

Berwick-upon-Tweed Borough Council

Planning Unit

Tweedmouth

Conservation Area



Part 1: Character Appraisal

Part 2: Management Strategy

Produced by

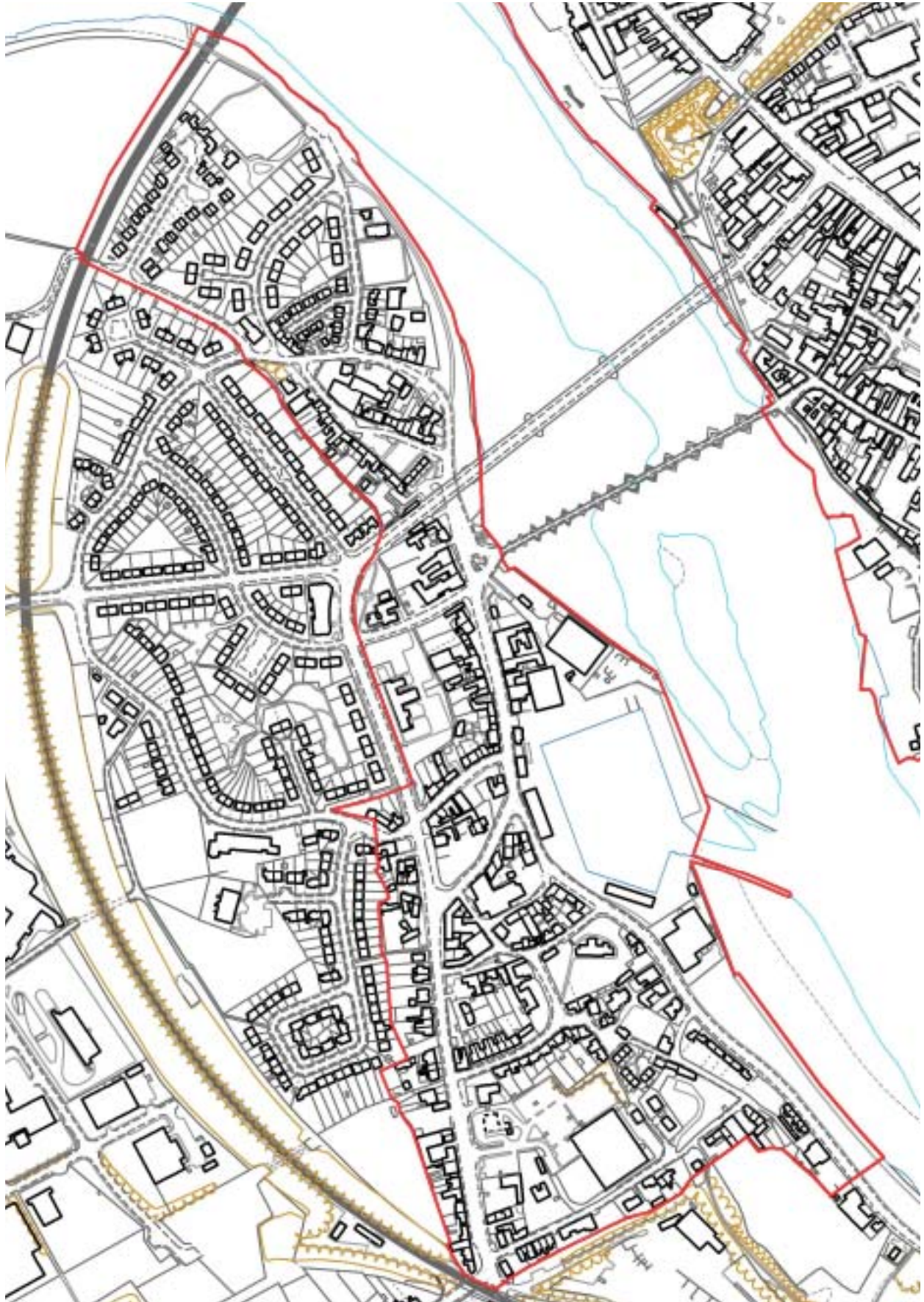


NORTH of ENGLAND CIVIC TRUST

**Final
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www.berwick-upon-tweed.gov.uk

Map 1. Tweedmouth Conservation Area Boundary (see Map 4 for street names)



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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”¹. 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 12 in Berwick-upon-Tweed Borough, as set out below:

- Bamburgh
- Belford
- Berwick-upon-Tweed
- Chatton
- Holy Island
- Kirknewton
- Norham

¹ Planning (Listed Buildings & Conservation Areas) Act 1990, s69.

- North Sunderland
- Seahouses
- Spittal
- Tweedmouth
- Wooler

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 them². The local planning authority also has extra powers in conservation areas over demolition, minor developments, and tree protection (see page 119). Government policy in PPG15³ 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 Berwick-upon-Tweed borough is the Local Plan, adopted 1999 and the county-wide Joint Structure Plan, adopted 2005. Under the government's new planning system, the Council will soon work to update these as a single Local Development Framework (LDF), a portfolio of planning documents used to plan and control development across the borough.

1.3 **This Character Appraisal and Management Strategy**

Tweedmouth Conservation Area was designated on 25 September 1991. This Character Appraisal and Management Strategy were prepared during spring and summer 2006 by North of England Civic Trust for Berwick-upon-Tweed Borough Council. Extensive community involvement was included during 2006, and a draft version was put out for public consultation during 2007. This final version, which takes account of responses given, will be adopted as council planning policy. The document can be downloaded from www.berwick-upon-tweed.gov.uk.

The document is split into three main parts:

- **Part 1: Character Appraisal** (*dark brown footer*)
- **Part 2: Management Strategy** (*light brown footer*)
- **Appendices** (*grey footer*)

Sub-area summaries are included at the back.

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 the area. The character appraisal

² Planning (Listed Buildings & Conservation Areas) Act 1990, s72 and s71

³ Planning Policy Guidance Note 15: Planning & The Historic Environment

and management strategy 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 the conservation area or this character appraisal and management strategy, please contact:

- Annette Reeves
Conservation Officer
Council Offices
Wallace Green
Berwick-upon-Tweed
Northumberland
TD15 1ED
- Tel: (01289) 330 044
- E-mail: ar@berwick-upon-tweed.gov.uk

Information can also be provided in other languages and alternative formats eg. Braille, audiotape and large print. For further information please contact Annette Reeves on (01289) 330 044.

2 *Location and Context*

2.1 *Location*

The conservation area covers much of Tweedmouth, an historic settlement in the borough of Berwick-upon-Tweed in north Northumberland. Tweedmouth Conservation Area is at the mouth of the River Tweed on the south bank opposite Berwick-upon-Tweed on the north bank; as the river turns south at this point, Tweedmouth is actually west of Berwick. Just to the south is the village of Spittal. All three settlements are conservation areas. Tweedmouth is some 5 miles from the Scottish border, 58 miles south of Edinburgh and 60 miles north of Newcastle upon Tyne. Its approximate centre is at grid reference NT 994 525.

The conservation area is in the Seton borough ward and the Berwick East county ward. In the 2001 census, Seton ward had a population of 1,666 (some 6.5% of the borough's population), much of which is in the conservation area.

2.2 *Boundary*

The boundary has not changed since designation in 1991. It is based on the historic Tweedmouth settlement plus growth north and south, creating a long, narrow area running along the river and up its banks. It currently excludes growth west towards the railway embankment which encircles the settlement and development south towards Spittal (see *Map1*).

Starting at the northern tip, the boundary runs south from a point just north of the Royal Border Bridge along the river's edge, taking in the Berwick Bridge bridgehead, and hugging the outline of Tweed Dock and its jetty on the way. After including part of the green open space east of Dock Road, the boundary turns west to include the former Borough Waterworks and its compound, then continues west up the bank hugging the back of plots on the south side of Mount Road (but excluding a small part of the garden to No.19). At Main Street, it excludes the railway bridge, turning north to run along the back of plots on the west side of Main Street, including No.138's backland plot, excluding part of the long garden associated with No.118 (which stretches back to Ladywell Road), and including a narrow strip of land east of No.116 and Meadow Cottage. The boundary then crosses Osborne Road and dog-legs west then east to include No.8's garden (but not the path running along its north boundary) before crossing Prince Edward Road

to include public open space west of No.24 Kiln Hill. From here, it runs north along the east pavement of Prince Edward Road to the Royal Tweed Bridge (taking in the bridgehead and first full span), then continues north along Yard Heads. It crosses Blakewell Road to continue up Riverdene to the Royal Border Bridge where it turns back east along its north face, thus including several spans of the bridge from Riverdene to the river's edge.

2.3 **Context**

2.3.1 **Geology**

Tweedmouth Conservation Area is at the northern tip of the North Northumberland Coastal Plain countryside character area (no.1)⁴. This area is a narrow, low lying coastal plain with wide sea views and several rivers, including the Tweed, meandering across it. The plain is underlain by Carboniferous sedimentary rocks, here consisting of repetitive successions of limestones, shales and sandstones, intruding through which is the Whin Sill, sheets of igneous rock which outcrop as headlands, cliffs and islands along the coast. Inland, glacial boulder clay deposits conceal most of these solid rocks. This geology has influenced the character of the area with local pinky-grey sandstones being the principal building materials and earlier pantiles and brick probably being made from local clay deposits.



Local pinky-grey sandstone

2.3.2 **Topography and Aspect**

Topography is key to the area's character, with the north-south linear settlement starting on lower lying land at the river's edge and growing westwards up the banks. This generates a linear development pattern running parallel to the river on both levels (eg. West End, Tower Road, Dock Road, Main Street, Yard



Linear development pattern created by river bank topography

Heads, Prince Edward Road) and steeper east-west routes linking them (eg. Blakewell Road, Kiln Hill, Union Brae, Church Road, Mount Road). The church and development around it sit on a slightly raised outcrop, with the lower end of a (now culverted) tributary running towards the river just north of this at Mill Strand.

The north of the area is lower and flatter in the lee of the river's last great turn before it meets the sea, whilst to the south of the conservation area, land rises

⁴ 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.



Where buildings follow a slope, they tend to step along the gradient

significantly, separating Tweedmouth from Spittal. In the east, the lowest lying parts at the foreshore are reclaimed land, including around the dock, whilst to the west, land flattens out into a plateau, part within the area (east of Main Street around the Co-op superstore) and part out of the area (large areas of housing west of Prince Edward Road).

Most of the conservation area's development has responded to this topography, eg. roads follow less steep routes and, where buildings sit on slopes, they step down along the gradient. The Royal Tweed Bridge is the main element to defy topography, creating a flat route in spite of the shape of the river valley below, and generating dramatically juxtaposed levels in the middle of the conservation area. The Royal Border Bridge also defies topography

in this way, but with less invasive results for Tweedmouth (if not for Berwick).



Laid out to enjoy a southerly aspect

Land in the conservation area generally has an easterly aspect. Even though much development responds to this, looking out towards the river, most has simply followed the prevailing development pattern rather than responding to aspect. The reason for the southerly aspect of No.116 Main Street – one of only a handful of historic houses in the area to do so – is unclear.

2.3.3 **Setting and External Relationships**

Tweedmouth Conservation Area is just a part of the wider collection of settlements at the mouth of the River Tweed. The rest of Tweedmouth stretches out to the



West of the conservation area – inter-war housing, railway embankment, industrial areas and open hills beyond

west and south of the conservation area. The elevated arc of the railway embankment carrying the east-coast mainline neatly, though artificially, defines

the main settlement's limits, the segment between the conservation area and the embankment being filled mainly with streets of mid-twentieth century social housing (most like that at Blakewell Gardens inside the area). West of the embankment is a large industrial area with more housing and open fields beyond. To the north are open fields along the river banks, and to the south the flat green space at the river's

edge and a steeper wooded bank behind (the Goody Patchy) head towards Spittal, with former railway yards on flatter land above.

The relationship with the river is fundamental to Tweedmouth's existence and its development pattern. Although the river itself is not currently in any of the three



The river and the vast space of its estuary is key to the conservation area's setting

conservation areas at the mouth of the Tweed (nor the entirety of the three bridges which cross it), the vast open space it generates is crucial to Tweedmouth's setting, and to understanding its bridgehead origins and industrial growth. Although filtered by the Royal Border Bridge, the wider expanse of river north of the area, and the fields and banks which line it, are also an important backdrop and delimiter to Tweedmouth. Across the river, the town of Berwick-upon-Tweed rises steeply from the north banks to provide a dramatic, ever-present backdrop to Tweedmouth. The visual relationship between the two is just as important as the historic one and



Berwick and Spittal, particularly the Point, have strong visual relationships with Tweedmouth

because of its proximity and prominence, changes in Berwick will have an impact on the character and setting of Tweedmouth. Although much of

Spittal is obscured from Tweedmouth, Spittal Point also has a mutual relationship with Tweedmouth; change there will affect character and setting here.

Tweedmouth's growth is partly defined by the changing route of the Great North Road (see next chapter) but, although the A1 now skirts Tweedmouth, much traffic through the settlement is Berwick-bound. The upper route of Main Street, Prince Edward Road and the Royal Tweed Bridge is a principal local north-south artery, whilst the lower level of Main Street is a more minor route with traffic heading south from (one-way) Berwick Bridge. Union Brae and Kiln Hill link these two main routes, and the busy roundabout at the Royal Tweed bridgehead is also joined by the main link road from the A1 from the west, outside the conservation area. Other streets tend to carry only local traffic, eg. off Blakewell Road to the north and Dock

Road to the south. As well as road networks, the Dock means seafaring links also play a big part in linking the conservation area to the outside world. In contrast, despite the prominence of the railway in the place's development pattern, there is now no railway station in Tweedmouth.

2.3.4 **Views out of the Area**

Views out of the area are dramatic, dominated by the river itself, and by the



Exciting panoramic views of Berwick are clearly laid out from many points in Tweedmouth

powerful presence of Berwick rising up its steeper, higher river bank to the east. From the upper levels and open riverside stretches of Tweedmouth, exciting and visually stimulating panoramic views of Berwick, the river and bridges are laid out, framed and filtered in the north by the Royal Border Bridge, enclosed to the south by Spittal Point and Carr Rock, but arrestingly open to the North Sea in the middle. Tipped by the Town Hall spire, this is a most stimulating scene with a clean horizon, and Tweedmouth has large publicly accessible spaces from which to study it (eg. Dock Road, Riverside Road, the Berwick Bridge bridgehead, Tower Road and Pudding Lane (the Royal Tweed Bridge bridgehead)). Glimpsed down Union Brae and Kiln Hill, the same scene is neatly framed by buildings, and pierced by Tweed Dock's cranes. The Town Hall spire is a ready orientation landmark.

Views of the bridges at the water's edge are particularly stimulating, the variety of their arches and spans competing with and complementing each other to create dynamic, layered pictures which filter views of the river beyond.





Nineteenth century terraces to the south through railway bridges, and to the north west



Other views out of the area are restricted by topography

and the railway. At the top end of Main Street, heavy masonry railway bridges enclose the scene but views out through them along Etal Road and Northumberland Road are stimulating, including Victorian stone terraces on both. Views out along Osborne Road and Ord Drive demonstrate the difference in character of housing to the west, whilst the same view up

West End Road is enlivened by surviving nineteenth century terraces halfway up the bank. General views west are closed by topography but, from Berwick, views west are tipped by industrial plant bristling above the railway embankment. To the south, land rises significantly away from the river and a clear, tree-scattered horizon can be seen from the Royal Tweed Bridge.

