not, however, a sufficient accumulation of change to have seriously weakened



character and appearance in any part of the area. Most changes in the town are the result of permitted development rights, ie. works which do not require planning permission.

Through designation, it will be important to try to curtail the most harmful damage and loss. It would also be important to find opportunities for reversing over time harmful changes to the architectural and historic qualities which give the area its distinctive character. Both would be more easily achieved with detailed guidance and incentives. Monitoring these and other changes should take place to ensure accumulated change over time does not further weaken or erode the area's special local architectural and historic interest.

#### 5.5.4 ***Loss and Replacement of Original Architectural Details***

Original architectural features which helped to define the special interest of the area have been lost incrementally over time, mostly windows, doors and rainwater goods. These are changes which have not required planning permission, although some may have received permission as part of a larger approval package. Original windows and doors have been replaced in the late twentieth century with plastic ones. In addition, houses have had their original window openings enlarged to accommodate the replacements.

The effect which fenestration has on a building's character and appearance should not be underestimated. Changes of material and design can dramatically alter the character and appearance of a building. This can be true if one in a set of windows is changed or if it is repeated across a whole façade. The visual effect of modern materials and inaccurate designs is invariably jarring against a well-aged building in natural traditional materials. The success of PVCu windows which attempt to copy the design and proportions of traditional windows, depends on the width and profile of the frames. It is generally the case that PVCu frames are thicker and more angular than timber ones, and can not accurately incorporate details such as mouldings, horns, beading and stained glass. PVCu 'glazing bars' are often false strips superimposed onto glazing which have a flat, flimsy appearance. Neither does PVCu take on the patina of time like timber. The result will almost always harm character and appearance. The same is true of 'fake' sash windows (top-hung casements) which rarely reflect the particular style of the building. These and other modern window styles often have clumsy, chunky proportions and are often placed flush with the face of the building, rather



than being set back into an appropriate reveal, thus losing depth and shadow to the building's architecture. Amble has experienced much use of modern replacement materials, but, on the positive side, most new windows and doors have been accommodated in the original openings.

#### 5.5.5 ***Inappropriate Designs, Methods and Materials***

There are a few cases of repairs, alterations and new work which have used designs, methods or materials which are inappropriate to the area's special local architectural and historic interest. Some of these would not have required planning permission, but others would have received consent. For example:

- Residential alterations and additions which include design features such as dormer windows, extensions and porches, which are not reflected in the vernacular of Amble's historic architecture.
- New materials and treatments which are not traditional to the area, such as painted render, pebble-dashing, painted stonework and synthetic modern roofing materials. These can be particularly challenging to the natural stone colour of the rest of Amble, whilst the artificial regularity, colouring and weathering of manufactured wall and roof materials dilutes the feeling of natural quality in parts.
- Parts of the nineteenth century town have been infilled since the 1920s with modern housing. The earliest housing before the Second World War fitted in reasonably well as much was in the traditional terraced form. However, after the War, with rising standards of accommodation, semis and terraces with generous gardens, back and front, were introduced into the old town and have in a few places eroded the compact character of Amble. In contrast, late twentieth and early twenty-first century housing infills either reflected the design of the stone terraces or were more tightly laid out, neither of which approach challenges the character of the town.



#### 5.5.6 ***Condition & Vacancy***

Poor condition and vacancy of historic buildings and land can undermine the character of a place and threaten the sustainability of its future. In Amble, the maintenance of its vernacular buildings has been generally good but the following buildings and sites in the town give cause for concern:

- The seventeenth/eighteenth century gate piers (listed Grade II) at Gloster Hill farm require inspection and possible repair.





- The three cast iron 1837 harbour boundary markers (listed Grade II) need inspection and repainting/repair as they are continuing to corrode.
- Access to the Hallbank Well (listed Grade II) needs to be opened, possibly following repair of the well structure and upgrading of its surroundings.
- The area of backland uses and buildings north of Queen Street needs review with a view to its upgrading and improvements to its appearance.
- The appearance of the surface car parks around the dock and harbour and in Oswald Terrace needs to be improved.
- The use and appearance of the car parks to the west and north of the Town Square need to be reviewed, with a view to improving their appearance in the short term and possibly building on them in the longer term to provide visual containment for the Square.