Elevated views of Tweedmouth itself are striking and it is most unusual for such all-encompassing views of an entire historic settlement to be possible. The problem



Elevated views of Tweedmouth from the bridges and from Berwick's riverside

is, of course, that they are fleeting because such views are only obtained from trains flying over the elevated embankment and Royal Border Bridge. The magnificent, expansive, animated scene from the railway created by Tweedmouth, Berwick, Spittal and the

estuary between them is regionally (and possibly nationally) significant, but it is a joy all too soon gone.

However, the settlement can also be seen en masse – safely and at length, but from a lower angle – from the Royal Tweed Bridge. From here, the complete arc from the Royal Border Bridge to the Goody Patchy can be studied in detail, and it is this view which illustrates the basic built form of the area’s buildings, the spirited mix of materials that make up Tweedmouth’s roofscape (see page 62), and the major contribution to the current area’s setting made by mid-twentieth century housing further up the banks. It is also possible to see typical ‘portraits’ of parts of the area from here (eg. of West End, the Dock, the bridgehead). Similar expansive views, though further away, are possible from Meg’s Mount.

See page 34 for a discussion of views within the area.

3 *Historical Development*

3.1 *Development History*

3.1.1 *Pre-Map Development*

The name 'Tweedmouth' is made up of two parts: a Celtic or pre-Celtic river name, followed by 'mouth' from the Saxon *mutha*. Tweed is a Celtic (or earlier) name, probably meaning 'powerful' and is first mentioned by Bede, c 730, as *Tuidi fluminis* and *Tweoda* later in 1050. Many of northern English rivers, including the Aln and the Tyne, have retained their Celtic names. This implies Tweedmouth is at least of Saxon age. Even from the evidence of the present twenty-first century layout, early Tweedmouth grew up around the Parish Church of St Bartholomew & St Boisil, situated on a mound above the reach of the highest waters of the Tweed. Although the site could have been occupied by a sequence of Saxon churches – the graveyard has probably been in existence since those times – the first record of a church here is in 1145 when its dedication was to St Boisil, a local Saxon saint who, before he became Abbot of Melrose and died in 661, was for ten years spiritual guide to St Cuthbert. The church at Tweedmouth was then only a chapel within the huge parish of Holy Island.

By this time, the border between England and Scotland having been established on the Tweed in the tenth century, Berwick, on the Scottish bank of the Tweed, was divided into the two parishes of Berwick and Bondington, each with their own parish churches. There is evidence in these pre-bridge days of several low tide fords across the Tweed, one of which is believed to have originated on the strand below the church and must have been the most direct link between the English village of Tweedmouth and the growing Scottish town of Berwick. This ford linked up with a North-South track along the strand and down the coast to Holy Island, the centre of the parish, which is believed to pre-date what was later to become the Great North Road to the west.

Once a bridge crossing was built (the earliest recorded bridge was a wooden structure in place by 1153), Tweedmouth changed from a fishing and agricultural village into a small multi-purpose bridgehead settlement, connecting England and Scotland by drawing the Great North Road down the hill and over the bridge. The site of this bridge is not known but it will certainly have been in the narrowest part of

the river, a little upstream of the church at Tweedmouth. This status of Tweedmouth as the southern bridgehead received a severe blow when bridge number three was destroyed by floods in 1294 and was not replaced for the next 200 years – also the worst years of the English/Scottish conflict over Berwick. Presumably, fishermen and travellers reverted back to the fords and ferries or reduced their journeys over this difficult period. However, another bridge was built in wood in Tudor times and, with the growing stability in the area after Berwick became an English garrison town in 1482, presumably some measure of prosperity returned to Tweedmouth. In time, development around the bridgehead amalgamated with the small cluster around the church to create the long riverside settlement we now know as Tweedmouth.

Although there will have been some economic and social rivalry between Scottish Berwick and English Tweedmouth, there was, in the end, no real competition. The rise of the abbeys in the Tweed valley based on wool production and its delivery to Europe through Berwick, made this southern Scottish town rich in the eleventh century, so that David I of Scotland (1124-1153) was only recognising Berwick's importance when he confirmed it as a Royal Burgh, one of only four in Scotland at the time. Against this huge success, Tweedmouth remained the busy little village on the southern, English bank.

On one particular occasion Tweedmouth was used by others to threaten Scottish Berwick. After Berwick had changed hands twice in 1173 and 1189, it was King John's turn to put pressure on his Scottish neighbours. In 1208 he was too preoccupied elsewhere to gather his forces against Berwick, so he instructed that a castle be built opposite the town in Tweedmouth to establish a continuous military presence on the Tweed. The castle was destroyed twice by William I of Scotland in 1208 or 1209, but rebuilt again following John's destruction of Berwick in 1216. It was finally destroyed for the third time by the Scots following John's withdrawal. Unfortunately, the location of this, perhaps the most significant ever historical development in Tweedmouth, is not known. It was believed to have been built on either the high ground at Mill Farm, opposite old Berwick Castle, or at the other end of the village at Mount Road where a sixteenth century tower was known to have existed, overlooking the river. Recent historical research by F M Cowe suggests that the castle was in the centre of the village, guarding the approaches to the bridge – the most likely site, maintains Mr Cowe, would have been Knowe Head, although no direct physical evidence has yet been identified.

Although the Borough of Berwick was able to buy the Manor of Tweedmouth and Spittal in 1657 for £500, the administration of the townships remained in the hands of the County of North Durham, one of several bits of Northumberland that were part of the Palatinate of Durham under the Bishop of Durham until 1844. They were finally properly incorporated into the Borough in 1835.

Berwick finally became English in 1482 and it must have been good for Tweedmouth to no longer find itself a vulnerable border village.

3.1.2 **Early Map History 1570-1745**

The early maps/diagrams of 1570, 1610 (Speed), 1725 and 1745 (a 'prospect' by the Buck brothers) are all, unfortunately for Tweedmouth, of Berwick itself.

However, they usually included some small fragments of Tweedmouth at the southern end of the old bridge.

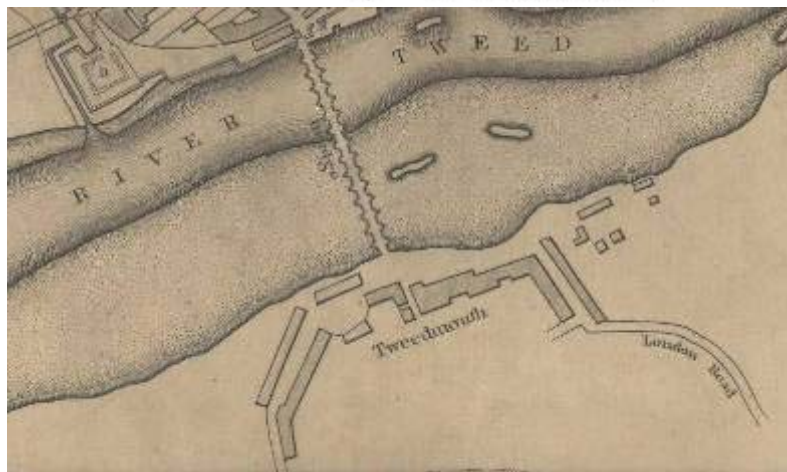
The 1570 map confirms the bridgehead status of the village, showing buildings around the bridge approach, a water mill to the south, rows of houses along the shore with boats drawn up close by, the ford across to Berwick Watergate, Tweedmouth Church and, finally, the tower to the south used as a refuge from the Scots and as a shipping landmark. This was the tower that was taken down in the late eighteenth century when Tower House was built lower down the hillside.

Speed's 1610 map and the 1725 map offer similar information, whilst the 1745 Prospect from the south, shows fishermen using the fixed 'batts' or small islands in the river, as platforms from which to haul in the looped salmon nets, a fishing procedure that is still carried out in the estuary today, over 250 years later, although no longer using the batts.

3.1.3 **Later Eighteenth Century Map History**



*Map-diagrams of
Tweedmouth's
linear
bridgehead
development,
1725 and 1769*



Of the later eighteenth century local maps, Armstrong's (1769) and Fuller's (1799) confine themselves to Berwick only, not even showing the southern end of the old bridge.

But Armstrong also produced a large scale map of Northumberland County in 1769, on which Tweedmouth's roads and buildings are shown in a diagrammatic form. The cluster around the old church is there, by then by-passed to the west by the Great North Road as it runs down to the bridgehead. The Kelso

road approaches from the west, veers south of Tweedmouth's windmill, enters the West End from the north, before finally joining the Great North Road at the bridge.

This is the basic bipolar pattern of Tweedmouth which was to remain relatively little changed in outline for the next 150 years.

3.1.4 **Early Nineteenth Century Map History**

The county-wide maps of the early 1800s, the Tweedmouth Inclosure map of 1800, Fryer's of 1820 and Greenwood's of 1828, show little general change to the plan of

Tweedmouth, but each carry a single additional feature which illuminates a little more of Tweedmouth's development story. Fryer's map records the power of the Palatinate of Durham over Tweedmouth by placing it in the county of Islandshire, an outpost of Durham County, while Greenwood's map shows the line of the early horse-drawn mineral railway line from the Unthank Mine (south of South Ord) to the western edge of Tweedmouth. The map does not show where the line – or the coal – went from there, but presumably it was either burnt locally or found its way out of the river via Tweedmouth or Berwick.

Although John Wood's detailed map of 1822 is primarily of Berwick, it does add a little new information about Tweedmouth. It notes the presence of a soap works, a timber yard (just south of the bridge), a brewery and John Robertson's foundry at the southern end, while the Kelso road runs through a West End which is now open to the south, and the Newcastle road now runs down a newly created street rather than down the old Kiln Hill road as it used to do.

The 1831 survey of Berwick Harbour by Comr Johnson and Lt Slater gives little new information on Tweedmouth except to indicate that Tweedmouth windmill, last seen on Armstrong's map of 1769, was definitely no longer there, and that John Robertson's foundry by the shore at the south end of the village, is now substantial

enough in size to act as a local landmark – along with Tweedmouth Church, the old Bell Tower and the Town Hall clock tower – to aid safe navigation into Berwick Harbour.

Finally, the 1850 Tithe Map of Berwick does not show the southern end of the old bridge, so adds nothing to the development story of Tweedmouth.

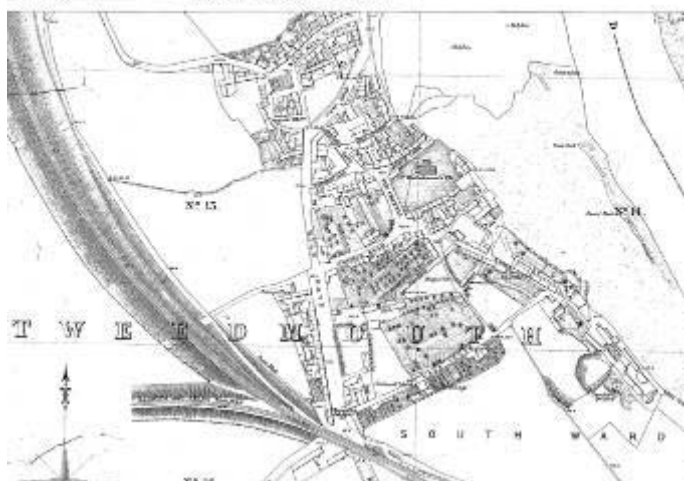
3.1.5 **Board of Health Map 1852**

In Tweedmouth, as in the rest of northern England, the middle of the century onwards heralded a new age of measured, detailed maps in the form of Ordnance Survey coverage, which began for Tweedmouth in about 1860 when the First Edition, at 25 inch to the mile scale, was published.

However, Berwick is unusually fortunate in having an earlier 25 inch map which not only shares the accuracy, fine detail and quality cartography of the later OS maps, but also provides complete cover of the whole new 1835 Borough, including both Tweedmouth and Spittal too. This map was published in 1852 for "The Purposes of the Local Board of Health" and shows the three places in exquisite detail which appears less cluttered than the OS maps at the same scale, as it omits bench marks, public houses and many



Board of Health Map, 1852



land/building uses, usually carried by 25 inch OS maps. But what it does show clearly are the new and old transport arrangements in Tweedmouth at the time.

As noted on Woods map of 1822, the Great North Road now turned towards the bridge before it reached Kiln Hill, and ran down the slope on the appropriately named New Road. This road was still a turnpike through Tweedmouth, with a toll gate situated at the southern end (Tweedmouth High Gate), which gave the name High Gate to the section of road above the New Road, and another (Tweedmouth Low Gate) on the approach to the bridge which inevitably came to be known as Low Gate; such was the influence of the turnpike status at the time, that it determined the names of even the principal streets in a settlement like Tweedmouth. The new railway, appearing on a local map for the first time in 1852, had a similar (if not greater) impact on the place.

On 22 June 1846, the North British Railway Company opened its new line from Edinburgh to Berwick, and trains began to arrive at the new station built on top of the remains of the old Berwick Castle. The Newcastle to Tweedmouth railway was not completed by the Newcastle & Berwick Railway Company for another 12 months, on 1 July 1847; but, they had not at that time been joined together by a bridge across the Tweed.

So, until the opening of a temporary wooden bridge on 15 October 1848, horse-drawn coaches ferried passengers between a temporary station at Tweedmouth and the new station at Berwick, which must have added considerably to the congestion in Tweedmouth centre and on the old stone road bridge. Robert Stephenson's Royal Border Bridge was at last opened by Queen Victoria on 29 August 1850, providing a through rail route between the Scottish and English capitals, just two years before this map was published. Already, the temporary station at Tweedmouth has been replaced with a twin platform, stone station, complete with Railway Hotel, train sheds and a small marshalling yard. A massive railway viaduct diagonally spans the southern junction between the Belford and Etal Roads while the fork in the old Kelso road to the north was moved eastwards to avoid the need for an additional railway bridge over a third road into Tweedmouth.

Tweedmouth had now entered the modern world with a vengeance, for not only could people and goods enter and leave the place by road, river and sea, they could now be moved by the fastest and most robust means of land transport in the world. In spite of being firmly in the national transport network, local road travel around the settlement still had its problems; for example, there was as yet no proper road link down the coast to Spittal without resorting to narrow Tower Lane, the Tower Foundry site and the Low Way, stretches of which were no better than the foreshore and equally subject to the whims of seasonal tides.

3.1.6 ***First Edition OS Map c1860***

In layout, there is a sharp contrast between the informal cluster of roads and buildings – including Kiln Hill – around the old parish church and the road and building frontage dominating the bridgehead area of Low Gate and West End. The

contrast is further marked by the difference in churches – the parish church of St Bartholomew (of ancient foundation but currently a rebuilding of 1736) in one, and two free churches in the other – Scottish Presbyterians (1783) and English Presbyterians (1847). The distribution of public houses also reinforces the bipolar nature of the place. Of the 11 pubs in Tweedmouth in the 1860s, seven are in the bridgehead area and, of the remaining four, three are associated with the Great North Road route – only one lies within the old settlement clustered around the parish church. So the layout, churches and public houses clearly reflect the purpose and development of the two components of Tweedmouth.

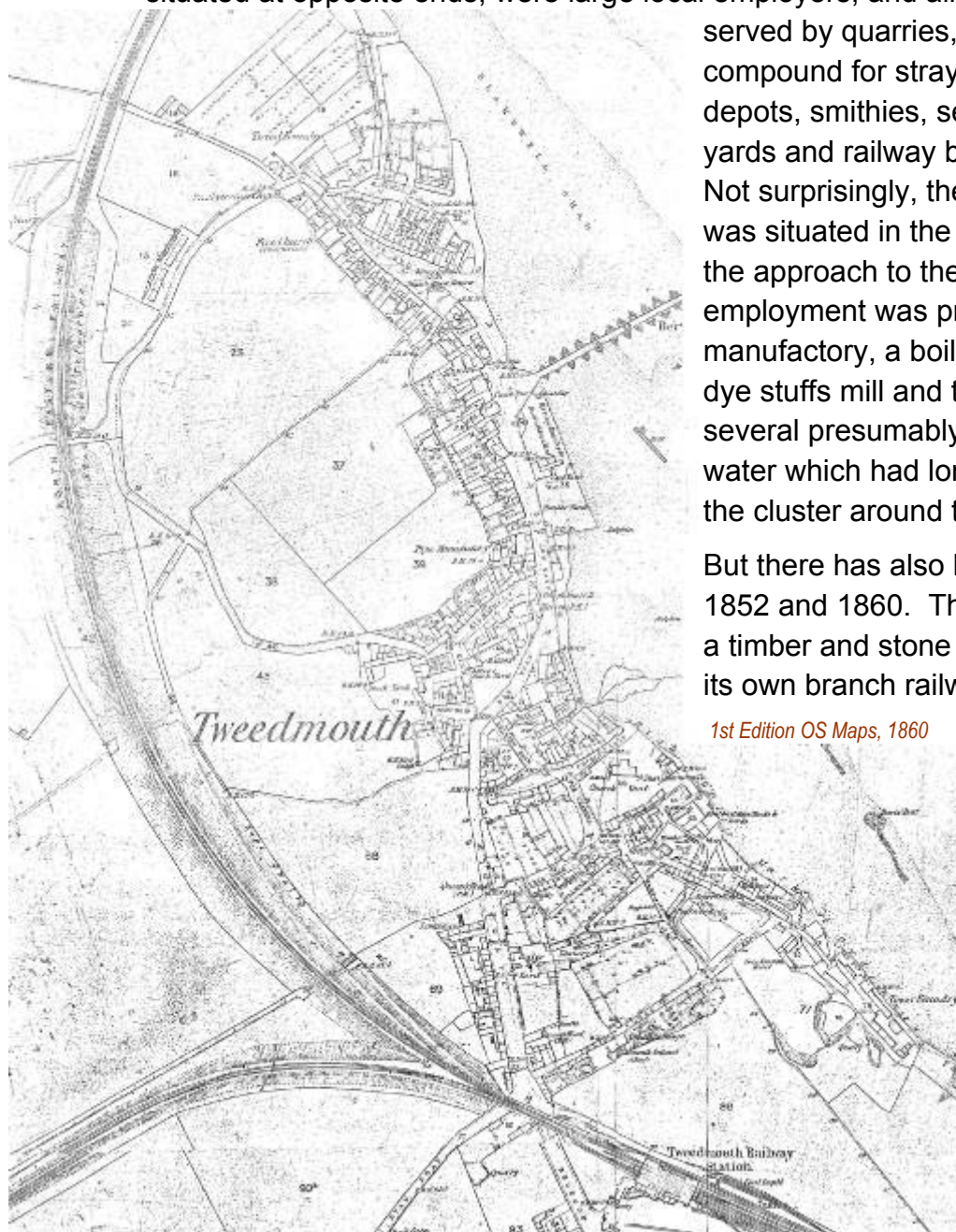
Not surprisingly, the 1860s was a boom time for local industries. Tweedmouth's fishing industry was supported by seven batts, four dolphins (mooring structures), two boatyards, a fish house and three rope walks. Two huge iron foundries, situated at opposite ends, were large local employers, and all local business was

served by quarries, a pinfold (a compound for stray animals), coal depots, smithies, several timber/stack yards and railway based warehousing. Not surprisingly, the local Post Office was situated in the West End, close to the approach to the bridge. Further employment was provided by a pipe manufactory, a boiler yard, a tannery, a dye stuffs mill and the Border Brewery, several presumably based on the well water which had long been a feature of the cluster around the parish church.

But there has also been a loss between 1852 and 1860. The 1852 map records a timber and stone yard, complete with its own branch railway line, in the narrow

1st Edition OS Maps, 1860

gap between the new railway embankment and the Kelso road, just as it emerged from under the embankment. Unfortunately, the 1860 map shows the route of the branch line but now without any rails and without any



timber yard to serve. Although there is a scatter of decorative gardens throughout the area, many larger ones provided the fresh produce locally to feed the people of Tweedmouth and Berwick; such market gardens were still a feature of urbanised areas, as they had been for many centuries previously.

There were several remarkable features of 1860s Tweedmouth, some of which still survive today. The linear nature of the bridgehead routeways and frontages, combined with the steep topography, is likely to have been responsible for the creation of the extraordinary Yard Heads. This unusually continuous pedestrian pathway, an ancient pathway connecting built plots and cultivated fields, skirts the rear of all the properties from the north of West End to Kiln Hill in the heart of the town. A National School (first established in 1824) and Parsonage had already been built in Calf Close (now Mount Road), and the excellent eighteenth century Tower Villa in Tower Lane is one of the very few distinguished residences in the place. In fact, Tweedmouth is almost totally without grand terraces or formal

classical layouts, as may be found in Victorian parts of urban areas elsewhere.



2nd and 3rd Edition OS Maps, 1897 and 1920



3.1.7 **Second Edition OS Map c1897**

Changes to Tweedmouth between 1860 and 1897 are again dominated by transport. The small railway marshalling yard of 1860 had, by 1897, been massively enlarged to completely cover the triangle of land between the railway and the rear of Calf Lane, earning the grand name of Tweedmouth Junction for the whole of the area's railway complex.

Between 1871 and 1876, the whole of the riverside of Tweedmouth south of the old bridge was reclaimed from the estuary and transformed by the building of Tweed Dock, an extensive freight railway link to the station and a new through-road connection to Spittal. In Tweedmouth terms, the scale of this change was huge, first from the building of the original bridge across the Tweed joining two countries in early Medieval times and, then, from the opening of the railway in 1850 connecting two of Britain's capital cities. This has made transport engineering the single most influential force over Tweedmouth's development. The engineers who designed the dock were D & T Stephenson, uncle and father of the Scottish author, Robert Louis Stephenson.

The purposes of the dock were primarily to relieve the long recognised congestion of Berwick's old quayside, to provide a wet dock which was non-tidal and to assist the movement of coal from Scremerston Colliery. This required lock gates and a new pier at the entrance to the new dock, as well as a huge riverside railway embankment and viaduct that effectively blocked seaward views from most of the southern third of the settlement. To the landward side of the dock, the Great North Road through Tweedmouth was no longer a turnpike and had been renamed Main Street, no doubt in recognition of the removal of the High and Low Gates across the street. The northern end of the main street enjoyed a mini renaissance of change and new development in the 1880s as a result of the new dock.

The open land between the town and the railway still remained undeveloped, except for the building of Tweedside Villa just to the north. Within the existing envelope of the settlement, the national school had been rebuilt (1868), the parsonage had become a vicarage and moved opposite to the parish church as part of an extensive development of much of Church Road, John Robertson's foundry had been replaced by Berwick Water Works and by the 1890s, Shielfield Terrace and Turret Villa had appeared on the old Etal road, south west of the railway bridge and close to the station.

3.1.8 ***Third Edition OS Map c1920***

For the first time, this map records the beginnings of urban encroachment on to the previously open land to the west. Industry in the form of a Boiler Works and a Foundry had appeared in two places alongside the rail embankment, but, more significantly, shortly after the end of the First World War the lane from the upper end of Kiln Hill was developed for housing. Renamed Osborne Road, it was laid out with semi-detached houses with front and rear gardens, while the adjacent Osborne Place was filled with single-storey houses, in what was the Borough's first experiment in the provision of council housing. On land opposite, a large school for boys, girls and infants (now Tweedmouth West County First School) was built about the same time.

Within the rest of the settlement, the development of the rail marshalling yards had continued with more lines and buildings added, the twin rows of Howick and Falloden Terraces had appeared off Billendean Road sandwiched between the rail

embankment and the tracks down to the dock, Mount Road boasted an extensive sawmill, a large Malt House had been built just south of the dock, a 1914-18 war memorial had appeared on a small riverside green north of the bridge and, finally, a drinking fountain now graced an enlarged roundabout at the entrance to the bridge.

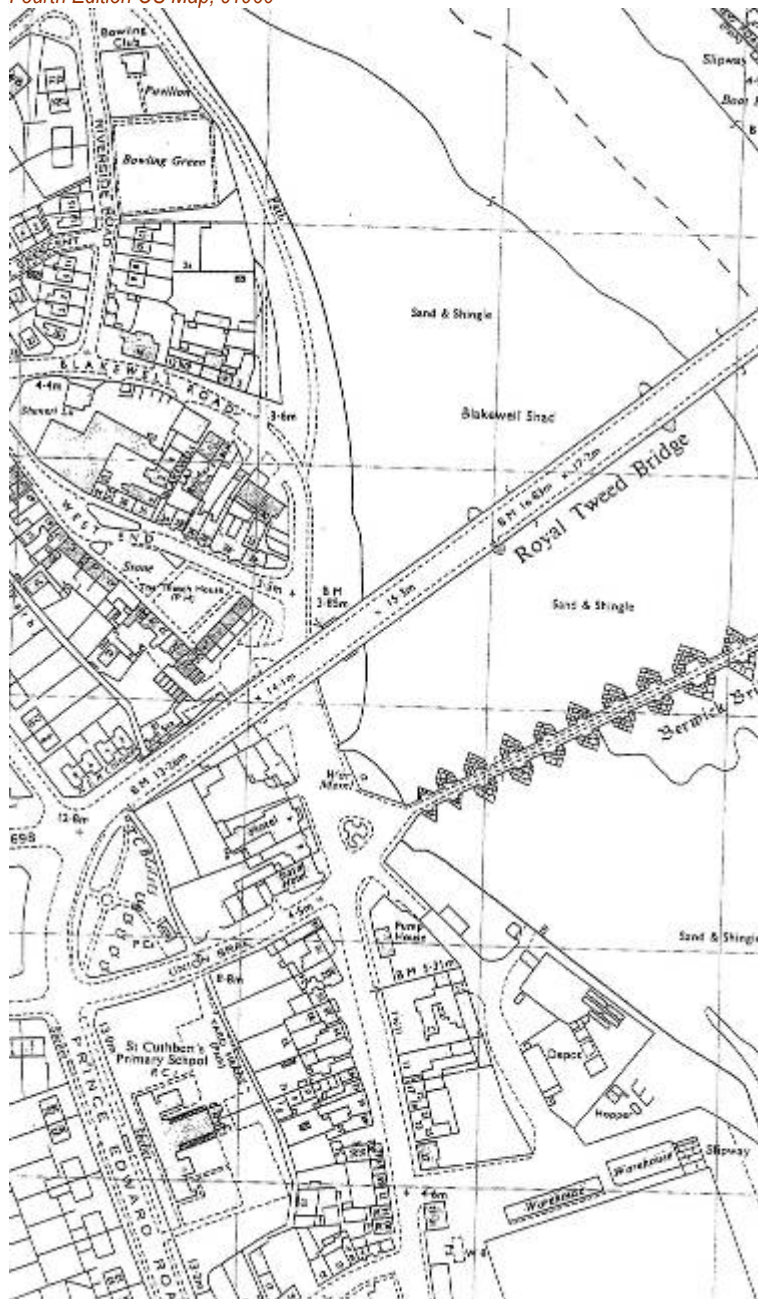
3.1.9 **Modern OS Map c1990**

In less than ten years after the 1920 OS map was published, Tweedmouth was to experience another traumatic transport upheaval which this time was focused on the oldest transport route through the settlement, the Great North Road. It was recognised in the 1920s that in order to meet the demands of growing motor traffic, a new bridge across the Tweed was needed. Like the Royal Border Railway Bridge, the most efficient and least disruptive route was considered at the time to be at the high level, well above the steep and cluttered banks of the Tweed. The deck of the new ferro-concrete Royal Tweed Bridge, opened by Edward, Prince of Wales on 16 May 1928, gently slopes down from the western end of Golden Square in Berwick to land on Yard Heads, unfortunately severing this unique ridge-line walkway. This new high level bridgehead, well above the old one, required a new link with the old Great North Road. This was achieved by driving Prince Edward Road out through the historic envelope of Tweedmouth at the head of Kiln Hill, thus divorcing the Knowe Head area from the original cluster village of Tweedmouth, and connecting the new road and the old bridgehead with the steep Union Brae.

The huge bulk of the bridge still dominates the old Tweedmouth bridgehead area in the same way as Newcastle's Quayside lives in the shadow of the Tyne and High Level Bridges. The Tweed Bridge also visually separates the West End and Main Street areas of the settlement.

The new road and bridge became

Fourth Edition OS Map, c1960



the focus of a new network of residential roads and suburbs, including the post First World War Osborne Road and Place, which eventually by the start of the Second World War had completely infilled the previously open area between the old core and the railway with public and private houses and flats, laid out on the now familiar garden suburb principles. They were served by a new primary school, St Cuthbert's, between Yard Heads and Prince Edward Road. Ord Drive, the only straight road in this development, became a direct link between the new bridgehead and the original railway arch built to accommodate the old Kelso road.

The Tweed Foundry in Blakewell Road was replaced with a tight development of semi detached houses and more recently, private housing has spread into the former grounds of Tweedside Villa too, infilling sites around the old cores.

The later twentieth century also saw considerable changes to the local railway system, as elsewhere. Tweedmouth lost its main line station which was closed and removed, the old line to Kelso was dismantled, the rails in the marshalling yard were thinned out and, most significantly for Tweedmouth, the tracks to Tweed Dock were lifted and the whole riverside embankment was removed, to open up once again estuary-wide views for the southern residents of the settlement.

Other significant changes include the redevelopment of the large informal area north of Mount Road into retail superstore and garage, neat and well considered 1970s housing infills in West End and Tower Road, private recreational facilities in Riverside Road and many new post-1980s employment buildings – some relocated from Berwick – in the agricultural open space to the west of the railway embankments.

3.2 **Archaeology**

There are no scheduled monuments in the conservation area but parts have evidently got a deep, layered history. The potential for below-ground archaeological deposits in the **Bridgehead Core** and **Old Village Core Sub-Areas** is generally high. Research and investigations have the potential to reveal much about the early life of the settlement and could contribute to the understanding of the history of Tweedmouth and settlement along the river. Of particular interest will be research to understand the location of Tweedmouth Castle, the original Tower, and the industrial archaeological potential of the Goody Patchy.

Of equally high importance to the below-ground potential is that of the standing buildings. Some are older than they first appear, often shown by thick ground floor walls, low, squat proportions and heavy chimneys (eg. Nos.1-6 Main Street). Desk-top research or on-site evaluation could reveal much about construction, use and development throughout the settlement's life, as well as the general pattern of development in the area.