These concerns will need to be positively addressed to prevent harm to character and appearance in the short to medium term.

#### 5.5.7 ***Damage to Spaces***

Amble's roads and spaces do contribute positively to its character, but the following matters are of concern:

- Problems with the appearance and treatment of the harbour are discussed above. These require review in the context of the changing use of the harbour and shore, and future options established for discussion to resolve concerns.
- The need to further evolve the former railway station open space has been described above and this should be investigated.
- Amble is no different from most places in that the public realm of streets and incidental spaces tends to evolve over the years in a piecemeal fashion. A review, therefore, of its contribution is overdue, considering the following:
  - Roads, pavements and spaces: An audit of current materials as well as an investigation to determine what original materials may currently concealed underneath them, with the intention of establishing a more uniform treatment and possibly maximising original surviving surfaces.
  - Preparation of a scheme to change the appearance of the north west corner of Queen Street by improving the appearance of the blank wall of the recent shop and screening off the view of the rear service yard.
  - Overhead wires and poles: these clutter parts of the town and a scheme for re-routing and removal of poles could be explored.
  - General street clutter, eg. bollards, signs, post boxes, etc: this could be audited and as much of the unnecessary, non-historic clutter as possible removed and the rest imaginatively redesigned or re-sited where necessary.
  - Trees: although there are only a few trees in the nineteenth century town, and only one is protected by a Tree Preservation Order (see page 52), all play an important part in softening road junctions, adding visual interest to long streets and marking the boundaries of important sites. They should be audited for condition and management. Opportunities for additional tree planting to help to reinforce the character of Amble should also be investigated.

## 6 ***Designation & Management Matters***

### 6.1 ***Designation***

The 2005 scoping study recommended that Amble be considered for designation as a conservation area because of its special historic, architectural and townscape interest. This special interest, based on factors such as history, quality and integrity, has been assessed in the preceding chapters, and it is on the basis of this assessment that Amble Conservation Area has been designated.

#### 6.1.1 ***Summary of Amble's special architectural and historic interest***

Amble's special historic interest derives from the story of its evolution. The earliest known archaeological artefacts found locally suggest that several locations within the current area of Amble were occupied by prehistoric settlement. Although the search for a Roman period settlement at Gloster Hill has not yet yielded success, the fact still remains that a Roman altar was found nearby and the derivation of the name is probably from the Latin *castra* or fort. Medieval remains in modern Amble include a fragment of a monastic grange and a wellhead. The same well has fabric from the eighteenth century while the surviving decorative gate piers in Gloster Hill indicate the presence of a mansion of the seventeenth and eighteenth centuries. The tiny agricultural hamlet of Amble was dramatically extended in the 1830s with a planned settlement to the east, and both hamlet and extension blossomed into a fully fledged Victorian industrial town within 60 years. Boom conditions continued into the mid twentieth century when the progressive closure of the south east Northumberland coalfield triggered economic decline. Through government support and local community enterprise, the town has fought back and new employment has been introduced into the town. The spirit of this enterprise is represented by Amble's new iconic Town Square.

Amble's special architectural interest may not be obvious in the conventional understanding of set pieces in different period styles. In fact it has been described as having "few buildings of distinction". However, this ignores several facets of Amble's architecture. First, within its current boundaries 26 buildings and structures are listed. Secondly, Queen Street has a set piece of early Victorian provincial shopping, with original shops and residences of quality design and materials. Finally, the place's sandstone vernacular terraces represent the period

from the early nineteenth century to the 1930s, the golden age of the north east industrial stone terrace, worthy of research and protection in their own right.

Sufficient of these special interests and qualities survive with a coherent integrity on the ground to give Amble the special character and appearance it needs to be a conservation area.

#### 6.1.2 ***The desirability of preserving or enhancing Amble's character and appearance***

Even before designation, decisions had already been made that certain parts of Amble should be preserved and enhanced. Amble has 26 buildings scattered through the town which are listed, plus one tree group covered by a Tree Preservation Order (see page 52).

The whole settlement provides the physical and cultural context for all these interesting components and, in addition, it provides huge added value of place and history which is more than just the sum of its individual parts. The overall integrity of the place makes sense of these components, and provides the continuous cultural environment in which they can be experienced. It also has its own existence as the long established and significant settlement of Amble itself, and is therefore more than merely the cultural and environmental glue that holds its individual parts together.

Therefore, both as a context for interesting buildings and spaces, and as a historically and culturally valuable entity in itself, it is desirable for the character and appearance of Amble to be preserved and enhanced.

#### 6.2 ***Agreed Boundary***

The drawing of a conservation area boundary for any isolated country or coastal settlement may be complex so it is best to be guided by sound principles. PPG15 suggests the use of consistent local (ie. District-wide) standards to ensure conservation areas are not 'devalued' by drawing boundaries to include areas without special interest. The principles for a boundary for Amble should therefore be the following:

- begin with the minimum area of the core of the settlement,
- extend this by adding additional areas of strategic conservation importance, such as in protecting the settlement from potential future threats from nearby existing development or settlement expansion, or because they are part of the natural landscape context of the area and deserve to be protected with it;
- 'holes' of undesignated parts within a continuous boundary should be avoided,
- avoid taking boundaries along the middle of a road or waterway where character is similar on both sides,
- run boundaries along visible features on the ground, where possible.

Applying these principles – especially the first two – to Amble produces the boundary shown on Map 1. The core settlement of old Amble, its early nineteenth century planned extension and the former railway landscape feature, have been



combined with the harbour at the east end to form the agreed conservation area. Also, as Amble is well away from other settlements, there has been little need to include additional strategic open landscape that may be threatened by development from other nearby settlements.

### 6.3 ***Planning Policy***

Now Amble is designated as a conservation area, the current development plan policies as listed in section 7.4 below apply. Guidance should always be sought to identify any newly issued policies or guidance.

However, one existing policy stands out as inviting possible amendment. Saved Policy ED8, which encourages the upper floors of Amble shopping centre to be brought into use, is to be encouraged as too often potentially productive spaces over shops in centres are left vacant. However the policy only encourages office use (B1) of the upper floors. It is, therefore, suggested that this policy be modified to also encourage residential use too as Amble, like many other towns, could benefit from a policy that encourages 'living over the shop'.

### 6.4 ***Suggested Amendments and Additions to Listed Buildings***

#### 6.4.1 ***Amendments to Existing Listed Building Records***

The current list of listed buildings requires one modest amendment. The address of a property described as 'Main block of Co-operative Society premises' is only given as 'Queen Street (North Side)' without any street numbers, which does not help with identification on the ground.

#### 6.4.2 ***Suggested Additional Listed Buildings***

The listing of suitable buildings of architectural or historic interest is carried out by English Heritage on behalf of the government, so possible listings can only be suggested. The following are therefore suggestions for initial consideration:

- Bede House, Bede Street
- Ryecroft House, Gibson Street
- Schooner PH, Lime Street

In addition, two kinds of buildings in Amble should be researched to explore the possibility of any listings within them. The research areas are:

- Amble has several 1830s buildings built as shops with housing above, particularly at the west end of the south side of Queen Street. The upper floors, shop surrounds and doors of some of them are still relatively intact. They need to be surveyed to determine the extent of survival and then considered for possible listing.
- The history and surviving architecture of Amble's considerable legacy of stone terraces should be researched and then terraces considered for possible listing.