Due to this sensitivity and potential, an archaeological understanding of fabric and spaces would help manage change in the future and could generate significant research potential.

4 *Spatial Analysis*

4.1 *Development Pattern*

The conservation area is based on the historic Tweedmouth settlement plus growth north and south from it, creating a long, narrow area running along the river and up its banks. Its early development pattern is unclear but is likely to have had two focuses – the church and old village core and, later, the bridgehead at Berwick Bridge. This gives two distinct nuclei to the area which, in being long and narrow, is characterised by differences between its north and south ends.

The pattern seen today is heavily influenced by topography and transport, and is characterised by the convergence of three historic routes to the Berwick Bridge bridgehead which negotiate the steep slope to get there. It is also influenced by the restriction of the railway to the west. Two of these historic routes emanate from one, coming in from the west, which then splits north and south to negotiate the slope down to the riverside. The northern fork enters the settlement as West End, the southern fork as what is now Osborne Road and Kiln Hill. A neat arc was formed, originally around open fields, leading to a long narrow settlement at the low bridgehead, matched by a parallel track, Yard Heads, at the top of the brow. The third route, the more significant of the three, is that from the south. An early route from the south may have followed Tower Road and Well Square to Church Road, but the existing route from the south essentially bypasses the old village core along upper Main Street. This is the more important route of the three, eventually becoming part of the Great North Road and the A1. It met what is now Osborne Road at Knowe Head to run down steep Kiln Hill, this tight pattern later bypassed by a shallower route just to the south past the former Border Brewery. At the river's edge, the dock punctures the north-south linearity of the settlement in the middle, but Riverside Road and Tower Road / Dock Road continue the theme north and south of it.

The entire bridgehead convergence was bypassed in the 1920s by the creation of the Royal Tweed Bridge, and two new routes were inserted. Firstly, a straight route was laid out to the new elevated bridgehead from the point the old route from the west split in two (now Ord Drive, outside the conservation area), and secondly – and more invasively – a hole was punched through Osborne Road / Kiln Hill at

Knowe Head to continue the Great North Road north to the new bridgehead, creating Prince Edward Road (part in and part out of the area). This severed Knowe Head and the development pattern around it from the rest of the settlement, but did reinforce north-south linearity.

Encircling and spanning this road pattern is the railway. The elevated embankment, the bridges at Etal Road and Ord Drive, and the viaduct-like Royal Border Bridge to the north form a dramatic arc around the settlement which has tended to define its limits ever since it was

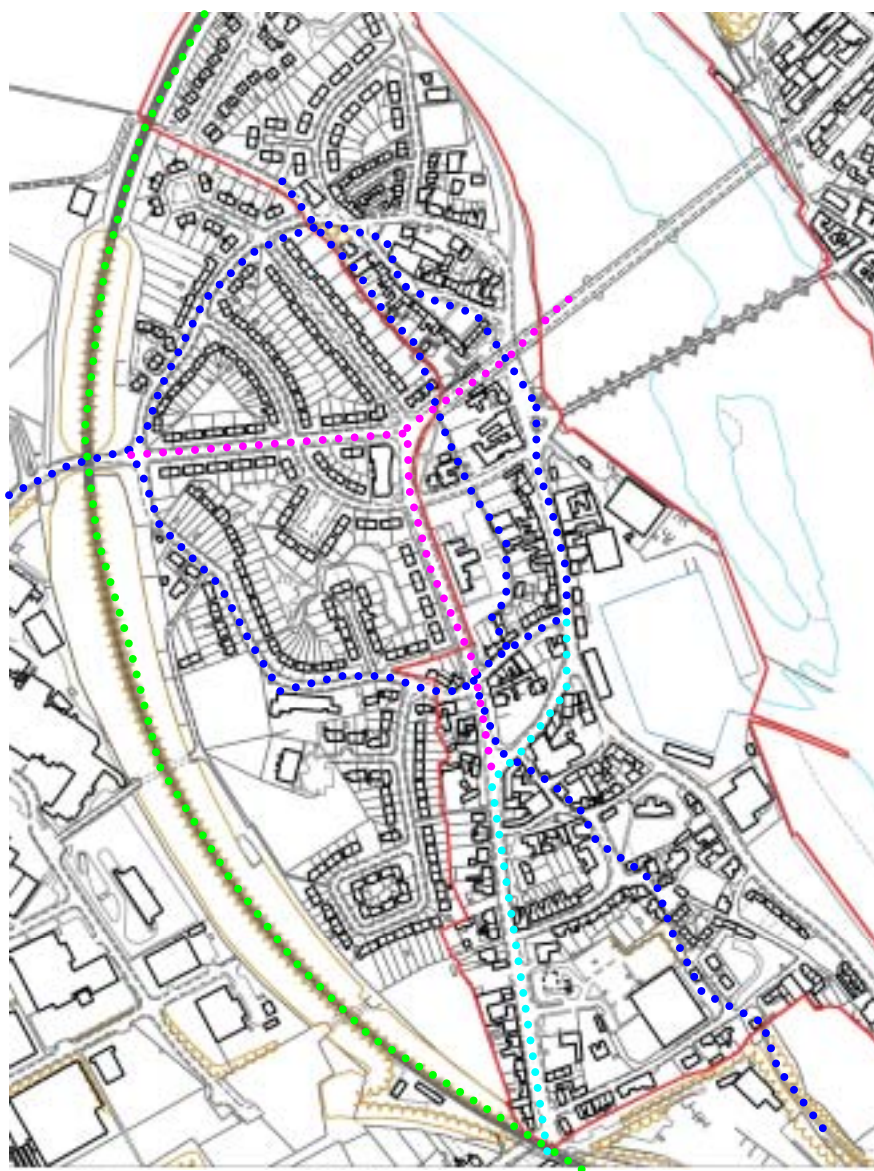
inserted in the 1850s. This also reinforces north-south linearity. Within its lee, twentieth century development has been added, spreading down the banks in the north almost to the riverside, but limited in the south by the steep bluff at the Goody Patchy.

This layered development pattern is very interesting and is descriptive of a place heavily influenced by its topography, riverside location and transport links. It is strongly linear and this is reflected in the layout of plots and the way spaces are used, discussed below.

4.2 **Sub-Areas**

The conservation area can be divided into seven character sub-areas, listed here essentially from the oldest to the newest. These are used throughout the rest of the document (see *Map 3*):

- **Old Village Core:** the nucleus of the earliest settlement clustered round the church (but with no vestige of a village green focus), including the elevated



Blue: some of earliest routes; turquoise: later route from south; pink: 1920s routes; green: railway

hinterland up to Mount Road and upper Main Street, now with significant infill at the Co-op superstore.

- **Bridgehead Core:** mainly linear development along the north and south main approach roads to Berwick Bridge including the West End in the north, lower Main Street, Kiln Hill and Knowe Head in the south, and the significant space at the bridgehead itself.
- **Upper Main Street:** Victorian linear ribbon development along part of the national and local transport corridor of the Great North Road.
- **Tweed Dock:** late Victorian wet dock and associated reclaimed land.
- **Riverside:** reclaimed river bank originally associated with Tweed Dock, now public open space.
- **Border Bridge:** inter-war public housing and later twentieth century private housing on former industrial and agricultural land in the lee of the Royal Border Bridge.
- **New Bridge Approach:** development along that part of Prince Edward Road in the conservation area, plus the Royal Tweed Bridge itself, flying over the top of the Bridgehead Core Sub-Area.

In places, the junctions between some sub-areas are blurred as character bleeds across the boundary, eg. the backs of No.7-27 Main Street are more akin to the **Tweed Dock Sub-Area** whilst the fronts are a key part of the **Bridgehead Core Sub-Area**. Some sub-areas have more in common than first meets the eye, eg. the history and basic spatial characteristics of the **Tweed Dock** and **Riverside Sub-Areas** are very similar even if their existing appearance differs, whilst the river's edge parts of the **Border Bridge** and **Bridgehead Core Sub-Areas** have much in common with the **Riverside Sub-Area**, even if they are geographically separate. In other places, the boundaries between sub-areas are more defined, eg. the distinct differences in character along Yard Heads between the **New Bridge Approach** and **Bridgehead Core Sub-Areas**, and between the **Riverside** and **Old Village Core Sub-Areas** along Dock Road.

It is interesting to note that many of the sub-area boundaries run along the middle of streets – this is not common in conservation areas as a street's character is often defined by the buildings which line it on both sides. This is perhaps a reflection of the piecemeal, incremental development history of the area, and the fact that, other than the housing estates in the **Border Bridge Sub-Area**, there are no single, set-piece developments which clearly define whole neighbourhoods of streets.

To be able to divide such a relatively small conservation area into seven sub-areas, is an indication of the rich diversity of history and physical development that Tweedmouth now displays. In plan form and character, it does not present the conventionally attractive uniformity of, say, a nuclear village of stone houses cosily huddled around a finely manicured village green, but it does display in full, the extraordinary richness and overlapping complexity of its transport, maritime, industrial and residential inheritance, making it worthy of its designation as a conservation area.

4.3 *Layout, Grain and Density*

There is a wide range of layouts across Tweedmouth's sub-areas. They range from the fine grained, dense, informal layouts of the **Old Village Core** and **Bridgehead Core Sub-Areas**, to the open grained, low density planned layouts of the **Border Bridge** and **New Bridge Approach Sub-Areas** (plus their continuations out of the area to the west). In between these extremes is the core of the area, the dense and continuous linear frontages that have grown up, mainly unplanned, along the main route of upper and lower Main Street, and West End. All of this is within a varied architectural environment stretching back over 200 years.

The informal, historic linear or nuclear layouts provide by far the most varied spatial



1: Fine grain informal layouts of Old Village Core; 2: low density layout by the Border Bridge; 3: dense linear layouts of Upper Main Street and Bridgehead Core; 4: buildings pushed to front of plots; 5: modern land-hungry layout. Below: intricate, informal development pattern and layout





Buildings pushed to the front of plots. Gardens/yards behind have a few secondary buildings, a theme copied behind West End



experiences. They have both long and short contained spatial corridors (eg. compare Main Street with the shorter, narrower lanes around the church), intriguing incidental spaces (eg. Church Road, Well Square), courtyards (eg. Knowe Head and the famous yard off the west side of Main Street painted by LS Lowry) and unexpected pedestrian routes (eg. Yard Heads, Blakewell Lane, Feters Lane, Lees Lane). In these layouts, the scale of the plots varies considerably although most are narrow and perpendicular to the road. Each main building is pushed right to the front of the plot creating a linear building line, but one which is informal rather than planned and rectilinear. Gardens and yards behind often have small offshoots or outhouses, but despite plots being packed to quite a high density, the plot ratio (the amount of each plot built over compared to that left open) is relatively low, the large rear gardens and yards demonstrating the historic difficulty of building on slopes and the historic importance of productive gardens.

Access to the rear of each plot is generally from the front, either through private or communal alleys and carriage arches (eg. 182-198 Main Street), or by breaks in the building line (eg. 118-142 Main Street). As there are few planned back lanes in these layouts, plots tend to either back on to landform (eg. east side of West End) or onto each other, creating intricate

plot boundaries in the middle of dense development blocks (eg. Brewery Bank and Church Road). However, where plots do stretch the full depth of a development block, the backs of plots can be particularly noticeable (eg. Town Farm backs on Main Street, and plots on the west side of West End back onto Blakewell Road). Yard Heads appears to have developed a secondary purpose as a back lane to plots on West End and Main Street (evidently a role from which it gained its name) in addition to it once being a main route through the area.

By comparison with those sub-areas, the planned layouts of the **Border Bridge** and **New Bridge Approach Sub-Areas**, which are



Formal, low density suburban layout with front gardens

all twentieth century, offer the least spatial variety and interest. Because they are low density with both front and rear gardens, laid out in winding crescents (including those west of the conservation area, eg. Osborne Crescent) or short culs-de-sac (eg. Riverdene) using nineteenth century Garden City and later standard suburban principles, the variety of architecture and the containment of spatial corridors through layout are somewhat limited in comparison with the variety offered by Tweedmouth's older layouts. Plots are often larger, density is lower, plot ratio is lower, the layout and building line more uniform, and the grain more consistent within each development. Rear access is still from the front, as is standard for semi-detached and detached layouts.

The layout of the **Tweed Dock Sub-Area** is defined by the shape of the water body itself, essentially a large rectangle with an oblique south end, angled to provide the river entrance.

Around this are wide flat docksides plus a larger expanse of land to the north. Within this, the layout has large, detached blocks placed around the edges, smaller ones parallel with the dock, larger ones sited more



Large waterbody with flat docksides plus large and small buildings around the edges

indiscriminately to the north and south to accommodate their footprints. The scale is huge and the density low, with no consistent grain, all typical of the development type. There are several historic entrances to the Dock – from the north past what is now Robertson Funerary Memorials, and two or three (gated and un-gated) off Main Street and Dock Road, the northernmost one being the current main access. A final entrance to the Dock – by rail – was from the south through the **Riverside Sub-Area**, long reclaimed as public open space.

In both planned and unplanned layouts, the pattern of development has maintained its consistency well, particularly in the planned areas. But some spatial fragmentation has happened in the more unplanned layouts of the Old Village Sub-Area in particular. The large expanse of elevated flatter land in the south west of the area, which appears to have always been put over to productive



Well laid out late-twentieth century infill housing

gardens, other open space uses or industrial uses, provided the location late last century for the expansive, land-hungry commercial layout seen today – a large

superstore, surface car-parking, service yards and petrol filling station. This has blown open the spatial enclosure of Main Street, opened up views into the development block not previously available, and overlain any historic development pattern that may have existed before. Similarly, though much smaller in scale, gaps in the development pattern have appeared on Mill Strand and Lees Lane through demolition, and around Blakewell Road where incremental redevelopment and has eroded the building line from Bridge Court almost to the river. The vacancy and poor condition of other buildings, especially former industrial ones, suggests that spatial fragmentation is likely to continue if not taken in hand. The introduction of well considered new housing into the West End triangle, Well Square and Tower Road demonstrates a 1970s sensitivity to dealing with the fragmentation of historic spaces which could well do with being repeated today.

4.4 *Views within the Area*

Most views within the area are controlled by the linear development pattern and the



Curved, irregular street layouts create short lively views. Some glimpsed horizons are clear due to waterside setting. Interesting juxtapositions due to tight development pattern and different levels

short, contained spatial corridors created by the arrangement of roads. Short, curvy streets channel the scene, bringing buildings and boundary walls into view along their length, and withholding the scene beyond until the next curve is turned (eg. Main Street, Dock Road, Mount Road). Short, lively views also step up the banks (eg.





Union Brae, Kiln Hill, Brewery Bank). This is heightened in the **Old Village Core Sub-Area** due to the tightness of the layout (eg. Knowe Head, Feters Lane, Lees Lane, Church Street) and in amongst these parts, the angular shapes of buildings jumble together to create packed, layered pictures of the place. Defined scenes such as West End and Well Square have an inherently attractive perspective. West End feels even more enclosed by the heavy presence of the bridges filling the main views out but, in sharp contrast, a glimpse south-west out of Well Square frames a distant blank horizon, a potent tell-tale of the elevated waterside setting.



Bridges frame views through the town. Arches through continuous frontages provide intriguing glimpses towards backland behind

buildings lining the streets are enticing, with short animated peeks through carriage arches and open gates hinting at the wealth of complex backland behind the frontage blocks.