## 6.5 **Possible Enhancement Schemes**

Because of the desirability of keeping the rugged, working character of Amble, extensive environmental improvement could risk gentrifying or sanitising its public spaces and streets. Part of the town's attraction is its rugged appearance which, in general, it is better to retain. However, there are certain operations that would benefit the appearance of the town in general. Some of these have already been mentioned above and include the following:

- **Streets**
  - *Visual Containment*: identify where this is missing and make good with landscape or development, especially at the east end of the High Street;
  - *General Improvements*: audit street surfaces and repair to create a greater sense of unity and to restore traditional surfaces where appropriate. Investigate re-routing of unsightly overhead wires and poles from visually sensitive areas.
- **Spaces**
  - *Queen Street*: develop policy to control the quality of any new building infills. Prepare a face-lift grant scheme to raise the quality of the existing shop fronts. Audit the survival of period features in the shops at the west end of the south side of the street, with a view to preparing a face-lift and restoration scheme supported by grant aid.
  - *Town Square*: review existing visual containment problems and prepare a supported scheme to remedy them. Review maintenance of features in the Square, especially the circle of raised seating which is showing problems;
  - *Former Railway Station Area*: review design and treatment and evolve the design further towards an urban park to give the space a more distinctive identity;
  - *Harbour*: review the layout and treatment of the Harbour's urban edge to establish a better transition from urban area to Harbour, in the interests of the identities of both areas.
- **Decayed & Vacant Buildings & Sites**:
  - *Listed Buildings*: the following listed buildings require inspection and possible repair – the seventeenth / eighteenth century gate piers at Gloster Hill, the three cast iron harbour boundary markers near the Coastguard Houses, the Hallbank well needs improved access and up-grading of its surroundings;
  - *Backland*: the area of backland uses and buildings to the north of Queen Street needs a review leading to upgrade and improvement of appearance.
  - *Car Parks*: the appearance of the car parks around the dock and harbour and in Oswald Terrace needs to be improved. In the short-term, while a scheme for the better visual containment of the Town Square is being developed, the appearance of the car parks on the west and north sides of the Square should be improved.
- **Raising Standards**
  - *Terraces*: choose a stone terrace to develop as a pilot restoration and

improvement scheme, with grant aid incentives and with the co-operation of the owners. This could serve as a model for similar terraces in the town;

- *New Infill Designs*: develop policies to raise the design and contextual quality of new buildings in the nineteenth century historic town.

## 6.6 **Future Management**

Change is an inevitable component of most conservation areas; the challenge is to manage change in ways which maintain and, if possible, strengthen an area's special qualities. The character of conservation areas is rarely static and is susceptible to incremental, as well as dramatic, change. Some areas are in a state of relative economic decline, and suffer from lack of investment. In others, the qualities that make conservation areas appealing also help to encourage over-investment and pressure for development in them. Positive management is essential if such pressure for change, which tends to alter the very character that made the areas attractive in the first place, is to be limited.

Proactively managing Amble Conservation Area will therefore be an essential way of preserving and enhancing its character and appearance into the future. New English Heritage guidance suggests the following topics should be considered when addressing the need for a management strategy for the area:

- boundary review
- article 4 directions
- enforcement and monitoring change
- buildings at risk
- site specific design guidance or development briefs
- thematic policy guidance (for example on windows or doors)
- enhancement opportunities
- trees and green spaces
- urban design and/or public realm
- regeneration issues
- decision making and community consultation
- available resources

In addition, development plan policies and Council procedures which relate to all conservation areas in the district will be applied to Amble now that it is a conservation area.



## 7 *Additional Information*

### 7.1 *Other Designations*

#### 7.1.1 *Listed Buildings*

Entries on the 'Statutory List of Buildings of Special Architectural or Historic Interest' cover the whole building (including the interior), may cover more than one building, and may also include other buildings, walls and structures in the building's curtilage. Contact the Council for more advice (see page 7). There are currently 19 listed building entries for Amble and 2 for Gloster Hill, covering at least 26 buildings. The Amble entries are:

<b>Name</b>	<b>Grade</b>
Boundary Stone, 6 Coastguard Houses	II
Boundary Stone, 1 Coastguard Houses	II
Boundary Stone, Cliff cottage	II
Gate piers, gates and walls, The Vicarage	II
Church of St. Cuthbert	II
Gate piers, gates and walls, Church of St Cuthbert	II
The Vicarage and outbuildings	II
Ruined wall, Roman Catholic Church	II
Wellhead, Hallbank	II
Screen and spire, East Cemetery	II
3,5,7 North Street	II
Waterloo PH, Queen Street	II
The Dock PH, Queen Street	II
Co-operative Society, Queen St (north side)	II
31-39 odd, Queen Street	II
41 Queen Street	II
Walls and gate to War Memorial Garden	II
Clock Tower War Memorial, Queen Street	II
Radcliffe War Memorial, Queen Street	II

### 7.1.2 **Tree Preservation Orders**

Tree Preservation Orders (TPOs) are made by local authorities to protect visually strategic groups or individual specimens of trees from damage such as felling, lopping or topping. Trees not only soften the environment, they add the colours of changing seasons, shade and, in a shelter belt, can hide unsightly developments from view. In Alnwick District, some TPOs are made by the District Council and some by the County Council, but both have the same legal status.

There is currently only one TPO in Amble, protecting a tree group off High Street just next to the Co-operative service yard behind the Queen Street shop.

### 7.1.3 **Area of Outstanding Natural Beauty (AONB) and Heritage Coast**

At Amble only the Coquet River itself lies within the Northumberland Coast AONB. The aim of this designation is to conserve and enhance the natural beauty of the coast, whilst taking into account the economic and social needs of the local communities in it. The promotion of leisure and recreation is not an objective of the designation.

The north Northumberland coast is also designated as Heritage Coast which adds the objectives of facilitating and enhancing the enjoyment, understanding and appreciation of the area by the public, and of maintaining and enhancing the health of the inshore waters and beaches. Again, only the river at Amble lies within this designation.

### 7.1.4 **Local Nature Reserve**

There is a no Local Nature Reserve at Amble Dunes, on the coast south of the town.

### 7.1.5 **Other Special Protection Designations for the River and Coastline**

The Coquet and coastline at Amble is subject to several special biodiversity protection designations, including a Site of Nature Conservation Importance (SNCI), a Site of Special Scientific Interest (SSSI) and Coquet Island Special Protection Area (SPA) and Proposed Special Protection Area (pSPA) and RAMSAR Site. All of these designations have protection under the district-wide Local Plan.

## 7.2 **Archaeological Records**

Northumberland County Council's record of archaeological sites, whether they are scheduled ancient monuments, listed buildings or neither, are accessed through the national archaeological data base, Archaeological Data Services (ADS). This website, which also includes entries from English Heritage, National Trust and Defence of Britain, can be accessed via [www.northumberland.gov.uk](http://www.northumberland.gov.uk).

There are 16 entries for the Amble area. They include two early records – a find of Prehistoric cemetery mounds at the coast and a Bronze Age cemetery of at least 20 graves in a quarry south of the town. The finding of the Roman alter near Gloster Hill is also recorded, as is the monastic cell and medieval tower on Coquet

Island. Other medieval sites include the wall fragments next to the Catholic Church and the nearby Hall Bank well head. Medieval salt pans are recorded at Gloster Hill and Amble's Pan Point area, and Hill's seventeenth and eighteenth century gate piers and walls are mentioned. Warkworth Harbour of 1837 onwards, with its attendant railway, station and wagonway, is also included and a nineteenth century coal shaft is recorded south of the town. Finally, from the Second World War, the sites of a pillbox and a prisoner of war camp at Amble are recorded although both have been destroyed.

The same 16 entries are also included on the 'Keys to the Past' web site ([www.keystothepast.info](http://www.keystothepast.info)) which carries historic information on many sites in Northumberland (and in County Durham too). This site is aimed at a more general audience.

### 7.3 ***The Implications Of Conservation Area Status***

The local planning authority has a statutory duty to pay special attention to the desirability of preserving or enhancing character and appearance of conservation areas in exercising their planning powers. In particular, the local authority has extra controls over the following in conservation areas:

- demolition
- minor developments
- the protection of trees

#### 7.3.1 ***Demolition***

Outside conservation areas, buildings which are not statutorily listed can be demolished without approval under the Town & Country Planning Act 1990 (as amended). Within conservation areas, the demolition of unlisted buildings requires conservation area consent. Applications for consent to totally or substantially demolish any building within a conservation area must be made to Alnwick District Council or, on appeal or call-in, to the Secretary of State. Procedures are basically the same as for listed building consent applications. Generally, there is a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of the conservation area.