Due to the winding length of Yard Heads, there is a sense of mystery to views along it. However, detailed and rich scenes of



Striking view from the churchyard directly into the Dock and towards the river and Berwick. Right: A sense of mystery along Yard Heads



the roofscape and the backs of buildings on West End and Main Street can be seen close-at-hand over the tops of the lane's high boundary walls, demonstrating the integrity of the area's built form and the past intensity of its growth. Views across the churchyard are defined by development around and richly filtered by

gravestones and trees. The contrast in the direct visual link to the dock from here is particularly striking.

The Royal Tweed Bridge dominates the scene in the **Bridgehead Core Sub-Area**, forcing itself into views north and south. Despite this, some of the widest views in the conservation area are had at this bridgehead, the eye stopping to enjoy the attractive listed buildings and civic space before being led up Main Street or Union Brae.

Wider views across the lower reaches of the area are also possible from the riverside, the gentle sweeps of public open space near the bowling green in the north and in the **Riverside Sub-Area** to the south leading the eye away. That to the south is a long, clean sweep of grass backed by the Goody Patchy's trees, creating a simple, appealing view back towards the Dock. The openness of this space also displays Tower House – one of the area's largest and oldest building groups – to fine effect.

Long, wide views are possible along Prince Edward Road, not particularly inspiring and punctuated by the ageing bulk of the maltings at the former Border Brewery. Views in the **Border Bridge Sub-Area** are also a little wider due to the flatter topography, the Royal Border Bridge ever-present between the buildings. The **Upper Main Street Sub-Area** has the most stimulating of the



Royal Tweed Bridge dominates more linear views in Bridgehead Core Sub-Area



More open views at the water's edge, north and south



Long views along Prince Edward Road and upper Main Street



longer views, the straight, rising road channelling the eye along the built edge on its north side. The view back down into the settlement seems infinite and welcoming.



The rugged delights of the Dock are only visible from inside the private area

Perhaps surprisingly for its size, few good views of the **Tweed Dock Sub-Area** are possible from public parts of the conservation area, it being blocked by its own buildings. It can, however, be glimpsed through the gate off Main Street and the palisade fence on Dock Road, especially stimulating when animated by a docked ship. For the privileged, however, views from inside the Dock are surprisingly stimulating, a dominant, chunky, grey scene pricked by flashes of red, yellow and blue on bollards, buildings and boats.

See page 15 for a discussion of views out of the area.



5 Character Analysis

5.1 Land Use



A traditional mix of housing and shops are the main uses of the area...



There is a varied combination of land uses in the conservation area, with all uses spread throughout the area. The foundation of the area is a traditional village mix of residential, local retail and services, and social uses such as churches, pubs, schools, village hall, and medical centre. Most of the residential use is in single-family dwellings although there are a growing number of conversions to flats, and one or two residential care homes. Retail concentrates on local provision (newsagents, convenience stores, flower shop, etc) plus one large supermarket, the Co-op off Main Street.

As well as this, there is a strong historic commercial presence, with both light office-based and heavier shed and yard-based businesses throughout the area, many of which are long-established

There is a varied combination of land uses in the conservation area, with all uses spread throughout the area. The foundation of the area is a traditional village mix of residential, local retail and services, and social uses such as churches, pubs, schools, village hall, and medical centre. Most of the residential use is in single-family dwellings although there are a growing number of



...plus local 'social' uses such as pubs, village hall, church and schools



Commercial uses, both current and historic, are mostly based around small yards, including a former farmyard. Some are vacant. Below: heavy dock uses.



(including a former farmyard at Town Farm). The dock in particular provides a heavy but sporadic commercial focus at the river's edge. There is also a common, but not too visible thread of visitor-based land uses – guest houses, cafés and restaurants.

Open space is not definitive of the area but there are several small focal spaces mixed in with the

other uses, some public, some not, eg. West End's green, the churchyard, river foreshore, school grounds, a bowling green and a field at the northern tip. The intricacy of the layout also gives roads, paths and verges a high presence as open space, particularly at junctions (eg. the bridgeheads, Main Street / Etal Road, Well Square). Much of the dock is also open space due to the very low density, chunky grain of its layout, and the expanse of water itself.



Bowling green is one of few formalised open space uses

All these land uses tend to be arranged in a traditional way with shops, services and housing on the main streets, more housing behind, and social uses and open space dotted throughout. Commercial uses tend also to be dotted throughout with no clear zoning, which creates interesting juxtapositions (eg. skip hire on Blakewell Road, joinery workshop on Brewery Lane), a situation which demonstrates the historic importance of commercial uses to existing character.

The mix illustrates the traditional nature of the settlement and the legacy of historic commercial uses which helped create it. Controlling this balance will be important to protecting the character of the place. For example, the loss of local retail,

service and social uses would begin to break down the traditional community mix, whilst an amenable balance between commercial and residential uses would best reflect the area's past provided 'bad neighbour' uses are avoided. Vacancy and under-use is problematic, particularly in some of the older commercial buildings and some shops (eg. former brewery, former TAC, several shops on Main Street). Countering this in a way which retains a mix of uses throughout the area, particularly in historic buildings, will be crucial to protecting character.

5.2 *Architectural Qualities*

5.2.1 *Form, Height and Scale*

The dominant built form of the **Old Village Core**, **Bridgehead Core** and **Upper Main Street Sub-Areas** is the two storey domestic-scale building with a dual pitched roof, some with a third storey in the attic. There are also a handful with three



Straightforward forms and a range of heights – mainly two domestic storeys, some historic single storey, some up to three – generate a scene defined by plain bold shapes, prominent corners and sharp angles

storeys plus a pitched roof, and several single storey plus pitched roof, the latter illustrative of early cottage forms in the area (eg. No.8 Osborne Road, Nos.45-49 Church Road). The earliest and most of the later buildings are simple rectangular boxes, most wider than they are tall, generating a very straightforward, sturdy appearance (eg. West End). Most are two or three bays wide, the latter usually symmetrical, double-fronted buildings typical of the dominant period of development. Some later buildings, particularly later Victorian ones, introduced more varied, asymmetrical forms (eg. Tweedside Villa, No.1 Main Street, No.24 West End,



Nos.24 and 28-40 Church Road). In parts, the past intensity of use is evident in the higher concentration of three-storey buildings (eg. Kiln Hill, Nos.46 and 48 Main Street) and the way others are squeezed into the layout, forcing more unusual built forms (eg. the diamond shapes of Nos.45-53 Main Street). These

simple limits on the basic design of buildings create a scene defined by plain bold shapes, prominent corners and sharp angles.



More complex built forms, Victorian apart from the much earlier Tower House (top left) which has evolved



The incremental nature of the settlement's growth is clear in the way buildings are grouped. Although they are predominantly terraced, they tend not to be single-build set-pieces, and instead are mostly strings of individual buildings which happen to be built up against one another (protruding 'link' stones in one or two side

Buildings constructed incrementally up against one another create subtle attractive inconsistency in height, scale and ridge line. Right: protruding link stones, 8 Knowe Head

elevations indicate where adjoining buildings would have followed, eg. No.8 Knowe Head). This creates attractive inconsistency in height and scale, varied





Buildings step down the slopes or, less commonly, even out the slope



eaves and ridge lines, and a lively assortment of simple shapes along the streets (eg. Main St, Mount Rd, West End). Sometimes this variety is quite marked, at others more subtle (eg. Nos.3-11 Brewery Bank). Where topography dictates, the strings step down the slope (eg. Nos.150-198 Main Street, Nos.27-41 Church Road), but there are also places where they are raised on a flatter bank above the slope (eg. Nos.28-40 Church Road, Nos.3-11 Brewery Bank) and, less common, where the height of the

buildings evens out the slope with taller buildings at the bottom and shorter at the top (eg. No.64 Main Street and Nos.2-12 Kiln Hill).

Such jumbly, irregular groupings are repeated at squares and yards (eg. Knowe Head, Nos.1-15 Mount Road/Nos.20-22 Tower Road, Well Square, Nos.99-103 Main Street), often with a higher number of detached buildings and surviving scarred ridge lines and gables of buildings now gone. Detached buildings are found across these sub-areas (eg. Nos.18 and 20 Dock Road, No.3 Church Road), sometimes due to past clearance of buildings nearby (eg. No.31 Blakewell Road). The few single-build terraces that do exist are short, eg. Nos.23-29 West End, Nos.20-22 West End, Nos.28-40 Church Road, and Nos.126-130 and Nos.132-136 Main Street.



Detached buildings, Dock Rd. Short single-build terrace, Main St



Below: non-domestic buildings with a more landmark built form





Historic commercial and warehouse buildings have more varied forms depending upon their function. Above: surviving single-storey fishing shiel, Lees Lane. Right: low, well-formed medical centre and school at top of bank

Non-domestic-scale buildings are dotted throughout these sub-areas, tending to have taller proportions and more individualistic forms. St Bartholomew & St Boisil's church, Kingdom Hall and Nos.46-52 West End (the former TAC) are good examples, their more dominant characteristics providing landmarks in the street. The Mitchell Memorial Hall and the Village Hall are other obvious examples. Most commercial buildings have more complex forms demonstrating their (former) uses, creating varied and interesting collections of building heights, shapes and orientations including many single storey elements (eg. the former Border Brewery, Town Farm's collection, buildings around No.3 Brewery Lane, and former industrial buildings behind Nos.7-19 Main Street and behind No.180 Main Street, here including a prominent chimney). Other large single-volume buildings are dotted throughout the area as evidence of its commercial past (eg. No.96 Main Street, No.14 Riverside Road, and on Yard Heads behind Nos.28-32 Main Street), whilst a single storey pitched roof fishing shiel on Lees Lane is also an important commercial survival.



Despite their raised position, the two non-domestic-scale buildings in the **New Bridge Approach Sub-Area** are not visually dominant, mainly due to their well-judged height – the collection of half-sunken one



and two storey buildings at the medical centre have been shaped to fit the slope of the site, whilst St Cuthbert's School is also principally single storey.



Standard suburban detached blocks near Tweedside Villa; Blakewell Garden's comparatively large blocks, each with four flats



In the **Border Bridge Sub-Area**, built form is quite different to elsewhere. Here, three groups of uniform paired semis predominate (Bower's Crescent, Riverdene and Blakewell Gardens, each block of the latter actually four flats, not two semis) with some variety added by



Riverdene's bungalows and detached houses. The string form of Nos.60-66 West End provides a link back into the adjoining **Bridgehead Core Sub-Area**.



Form and scale in the **Tweed Dock Sub-Area** is actually not radically different from that around. Here, a collection of half a dozen or so larger scale commercial buildings dominates, varying from long, low, narrow sheds in the west to cavernous modern depots in the north and south. However, the stripped, functional nature of each



block sits quite comfortably alongside the simple, robust town centre architecture in the adjoining **Bridgehead Core and Old Village Core Sub-Areas**. Shapes often reflect each



Dockside buildings are long and low or modern and cavernous, plus a few surviving smaller admin buildings, which contrast sharply with today's large bland warehouses and depots. The coherent collection behind Nos.7-11 Main Street has great integrity



other across the sub-area boundaries, with three built forms in particular being crucial to linking the dock to the town – the unassuming timber shed at the visually exposed south west edge of the dock links pleasingly with the built edge on the opposite side of Dock Road; the coherent complex of warehouses and yards behind Nos.7-19 Main Street is historically joined to central shops on Main Street; and the grand warehouse at No.3 Dock Road is the area's tallest, most impressive commercial building. Three or four much smaller-scale single storey administrative buildings also survive in this sub-area, important for their historic association with the dock's past (including that now used by Robertson funerary memorials). Although generally larger in scale, this sub-area's buildings still have pitched roofs and are relatively low, only one matching the height of Nos.7-11 Main Street. Collectively, the built forms here describe an intelligible, traditional dockside scene uncomplicated by incoherent shapes and arrangements.

In all sub-areas, the vast majority of the historic built form survives in three-dimensions – there has been very little, if any, façading in the area and the detailed



Coherent collections of historic backs, offshots, outbuildings, yards and gardens add great integrity to the built scene. 'Internal' yard and square arrangements are also important to depth of character



form of rears and sides appears to survive intact to a great degree. Most earlier buildings had flat backs (offshoots are not typical of the dominant period of architecture), but many extensions have been added in a wide variety of forms, scales and heights. Where backs are visible – particularly from Yard Heads – the varied collections of offshots and additions create intricate character and demonstrate authenticity and integrity to building groups. Similarly, the ‘internal’ arrangements of squares, yards and other groups (whether highly visible or not) are crucial to the depth and historic substance of the area’s built form – the area has generally avoided being disembowelled to leave only historic frontages.

Later twentieth century built forms have generally responded well to these basic built characteristics. Nos.47-55 West End and Nos.4-12 Tower Road, for example, successfully adopt straightforward two storey, dual pitched roof forms, subtly varying the height and junction between units to reflect traditional scale, and understanding that rears are visible. The modest shape of Nos.87-89 Main Street (Co-op Funeral Service) is also well-judged, as is the low single storey Tweedmouth Bowling Club pavilion. A few infill buildings have adopted more standard suburban forms which are less place-specific (eg. behind Blakewell Road, Well Road, one or two on Mount Road). The most alien built forms are the Co-op superstore and petrol filling station off Main Street (a vast, flat roof box much bigger than even those at the dock, but which is at least mostly hidden from view) whilst one of the most recent developments – The Estuary, Dock Road – is also one of the least successful in responding to the area’s basic built characteristics.

Subtle variety within a narrow range of form, height and scale is a basic characteristic of Tweedmouth’s robust, simple, traditional architecture, and a large part of its special interest. The incremental growth of the settlement has created a varied and lively built scene full of attractive groupings, vigorous shapes, bold angles and interesting juxtapositions. When enhanced by topography, development pattern and layout (see previous sections), this modest yet robust



Sensitive built forms from recent years, Co-op Funeral Service and 1970s housing at Nos.4-12 Tower Road. Bottom: The Estuary, unsuccessfully reflects the area’s traditional built forms



assortment of buildings generates a distinctive sense of place, weakened in only a handful of places.

5.2.2 ***Periods and Styles***

Local traditional architecture which adopts no discernable style is known as vernacular, usually resulting in plain, robust buildings in local materials with little ornamentation. Due to Tweedmouth's development history, its buildings are mainly from the eighteenth and nineteenth centuries, and the majority adopt a simple, unadorned, informed vernacular style. However, much of the area's early building was still informed by the Classical proportions of architecture from the Georgian period, and other styles also emerged through time. The main architectural periods in the conservation area are:

- ***Georgian***

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. The Georgian development here is mostly mid and late.

- ***Victorian***

Dating from the mid nineteenth century 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 flair. 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.

- ***Edwardian***

Smart and attractive, Edwardian architecture is a less flamboyant continuation of Victorian grandeur in the early decades of the twentieth century. It is concerned with presenting an impressive face to the public with thoughtful, well-designed buildings, usually in red brick, and with plenty of fine detailing in brick, stone, terracotta, tile, timber and glass. Edwardians revived and mixed architectural styles including those from the Victorian era plus Tudor, Jacobean and Classical themes. Art Nouveau also developed as an influence.

- ***Early to Mid Twentieth Century***

The post-First World War housing boom saw suburban semi-detached houses and bungalows spread throughout many towns. Architecture of the 1920s and 1930s developed along three main styles – the 'Tudorbeathan' or rustic cottage style, a Georgian revival (especially for townhouses), and the Moderne

or International style (stark, plain, flat-roofed boxes with large windows). Art Deco also developed during this period, with strong geometry, abstract shapes, and smooth, sleek lines.

- *Mid to Late Twentieth Century*

The second half of the twentieth century saw a wide range of stylistic approaches develop and merge. The 1960s and 70s saw major investment in housing, both in new estates and in General Improvement Areas of existing stock, much of it continuing a watered-down version of the International style. 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 flair in its design.



Typical simple, robust architecture from upper Main St and Dock Rd

Architecture in this conservation area is mainly from the Georgian and Victorian periods, but is at the more simple end of the scale not demonstrating, for example, the finesse of much in Berwick across the river. The robust character it creates is, however, no less special locally, and the approach to building in Tweedmouth has generated a distinctive, strong architectural scene (the mix illustrated well in the **Upper Main Street Sub-Area**), with a few more-considered flourishes (eg. No.1 Main Street, Tower House, Tweedside Villa, No.24 Church Road, and some of the pubs). Whatever the level of flair, housing from the Georgian and Victorian periods can often be some of the most desirable in urban areas,

with comfortable, well-built, dwellings to generous proportions.

The **New Bridge Approach Sub-Area** has the general air of early to mid-twentieth century planning and architecture in the materials and design of St Cuthbert's School, the public realm and the Royal Tweed Bridge itself. (On the boundary, Durham Pine's Art Deco hints and the housing's stripped cottage revival style also have a similar period feel.)

Tweedmouth has good examples of broadly sensitive 1970s infill housing in the spirit of General Improvement Areas, which was dropped into locations cleared of housing seen at the time as slums (eg. Nos.4-12 Tower Road and Nos.23-31 West End). Less characterful and place-specific architecture from the late twentieth century has been inserted in the **Border Bridge Sub-Area**, and on the plateau at the top of the **Old Village Core Sub-Area**. More recent years have seen a mix of thoughtful, respectful architecture (eg. Medical Centre, Cooperative Funeral Service), and arbitrary designs such as The Estuary, Dock Road.

5.2.3 **Features, Detailing and Materials**

The conservation area's architecture relies on a variety of different architectural features and simple detailing, each treated in slightly different ways throughout the area. 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 contribute to the appealing plainness of much of the area's architecture. Some details have been altered over time but a great deal of the original architecture is intact in detail.

5.2.4 **Masonry**



Sandstone masonry, Main Street

The principal walling material in the **Old Village Core, Bridgehead Core and Upper Main Street Sub-Areas** is natural sandstone, the basis for the area's warm, textured, well-matured visual appearance. The stone is a local, deep pinky-grey granular sandstone, the pink tones varying in intensity. A similar stone with green hints is also seen in one or two places (eg. No.20 Dock Road), plus one or two cases of yellow sandstone, usually in much later buildings (eg. No.10 Well Square, probably a later re-fronting). In the earliest

buildings, rounded stones are laid randomly or with minimal coursing. In later buildings, squarer blocks of varying sizes are laid in courses. Both usually have larger, more regularly-sized, square-cut stones for dressings such as window and door surrounds and, where present, detailing such as plinths, string courses, eaves, watertabling, quoins (corner stones) and arches.

Throughout, most stone is left rough or intentionally tooled, creating considerable texture to the buildings' appearance – main stones are often snecked (a rough, rusticated finish) or are rock-faced, whilst dressings are more smoothly tooled and usually margined, a motif which highlights a thick, smoother band around the edge of the window or



Local sandstone – rubble, square coursed blocks, and (less common here) ashlar



door opening. Dressings sometimes stand slightly proud of the rest of the wall, adding shadow and depth to elevations. Smarter late Victorian and Edwardian buildings often use even finer dressed stone – ashlar – for detailing and on entire principal elevations, with rougher stones to the sides and rear. Carved and moulded details are usually modest – a chamfer here, rustication there – defining the simplicity of the architecture. Rounded-off corners are also common, traditionally used in commercial areas to avoid damage to masonry from wagons (eg. No.2 Blakewell Road, No.1 Mill Strand). Such plain,



Above: distinctive tooling including margins far left and far right. Below: modest detailing replicated well



Larger square dressing stones to rubble wall; raised dressings to coursed wall; rounded corner details

quality, well-executed masonry and detailing

defines much of these sub-areas' buildings and adds to their robust, sturdy character as well as being key to their textured appearance.

There are a few cases of more vigorously moulded sandstone used to emphasise quality and status, eg. St Bartholomew & St Boisil's Gothic windows, Kingdom Hall's Tudor Gothic details, the former Borough Waterworks' Classical detailing and bold carved lettering, and the deeply recessed features of the grand Baroque-ish



Above: carved stonework; right: poor pointing harms visual character; far right: well-patinated, unpainted masonry is key to the historic character of the area

warehouse at No.3 Dock Road. Even these, though, are simple and robust rather than delicate and elaborate.

Most stone is exposed and has gained the rich patina of age, creating an attractive, mature, weathered consistency. Exposed stone –



particularly details and dressings – would originally be unpainted, and much remains so. Unpainted stone should remain unpainted to retain this character. Pointing (the way mortar is finished off between the stones) varies – in walls with squarer stones it is not key to the appearance of the wall but, between more rounded stones, it can be quite visually prominent, particularly where re-pointing has been poorly executed by smearing it across the stones' face. Sandstone is also used in several boundary walls, discussed below.



Render at the Tower House and, below, No.8 Osborne Road



The second main masonry treatment (a finish, really) is render, mainly smooth with some roughcast, found in locations across the **Old Village Core** and **Bridgehead Core Sub-Areas**. There is very little in the **Upper Main Street Sub-Area**. The random rubble stone of many of the earliest buildings would have been covered by a variety of renders (generally smooth) and harlings (generally rough), both lime-rich to allow the building to 'breathe'. Such finishes do not now survive, exposed stone being much the preferred aesthetic since the mid-nineteenth century. Where render is used today, it tends to be either modern cement-based render (thick and harder with a smoother appearance) or pebbledash (a modern cement based version of harling with an exposed gravel finish). Both tend to iron-out the visible texture of the masonry beneath and



Modern render 'overcoats' can look heavy and dull against well-matured sandstone

result in a much flatter, bulkier character. In places, this is appropriate to later architecture (eg. No.4 Main Street) and can also provide a pleasing contrast (eg. much of West End), but where render dominates an historic building group, it can leave a bland scene of chunky render overcoats shrouding historic character beneath (eg. parts of Knowe Head).



Render contributes most successfully in buildings designed for it, rather than where it is applied later. For example, in Nos.47-55 West End, visual texture is enhanced with emphasised rendered window and door surrounds, whereas No.1 Well Square



Various types and colours of render are part of the varied townscape of the area



seems masked by its later roughcast skin. Where applied later, the most characterful leaves stone detailing exposed (eg. No.3 Church Road). Most render is painted in light, pastel

shades (not pretty 'chocolate box' pastels but muted, flat tones appropriate to the area's dominant period), however very light, whitish tones often stand out to the detriment of building groups dominated by dark

stone. Bolder colours tend not to work so well, but Nos.4-12 Tower Road is deep and earthy enough to fit. Picking out architectural detailing in boldly contrasting colours also tends to look out of place and is rarely historically accurate. Much of the area's render is unpainted (particularly side and rear elevations), often gaining an attractive rich, weathered patina as a result – in principle, render that is unpainted should generally remain so to retain this character. Many buildings from the 1970s onwards are finished in render but, in these two sub-areas, character will best be preserved by ensuring natural stone is dominant over both new render and that applied later.

Brick is only used once as a main walling material in the **Old Village Core, Bridgehead Core and Upper Main Street Sub-Areas** – at Nos.81a/b Main Street, which are mid-twentieth century infill. It was sometimes used, however, for repairs and additions to stone buildings in the eighteenth and early nineteenth centuries, notably chimney stacks, raising or rebuilding gable-ends, or adding offshoots. In these cases, bricks are small handmade, dark red-brown or purple-brown with a rough, mottled texture; they have become stained over time with warm, uneven tones. Bricks are found in other sub-areas, discussed below. Brick has also been used as a



Nineteenth century brick alterations, Knowe Head

modern expediency for some repairs, alterations and additions (eg. Church Road garages, Blakewell Road skip yard boundary wall), usually with intrusive results.

Masonry in the **Border Bridge Sub-Area** varies. Blakewell Gardens is smooth rendered and painted, and Riverdene is in brick (a notably out-of-place even-toned, orangey-brown choice which neither contrasts with the pantile roofs, nor marries well with nearby stone in the bridge or Tweedside Villa). Bower's Crescent, although much masked by later random masonry paint, has rock-faced stone ground floors and roughcast render above. None of these is particularly distinctive but Blakewell Gardens' tones are well chosen and provide a neat, co-ordinated scene which continues out of the area to the west. The brick used in the medical centre in the **New Bridge Approach Sub-Area** is a better choice (textured and pinkish, matched in the nearby care home extension at the foot of Union Brae), whilst brick in St Cuthbert's School is dark red-brown, distinctive of its period rather than the area. Similar bricks from this time are seen across in the area in the public realm (see below).



Blakewell Gardens and Riverdene



Although the corrugated metal units in the **Tweed Dock Sub-Area** are similarly atypical of the area, they are at least muted in colour; that in the north east corner is most prominent due

to its size and its conspicuous off-yellow hue. Most of the sub-area's other buildings have more characterful walling but they too are muted, monotone and mellow in appearance – the south-west corner shed's weather-worn, battleship grey timber; the crisper grey timber of Robertson's shed; the large southern shed's gritty, smudged cream render; and the rich, rough, lichen-covered pinkish stone of the group behind Main Street. These appear as large expanses of walling rather than intricate



Gritty, weathered render and patinated grey timber marry very well with rough sandstone nearby

mixes of materials, meaning that the sub-area's two small brick buildings stand out against this backdrop, that to the north an intricate polychromatic work with dentilled eaves and verges, and chunky stone dressings.

Developments least successful at preserving these characteristics are those which use man-made masonry such as reconstituted or concrete blockwork, The Estuary on Dock Road being a prominent example. Natural stone which is the wrong colour also erodes the unique sense of place which pinkish-grey stone provides, notably Halidon View's yellow sandstone, Mount Road. The supermarket's corrugated metal and breezeblock walls are also alien to the **Old Village Core Sub-Area**.



Yellow sandstone v. more characteristic pinky sandstone

5.2.5 Doorways

Most of the area's doorways are uncomplicated features but are nonetheless prominent in the buildings' plain elevations.



Levels of door emphasis: lintel and relieving arch (Main St); dressed stones (Main St); stone Classical surround (Tower Rd); applied timber surround (Main St)

In the **Old Village Core**, **Bridgehead Core** and **Upper Main Street Sub-Areas**, domestic doorways are emphasised in a variety of ways. Some of the earliest have only simple relieving arches and/or lintels above the opening (eg. Nos.4-12 Blakewell Road, Nos.184-186 Main Street), whilst others (the majority in these sub-areas) are either emphasised with large dressed stones around the entire opening (eg. most of Church Road) or have restrained, Classically-inspired, raised dressed stone surrounds or hoods (eg. No.14 Tower Road, No.24 West End, Nos.1-4 Yard Heads, No.13 Yard Heads). The next level of emphasis uses decorative doorcases, mostly in stone (eg. the Victorian villas at Nos.126-136 Main Street) but also seen in timber (eg. No.2 Kiln Hill), some applied later to smarten up plainer buildings (eg. No.2 Blakewell Road). Finally, and fewest in number, are the more



Rarer high-status doorways, Tweedside Villa, Tower House, Main Street. Below: round-nosed steps



Even a house number can show the area's simple, robust design approach

elaborate porches typical of grander late Victorian buildings which provide the strongest architectural emphasis of doorways in these sub-areas (eg. No.4 Main Street's grand arcaded porch, Tweedside Villa's impressive flat-roofed sandstone porch, No.24 Church Road's large carved timber hood and Tower House's delicate Classical feature). Most doorways in these sub-areas incorporate an overlight (a traditional feature rather than having glass in the door), mostly square and some with simple glazing bar arrangements. Most doorways also have one or two stone steps up to the door, the smarter ones being round-nosed.

Some original timber front doors survive, particularly heavy unglazed panelled doors in dark, rich colours and these are integral to the historic presence of doorways. The same is true of surviving traditional door furniture such as knobs, knockers and letter boxes. Impressive surviving doors are seen in the

Victorian villas of the **Upper Main Street Sub-Area**, some doors with a central

bead to resemble double doors as a show of importance. Access alleys from the street to backyards tend to have ledged and braced doors rather than panelled ones, but to the same colour scheme. Traditional back gates are also still found in some places, notably a few rundown ones on Yard Heads.



Modest emphasis with hoods or an inscription. Note the overlights and door furniture

In the **Border Bridge Sub-Area**, small masonry hoods on moulded brackets are a simple, unifying touch in Blakewell Gardens, typical of the period, whilst Riverdene's derivative suburban doorways have tiled hoods stretching across to cover adjacent ground floor bay windows, not typical of the rest of the area. Bower's Crescent's are much altered but may have had slated, pitched roof timber porches on brackets as an original feature. In the **Tweed Dock Sub-Area**, huge

sliding doors in plain openings match the large scale, blunt buildings they are in, vertically-boarded timber doors being characteristic of the smaller, older sheds.

Traditional commercial doorways contribute to the character of the area's historic industrial buildings. Large arched carriage openings are found across the area, some with timber doors intact, others now with modern metal gates or nothing.



Above: carriage arches, Main St; external staircase, Main St; Below: intact warehouse loading doorways, No.7-11 Main St; upper level loading doors



(Because of these historic openings, new garages off the street tend not to intrude, although modern metal garage doors do.) Also typical of commercial buildings are upper level loading doors (eg. former Border Brewery, warehouse at No.3 Dock Road). Commercial doorways in the yard behind Nos.7-11 Main Street are particularly intact and providing a coherent display of loading bays, doors and canopies. The external staircases to upper level doors at Nos.52-58 and No.144/6 Main Street are also traditional early features, one now in concrete.

Many landmark buildings have only traditional domestic or commercial openings (eg. domestic scale doors to pubs), but the churches in particular have higher status doorways, emphasising their use and significance in the neighbourhood.

Some later developments do not include traditional front doors, which confuses the straightforward relationship between house and street which defines the area's buildings (eg. Henderson Court's wide glass porch does not have the status of traditional porches in the area), or which can leave blanker elevations at pedestrian



Few doors onto the street can create confused or blank frontages. Right: a post-modern feature doorway adds status to this recent building

level (eg. Nos.1-8 Bridge Court). Such cases should be avoided. The exaggerated porch to Nos.87-89 Main Street (Co-op Funeral Service) is a lively Post-Modern feature.

5.2.6 **Windows**

Window openings are strongly vertical, one of the defining features of the area's architectural character and, like doorways, the openings are often emphasised.