#### 7.3.2 ***Minor Developments***

Within a conservation area, legislation<sup>5</sup> states that there are certain cases where permission must be obtained before making alterations which would normally be permitted elsewhere. This is to ensure that any alterations do not detract from the area's character and appearance. The changes include certain types of exterior painting and cladding, roof alterations including inserting dormer windows, and putting up satellite dishes which are visible from the street. The size of extensions to dwellinghouses which can be erected without consent is also restricted to 50m<sup>3</sup>.

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<sup>5</sup> Town & Country Planning (General Permitted Development) Order 1997



Under Article 4 of the same legislation, there can be further measures to restrict other kinds of alteration which are normally allowed under so-called 'permitted development rights'. These measures, called Article 4 Directions, can be selective in the buildings they cover within the conservation area, and the types of restriction they impose depending on how they might affect key building elements and so character and appearance. These Directions effectively control the proliferation of relatively minor alterations to buildings in conservation areas that can cumulatively lead to erosion of character and appearance over time. Development is not precluded, but selected alterations would require planning permission and special attention would be paid to the potential effect of proposals when permission was sought. Examples might be putting up porches, painting a house a different colour, or changing distinctive doors, windows or other architectural details. The local authority has to give good reason for making these restrictions, and must take account of public views before doing so.

To many owners, any tighter restrictions or additional costs, such as for special building materials, are more than outweighed by the pleasure they derive from living in such an area.

#### 7.3.3 **Trees**

Trees make an important contribution to the character of the local environment. Anyone proposing to cut down, top or lop a tree in a conservation area, whether or not it is covered by a tree preservation order, has to give notice to the local planning authority. The authority can then consider the contribution the tree makes to the character of the area and if necessary make a tree preservation order to protect it.

#### 7.4 **Current Development Plan Policies**

The following policies would be generally applicable to development in settlements within Alnwick District and will apply to Amble Conservation Area now it is designated.

- Core Strategy Policies
  - S1-S23
- Saved Policies from Alnwick District Wide Local Plan
  - BE2, BE8, BE12, BE13, H19

#### 7.5 **Unlisted Buildings In A Conservation Area**

When considering the contribution made by unlisted buildings to the special architectural or historic interest of a conservation area, the following questions might be asked<sup>6</sup>:

- Is the building the work of a particular architect of regional or local note?

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<sup>6</sup> Taken from *Guidance on Conservation Area Appraisals*, English Heritage, 2006

- Has it qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of the buildings in the conservation area?
- Does it relate by age, materials, or in any other historically significant way to adjacent listed buildings, and contribute positively to their setting?
- Does it individually, or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?
- Does it have significant historic association with established features such as the road layout, burgage plots, a town park or a landscape feature?
- Does the building have landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historic associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?
- If a structure associated with a designed landscape within the conservation area, such as a significant wall, terracing or a minor garden building, is it of identifiable importance to the historic design?

Alnwick District Council believes any one of these characteristics could provide the basis for considering that a building makes a positive contribution to the special interest of a conservation area, provided that its historic form and values have not been seriously eroded by unsympathetic alteration.

## 7.6 Sources

The following sources were used in production of this appraisal:

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- *Northumberland Place-Names*, Stan Beckensall, Butler Publishing, 2004
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- *Medieval Castle, Towers, Peles & Bastles of Northumberland*, T H Rowland, Sandhill Press, 1987
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- *Ports and Harbours of Northumberland*, Stafford Linsley, Tempus, 2005
- *Victoria County History: Northumberland*, Volume 2, 1895
- Northumberland County Archives, Woodhorn
- letter from G C Wood, 14 August 2007
- letter from G D Davison, 19 August 2007
- [www.keystothepast.info](http://www.keystothepast.info)
- [www.northumberland.gov.uk](http://www.northumberland.gov.uk)