Windows are vertically proportioned and generally simple, mostly single, sometimes in pairs. Right: earlier windows (right) are smaller than latter ones (left)



Prominent stairwell window, Tower House

Windows are spread evenly across elevations, often symmetrically, and are mainly found singly but can also be in pairs (eg. Tower Road, Nos.28-40 Church Road) or, in later buildings, in tripartite groups of three (eg. No.24 Church Road which has distinctive Gothicised openings echoed at the neighbouring Village Hall). A few window openings have Classical proportions, ie. first or second floor openings are smaller than the ground floor ones. Early windows tend to be smaller than later ones (eg. compare No.13 and 15 Fettes Lane at Church Road), and some have evidently been widened or have had the sill lowered over the years (eg. Nos.3 and 10 Well Square, No.16 Church Road).

In the **Old Village Core**, **Bridgehead Core** and **Upper Main Street Sub-Areas**, treatment of window openings is much the same as for doors.

Almost all are flat-topped. The earliest and simplest have only relieving arches and/or lintels above the opening and a projecting sill beneath (eg. No.16 Knowe Head), whilst others (the majority) are either emphasised

with large dressed stones around the entire opening (eg. most of Church Road) or have complete raised stone 'frames'. Some later openings are moulded (eg.

chamfered edges to No.9 Yard Heads and villas in the **Upper Main Street Sub-Area**, or mouldings to No.7-11 Main Street).



Levels of window emphasis: relieving arch (Blakewell Rd); dressed stones (Church Rd); raised surround (West end); applied timber surround (Main St)

Tall round-topped stairwell windows are a common feature of the dominant period of architecture, but generally only in smarter buildings so there are few in Tweedmouth. Tower House has a particularly tall and prominent example.

Tweedside Villa has an accomplished set of windows including bays, tripartites and



Above: angled bay windows in stone and timber, Main Street, West End, Kiln Hill, Main Street. Below: bow windows and modern oriel bay



drip mouldings, all with asymmetrical sashes with delicate margin beading in place. No.8 Osborne Road has unusual horizontally emphasised glazing bars.

Bay windows are not a common feature of the dominant period of development, but some later and grander houses have them (eg. No.24 West End) and others have been added to earlier houses (eg. The Thatch PH, The Angel Inn PH). The best collection is at the

Berwick Bridge bridgehead where splayed stone and timber bays with flat roofs help bring these high quality buildings to life. No.46 Main Street has distinctive full-height bow windows with curved glass, whilst many of the Victorian villas in the **Upper Main Street Sub-Area** have large splayed single or two storey bays. Tiny first floor oriel bays are a distinctive touch to the front and rear of Nos.22-29 West End. Tower House has two particularly elegant ground floor bow windows with swept lead roofs.

A high number of original windows have now been replaced (see page 91) but many from all periods in all sub-areas survive, their rarity crucial to the area's character and appearance. All windows would have been set back from the face of the building in a reveal which adds depth



Traditional timber vertical sliding sash windows, set back into a reveal

and life to elevations. The dominant traditional window type across the area is a pair of double-hung vertical sliding timber sashes, earlier ones being sub-divided with glazing bars, later ones having larger panes (perhaps with one vertical glazing bar) and therefore 'horns' for added strength. Most would have been off-white. Some later Victorian and Edwardian ones have unequal sashes – taller lower and shorter upper ones, the latter often with stained glass. Edwardian windows can also be timber casements with smaller stained or leaded glass top-lights.

In the **Border Bridge Sub-Area**, Blakewell Gardens has large paired, tripartite and



Standard suburban horizontally-emphasised windows, Riverdene

ground floor bay windows in heavy rendered surrounds, the windows themselves now hardwood replacements but retaining a central transom. Riverdene's are standard and horizontally-emphasised, going against the grain. Openings in Bower's Crescent are much altered. There are few windows in the **Tweed Dock Sub-Area**, those that exist having similar domestic proportions to those in the **Bridgehead Core Sub-Area**.

Most landmark buildings just have traditional domestic window openings, perhaps emphasised in a stronger way (eg. pubs, No.3 Dock Road), but the churches in particular have higher status windows with arched openings and carved emphasis (eg. drip-moulds, Gothic tracery) to highlight their use and significance in the neighbourhood (some of Kingdom Hall's are blocked up). The former Border Brewery has a variety of windows, many small and square indicating its commercial nature. It also has surviving timber grilles over some of the maltings' windows, evocative of its former storehouse use. Such warehouse windows, vents and openings are abundant to the rear of No.7-11 Main Street. The former waterworks has distinctive, strongly vertical, subdivided windows, including arched ones. The school's large subdivided timber windows are distinctive of its use, architectural style and period.



Waterworks' windows; timber-slatted agricultural window; blocked Gothic windows; storehouse windows



Windows in more recent development have not always followed these principles, eg. the horizontal hardwood windows to Nos.27-33 Dock Road, and horizontal casement windows at Henderson Court and The Estuary. Those in the care home extension on Union Brae are large but well-proportioned. The Co-op Funeral Service's narrow porch sidelights are a distinctive flourish.



Well-proportioned modern windows, Union Brae

5.2.7 Shopfronts



Intact shopfront including sliding sash stall window, Main St

There are relatively few shopfronts in Tweedmouth, most found in the **Bridgehead Core Sub-Area**, and a few in the **Upper Main Street Sub-Area**. The highest concentration is at the notional 'town centre' on the short, busy central stretch of Main Street, which forms a traditional, densely-packed high street dominated by good quality traditional timber shopfronts in purpose-built shops (plus some later, lesser quality insertions). Most are intact and combine to create an authentic working scene.

These are traditional timber features along Classical lines – tall shop windows above masonry or timber stall-risers, framed by pilasters and carved brackets, and topped with an entablature



Good shopfronts in harmony with the building, Main Street. Below: some of the best are vacant



of architrave, fascia (containing signage) and cornice. Several have recessed doorways and the best shopfronts are designed in harmony with the rest of the building.

The detailing is modest, the appearance sturdy. Some of the best include Nos.7-11 Main Street (a varied but coherent string in matching bottle green with rusticated stone pilasters and tiled or terrazzo threshes), No.1 Dock Road (with sliding sash stall window intact), and No.36 & 38 Main Street (a simple elegant pair, varied but with common details). Nos.19 and 72 (the former Post Office) are also



good but look vacant, a cause for concern. Some have been altered (eg. added shutters, lost mouldings, replaced timbers, concealed joinery), such as No.23 (fish and chip shop), and Nos.74-80 (Spar) and Nos.28-32 (Rascals) which also have intrusive double-width plastic fascia signs.



Shop trading from (enlarged) domestic windows/door, Main Street



Altered shopfront and double-width plastic fascia sign, Main Street

Some shops do not have traditional shopfronts, trading instead from domestic windows and doors (eg. No.64 Main Street). This is generally preferable to removing historic masonry and inserting a modern replica shopfront (eg. No.180 Main Street), but can also result in enlarged windows and masonry paint (eg. No.19 Kiln Hill, No.198 Main Street). Similarly, where shops have

changed use to residential, it is preferable to retain the shopfront, not only to protect its positive contribution to the street scene but also to avoid poorly matched replacement masonry and domestic windows (unless very sensitively handled, as at No.13 Feters Lane).

Just outside the boundary, the long curved shopfront to Durham Pine on Prince Edward Road is an interesting feature with Art Deco hints, simple and little-altered.

5.2.8 **Roofs**

Roofs are important historic features in the conservation area, not least because topography and the bridges allow much of the roofscape to be clearly seen from above and from Berwick. A subtle variety in roof form, pitch, material and tone creates a diverse roofscape of great historic character.



A subtle variety in roof form, pitch, material and tone creates a diverse roofscape of great historic character

Traditional dual pitch roofs are used almost exclusively, but there is much subtle

variation in

orientation, pitch and form. Older roofs tend to be steeper (eg. compare Nos.6 and 8 Main Street) and many betray their history with slight squints and quirks in shape, particularly to the rear. Blank gable ends are a characteristic (echoed in Nos.28-40 Church Road's bold gables to the street), but hips are also common, used to turn corners in some older buildings (eg. No.1 Main Street, No.2 Blakewell Road),



Older roofs (above and below middle) are generally steeper than newer ones (below left and right)



Most have gable ends (below), but hips (above left) are also common, especially in newer buildings (below)



extensively on offshoots, and as a polite feature in later Victorian buildings (eg. No.8 Main Street, former Borough Waterworks). Some older roofs have slightly swept or 'kicked' eaves (eg. No.1 Main Street), a distinctive historic form often unfortunately ironed-out in later re-roofings. The hipped roof form of Blakewell Gardens, whilst not

reflecting the traditional form of the core sub-areas, is typical of mid-twentieth century social housing, and is key to the character of the extensive housing here and west of the conservation area.

The array of offshoots and outhouses in the **Old Village Core** and **Bridgehead Core Sub-**

Areas creates lively and intricate rear roofscapes seen from above along Yard Heads, Prince Edward Road and the two Royal bridges. As offshoots step progressively down from the main building, roofs with varying lengths, pitches, heights and hips generate a layered scene of great historic integrity, enlivened by the variety in tone of the materials.



Well-judged medical centre roof with school behind (above); striking church tower above Main St / Dock Rd

The historic commercial building groups also have compound roof forms, such as the group behind Nos.7-11 Main Street, Town Farm and the yard at No.3 Brewery Lane. The former Border Brewery is the best example, a tumbling cascade of shapes, orientations and planes



particularly evocative from Mill Strand. The varied pantile roof of the Medical Centre in the **New Bridge Approach Sub-Area** reflects such a jumble well, whilst the slate roof of the school in this sub-area is linear and symmetrical, unlike most elsewhere. More stylised roof forms, such as Kingdom Hall's octagonal turrets and castellated parapets, are not common in the area. St Bartholomew & St Boisil's church has a short slate spire atop its stout stone tower.



Varied roofscape including landmark turrets at Kingdom Hall

Most roofs are covered in one of two natural materials: clay pantiles or natural slate.

Interlocking clay pantiles are the traditional roofing material for the earliest buildings in the

conservation area, a natural, traditionally hand-made product with quite wide variations in colour from deep browny-orange, through warm terracottas, to the brighter salmon shades that betray modern pantiles. Variations are from tile to tile as well as from roof to roof. Variety in tone, and the tiles' pronounced 's' shape produce a vibrant, lively roofscape with a rich, warm texture. Clay pantile roofs are more conspicuous than slate ones, even though time and weather leave a distinct patina which adds mossy tinges, duller tones, and greater visual texture across slopes. A traditional feature of clay pantile roofs is the use of slates for the bottom two or three 'easing' courses to ease both construction and water run-off. Too many easing courses can unbalance a roof's proportions.



Natural slate (right bottom) and clay pantiles (right top) provide a vigorous, spirited scene from above

The natural slate used in the area is mainly Welsh, although Scottish may also have been used. Scottish slate is rough and thick with strong dark grey and black shades,

producing a visually recessive yet deeply textured appearance. As Scottish slates vary in size, they were laid in diminishing courses – larger at the eaves and smaller at the ridge. Welsh slate is also rough-looking with slightly uneven edges, but is thinner and more regularly sized. It has subtle variations in shade and tone – often with blue or purple hints – which help define the richness and texture of the area's character. There are also one or two cases of red clay plain tiles, typical of the early twentieth century, flat and much smaller than



pantiles (eg. Nos.87-89 Main Street, St Bartholomew & St Boisil's porch, and No.24 West End where their use is illustrative of its light Arts & Crafts feel).

The visual contrast between pantiles and slate is high, so when seen en masse, particularly from the bridges or Berwick, a spirited patchwork roofscape is created. Both materials are historic and appropriate to the architectural development of the area. Clay pantiles are the earlier indigenous covering; slate followed with the



The visual contrast between pantiles and slate is high, particularly seen en masse from the bridges or Berwick, creating a spirited patchwork roofscape

arrival of the railways from the mid-nineteenth century. The spread varies throughout the sub-areas, mainly by age and style. For example, the **Old Village Core** and **Bridgehead Core Sub-Areas** have a mixture, but clay pantiles notably dominate most of the earlier building groups, eg. Mill Strand, Knowe Head, Well Square and parts of Church Road. The lower stretches of Main Street demonstrate well how coverings vary with age – older buildings on the north side are mostly pantile, whilst newer ones on the south side and up the bank are in slate. The same is seen in the **Upper Main Street Sub-Area** – early nineteenth century buildings at the south end use pantiles, later nineteenth century ones to the north are in slate. In general therefore, most vernacular buildings and many built before the 1850s are more accurately suited to clay pantiles, whilst most later Victorian and Edwardian buildings would be best suited to slate. This cannot be a hard and fast rule, however, and the aim should be to ensure an overall patchwork is preserved. The least sensitive approach is to mix both on one building (unless accurately informed), harming architectural integrity.



Simple eaves, some with modest corbels



Throughout the area, eaves tend to be very simple, most with a minimal overhang and possibly flat timber boards. A few have simple stone corbels, fewer still have more ornate moulded stone cornices (eg. Nos.1-4 Yard Heads, Nos.7-11 Main Street and No.3 Dock Road which has a huge dentilled cornice on an impressive scale). Similarly, verges are almost always plain, but a distinctive feature of many older

buildings are large triangular blocks forming the verge. Several roofs raised in height have had these blocks replaced with brick (see page 52). Flat stone watertabling protrudes above the roof plane to divide both pantile and slate roofs,



Original distinctive triangular verge blocks survive in a few places (far left top, left) with some being rebuilt (far left bottom). Flat watertabling is more common (above). Below: scrolled kneeler, rare in Tweedmouth

particularly where roofs step down a slope. Later Victorian ones often have kneeler blocks and finials too, whilst only one or two buildings (eg. No.116 Main Street) appear to have the distinctive volute scrolled kneelers found across Berwick. Ridges vary with the roof covering – pantile roofs tend to use clay half-pipes, slate ones have red or grey clay tiles or lead rolls. Valleys are traditionally lead lined. No.24 Church Road has decorative timber bargeboards, typical of the era but not the area, and thus quite striking.



The **Border Bridge Sub-Area** is predominantly pantile. Riverdene's are a dull orange (concrete?) not contrasting well with the brickwork. The visually textured



Blakewell Gardens and Bower's Crescent blend well into mid-twentieth century housing west of the area

clay pantiles at Bower's Crescent and Blakewell Gardens are a positive contribution (but similar housing to the west outside the boundary has

over-dominant easing courses). Roofs in the **Tweed Dock Sub-Area** are mostly modern and corrugated, the important aspects being their plain low pitch, grey colour and rough, weathered texture. The smaller historic buildings here are in Welsh slate with varied hips and gables.

Some newer roofs echo the conservation area's themes well (eg. the simple low-slung roofs of the Tweedmouth Bowling Club pavilion and Nos.87-89 Main Street) whilst others are atypical and alien in form (eg. The Estuary). The Co-op superstore's flat roof is also atypical. Concrete tiles are found throughout the area,

having replaced natural materials, and are used on most late twentieth century new-build roofs. Concrete tiles do not have the variety or visual liveliness of clay pantile or natural slate, being standard in shape, size, texture and pattern, and usually a dull mid-brown colour. West End has been particularly compromised by concrete tiles in both replacement and new-build roofs.