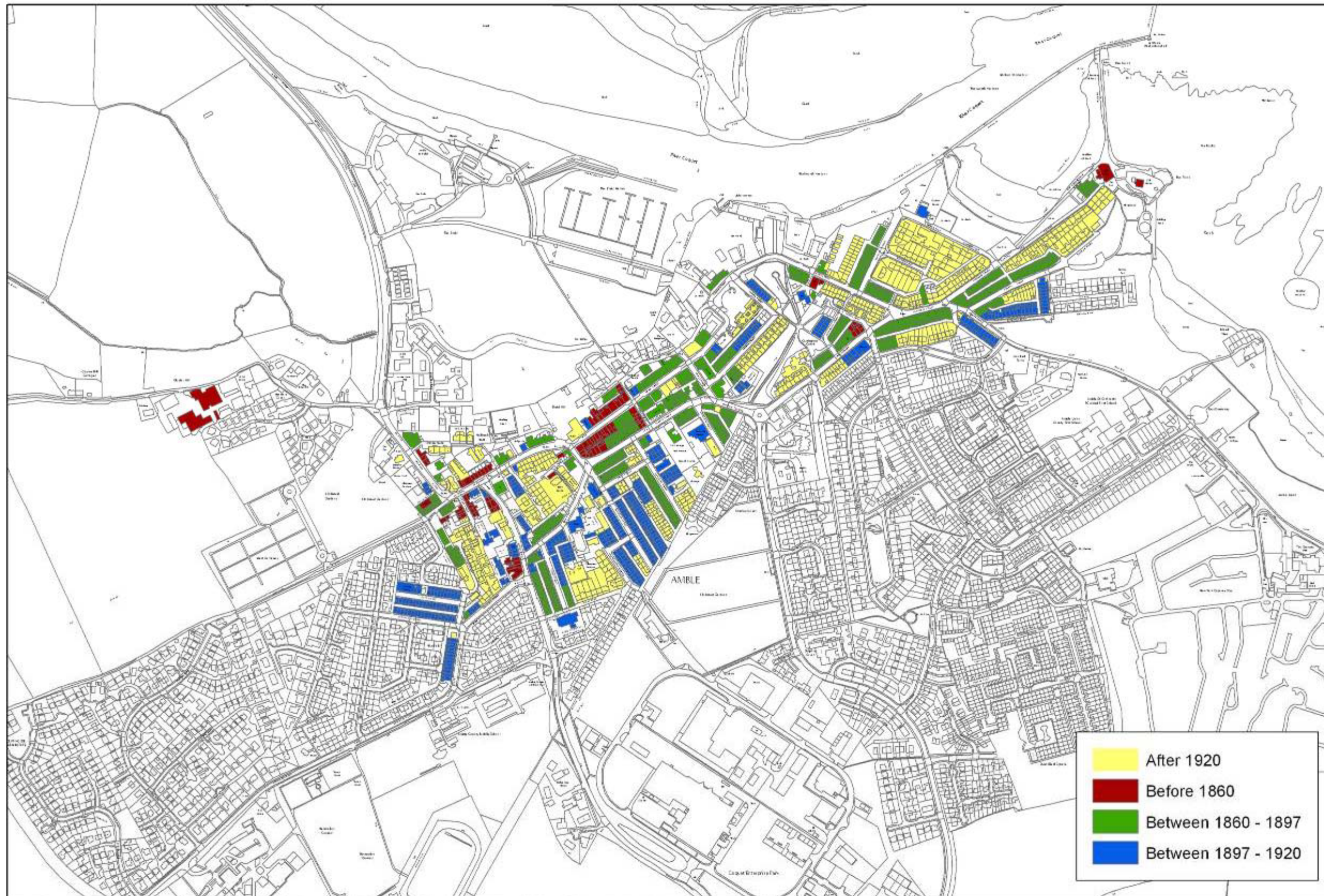
### 7.7 ***Photographic Record***

Photographs taken during site survey for this report are contained in a digital archive held by Alnwick District Council.



**Map 2. Approximate Age of Buildings**

Based on OS maps from c1860, c1897 and c1920, plus on-site analysis. The map only addresses buildings in Amble's 1920s extent, and is only indicative.



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### Map 3. Other Designations



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