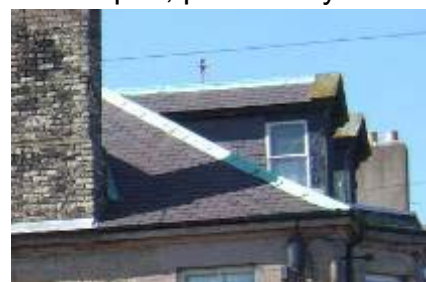
The critical condition of the roofs on the disused parts of the former Border Brewery is of immediate and pressing concern.



Maltings roof, former Border Brewery

5.2.9 **Dormer Windows and Rooflights**

Attic space with daylight is not part of the original design of the area's buildings, most being designed with – and still having – uncluttered roofscapes, particularly to



Early catslide dormer, Main Street, and latter Victorian dormers with dual pitched roofs and glazed cheeks

the front. Some original dormers do exist, however, the earliest ones being catslide in form – a single pitched roof parallel to, but slightly less steep than, the main roof pitch (eg. Nos.1-3 Main Street, No.4 Kiln Hill). Later original dormers include small, vertically proportioned features protruding midway up the main roof slope which have glazed cheeks and a hipped pitched roof, typical of Victorian and Edwardian housing such as Nos.128-130 Main Street and Nos.20-24 [street?]. Animated use of peaks and gables is made at Tweedside Villa and No.24 Church Road. Daylight is also brought to some attic spaces by using small gable-end windows.

The very low numbers of inserted dormers on front or rear roof slopes in almost the entirety of the **Bridgehead Core, Old Village Core, Upper Main Street and Border Bridge Sub-Areas** is significant. The few dormers that have been introduced at a later date tend to be wide with a horizontal emphasis. They do not preserve the vertical proportions of the windows below, introduce flat roofs into a roofscape dominated by slopes, and tend to dominate the host roof (eg. Nos.30-32 West End, No.16 Church Road).



Boxy flat-roofed dormers are out of keeping



Prominent original Victorian rooflights, Dock Road

Rooflights are not a traditional feature of the area's architecture, but a few



Original rooflights on less prominent rear and 'internal' slopes

original Victorian rooflights can be seen (eg. rear slopes of No.34-38 Dock Road, No.8 Main Street and the warehouse behind No.28-32 Main Street). Again, relatively few have been introduced in any of the built sub-areas. Where they have been introduced, the least intrusive are to the rear or 'internal' slopes, are small, are positioned in line with windows below, and have low profile frames.

Those at No.20 Dock Road are particularly dominant in number and size, and those inserted at tall No.3 Dock Road are also prominent. One or two intrusive domed plastic rooflights in flat roofs are particularly visible from the Royal Tweed Bridge. Front slopes, and those to the rear or side where they would be visible, should be kept free of rooflights. Long strip rooflights are also seen in some of the historic commercial buildings, and in the **Tweed Dock Sub-Area**, where they are little more than clear plastic sheets flush with the roof plane.



Large modern rooflights should be avoided on front and prominent rear slopes

5.2.10 Chimneys

Chimneys are a recurrent traditional feature in the area but have suffered considerably from change and loss, and are not as prominent and might have been



Older brick chimneys often have large dimensions and twists to reveal their age



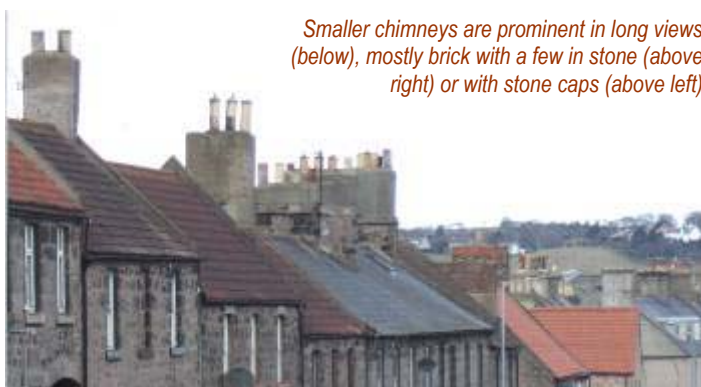
expected in the landscape. Where they are prominent, they enliven the roofscape considerably, and add to the authentic traditional built scene. Chimney dimensions can also be important to understanding the age of a building.

Some of the largest, oldest chimneys are in the **Bridgehead Core Sub-Area**, eg. at Nos.1-3 Main

Street and the rear of No.4, typical of the sturdy sizeable proportions of early features. In small red-brown brick, they often have battered sides and stretch across the depth of the building. Some also have squints and twists, revealing their age (eg. No.48 Main Street). Large older brick chimneys can also be seen in and around Knowe Head, and are prominent on Yard Heads, including on rear slopes and offshoots where they add to the authentic backland scene.



Many other chimneys are small, square and sit at the ridge, most in brick with collars or shaped caps, eg. Nos.4, 13-25



Smaller chimneys are prominent in long views (below), mostly brick with a few in stone (above right) or with stone caps (above left)

and 46 Main Street. A few of the smarter, later ones are in stone or have stone



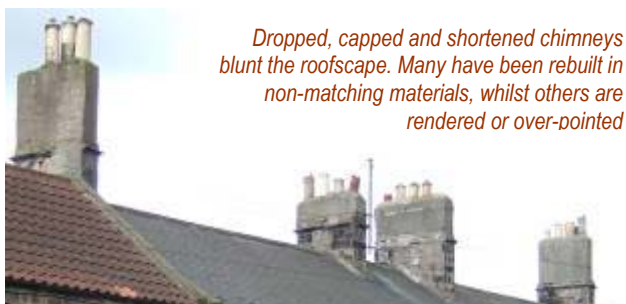
Slender chimneys at the Village Hall (right) and Mount Road (far right)

plinths and caps, eg. No.24 West End, No.7-11 Main Street, No.1 Brewery Bank and Tower House.

Sturdy chimneys are very prominent in the **Upper Main Street Sub-Area**, as they are on Nos.24 and 28-40 Church Road, No.20 Tower Road and Nos.34-38 Dock Road which also have tall pots. Mitchell Memorial Hall's slender shaped brick chimney is also eye-catching, as are Tweedside Villa's tall, clustered chimneys.



Many have been removed or lowered in height which blunts the liveliness of the roofscape and does nothing for the integrity of the historic building. Where they do survive, many have been poorly rendered, over-pointed, or rebuilt in modern brick to smaller proportions, which also harms their contribution. Pots do survive on most.



Dropped, capped and shortened chimneys blunt the roofscape. Many have been rebuilt in non-matching materials, whilst others are rendered or over-pointed

Because of this harm, the most prominent chimneys in views from the bridges and Berwick are not those in older buildings, but on the twentieth century housing at Blakewell Gardens, Bower's Crescent and outside the area to the west.

Chimneys were not included in the design of Riverdene's housing, flattening its appearance further. The same is true of other modern buildings, eg. Nos.4-12 Tower Road, Nos.23-31 West End, The Estuary, and Mount Road's Halidon View,

the traditional design of which would have been enhanced with chimneys. Roof vents are peppered across Henderson Court's

roof, a poor detail which goes against the uncluttered nature of the area's roof slopes.



Halidon View on Mount Rd (centre), newly prominent in views south, would have benefited from chimneys.

A stout, square industrial chimney sits behind Nos.150-160 Main Street. Brick on a rubble stone plinth, this is important for marking



Industrial chimney behind Main St. Large roof vents prominent in older commercial property, neatly interpreted at Union Brae

the historical use of the building and interesting in its own right.

Several

other historic commercial buildings have large, long ridge vents which can be very descriptive of their history and character, and make a significant contribution to the roofscape of groups such as that behind Nos.7-11 Main Street and the former Border Brewery. A similar feature has been inventively included in the care home extension behind No.8 Main Street.

5.2.11 **Rainwater Goods**

Rainwater goods including gutters, hoppers and downcomers (drainpipes) are not designed to be prominent features of the area's architecture. Many have been altered. The vast majority are simple features applied to modest brick or stone corbels at the eaves. Cast iron is the traditional material; most are now plastic.

A handful of more prominent rainwater goods do exist. Nos.7-11 Main Street, No.3 Dock Road and Nos.1-4 Yard Heads have gutters concealed behind moulded stone cornices and probably lead lined, the sort of smart feature which defines much of Berwick's rainwater goods. Some of the villas in the **Upper Main Street Sub-Area** have square-section iron downcomers, whilst No.24 West End has attractive quatrefoil moulded brackets to its square-section downcomers, illustrative of its light Arts & Crafts feel. The former Borough Waterworks also has square-section downcomers and large decorative square hoppers.



Feature rainwater goods, rare in the area

5.3 **Contribution of Spaces**

Because of the incremental development history of Tweedmouth and the low number of formal planned developments, the impact of large open spaces – particularly green ones – is not fundamental to the character of the area. Those that do exist, therefore, tend to be important locally. The riverside area is the foremost of these where green and ‘grey’ open spaces are key to the area’s appearance. The contribution made by domestic gardens and commercial yards, and by roads and pavements, is also high. The main spaces in the area are:

- riverside
- Tweed Dock
- roads and pavements
- West End
- domestic yards and gardens
- commercial yards
- St Bartholomew & St Boisil’s churchyard
- St Cuthbert’s school grounds
- Co-op superstore spaces

The riverside open spaces are split between the **Riverside**, **Bridgehead Core** and **Border Bridge Sub-Areas**, and are separated in the middle by open spaces in the **Tweed Dock Sub-Area**. The other spaces are scattered throughout.

5.3.1 **Riverside**

The riverside is one of the conservation area’s most characterful assets and a significant part of Tweedmouth’s appearance from Berwick and the bridges. Much



of the riverside is reclaimed land and is clear of buildings apart from at the dock in the centre, creating open public access to the water’s edge, a significant resource. The eastern edge of Tweedmouth’s development pattern is almost entirely laid out to face the river, on the line of Riverside

Tweedmouth riverside looking towards Berwick. Below: Tweedmouth Bowling Club

Road, Main Street and Tower Road / Dock Road. Land east of this would originally have been unsuitable to build on. Additions such as Tweedside Villa (and Nos.27-33 Dock Road) continued this early layout. The creation of the dock and associated land in the mid 1870s changed this in the middle but, even then, buildings were only focussed along Main Street – other parts of the



riverside contained only infrastructure such as the railway link. The subsequent removal of the latter and some of dock buildings allowed land to the south to be reclaimed as public open space, like that to the north. In essence, outside the dock, the only development on the river side of the road is Tweedmouth Bowling

Club, its green open space, low density layout, single storey building and public use appropriate for the location.



Riverside Sub-Area, looking south out of the conservation area towards Carr Rock and Spittal. Right: picnic benches, rocky outcrops and the dramatic single tree with Lowry Trail easel



The **Riverside Sub-Area** is entirely open space, the area boundary only including part of the wider land form between the dock and Carr Rock. This wide arc in the river's flow to the sea benefits significantly from a simple relationship between slope (the tree-filled Goody Patchy), bank, foreshore and river, a coherent scene unconfused by the few modest buildings that sit at the foot of the slope. Looking south from the town, the huge scale of this arc is striking, the land form rising steeply away from the river and curving east to fully enclose the view at Carr Rock. As a thick green break, this is vital setting to the conservation area. Despite the striking topography, the river's edge strip does not feel particularly natural, the flat grass and gabion embankment betraying its engineered origins. A few trees at the north edge help to screen and delimit dock buildings behind, and a single wind-bent tree just to the south makes an unexpectedly dramatic contribution to the scene, recently joined by an unobtrusive Lowry Trail interpretation easel. The



Swans beneath the Royal Border Bridge

space's public amenity value in a conservation area not characterised by green open spaces should not be underestimated, and the unimpeded riverside access



Northern riverside with open field (below), run-down historic fencing (top right) and remnant military defences (?) north of the bridge (centre right)



and bracing views across the estuary it provides are crucial to atmosphere.

A similar riverside experience is had in the

Border Bridge and

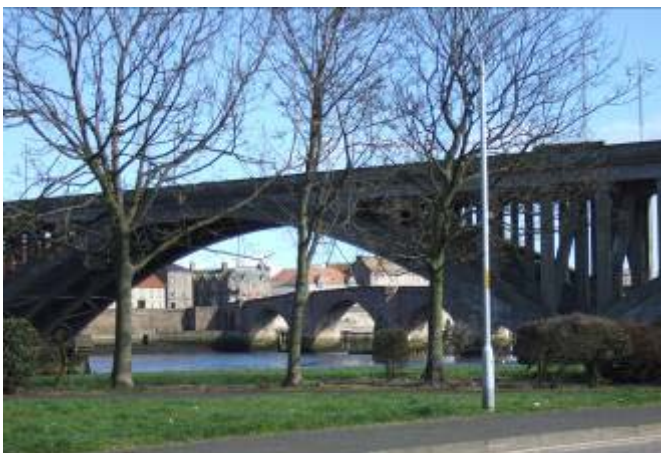
Bridgehead Core Sub-Areas.

As the landform here is flatter, the drama is provided by the scale and looming presence of the Royal Border



and Royal Tweed Bridges. Between these two, a more natural-looking riverbank curves gently below development on Riverside Road which is raised behind a retaining wall. This narrow green strip is characterful for different reasons than south of the dock. Rather than exposed and bracing, the riverside here is gentler and more natural, scattered with small trees. The water's edge is engineered here too, but with a local stone retaining wall. The tarmac path along the bank becomes a dirt track at the north edge, heading up the slope in the shadow of the bridge, or out into fields (past a row of massive concrete cubes, once military defences).

This riverside scene is dominated by the mammoth structures of both bridges. At the north end the colossal vertical stone footings of the Royal Border Bridge soar



Royal Tweed Bridge, with Berwick Bridge in the background; Royal Border Bridge

skywards to clearly define the scope of the area, but also filter views westwards to the steeper north banks beyond. To the south, the more energetic arches of the Royal Tweed Bridge leap enthusiastically from concrete footings planted on the water's edge, Berwick Bridge neatly framed in views beneath. The open field at the north end provides a suitably clean setting to the bridge, and links visually with similar natural, scrubby land to the north. Its broken-down metal fencing and gates are interesting historic survivals in their own right, but a scattering of modern clutter detracts – concrete bollards, ordinary benches, plastic litter bins.



Royal Border Bridge



Berwick Bridge bridgehead, looking south west. Right: war memorial. Below: Robertson's Funerary Memorial's. Bottom left: Berwick Bridge looking west. Bottom right: Ornate historic lamppost on the bridgehead traffic island, with Royal Tweed Bridge's modern feature lampposts in the background

The most animated part of the riverside is the Berwick Bridge bridgehead in front of Nos.1-8 Main Street. Functionally, this space is little more than a wide road junction, but in character it has a higher focal status with implied civic value.



Historically, it is the meeting point of routes down the banks and is still dominated by wide highways, overly wide now the bridge is one-way (some bits of highway are technically redundant) and sufficiently wide for features around to appear squeezed to the edges, and for it to be constantly lined with parked cars. The brick flower bed traffic island feels convoluted and cluttered but with a rare ornate lamppost. Grassy





reclaimed land is an attractive edge on both sides of the bridge, one side with an impressive light-coloured stone war memorial in tiny formal gardens, the other with Robertson's Funerary Memorial's display garden and a well-disguised sub-station. Local stone boundary walls and iron railings edge the space (there are incongruous blue railings at the Royal Tweed Bridge); pavements are narrow but neat, edged in granite kerbs; some



Royal Tweed Bridge



The space feels somewhat dominated by tarmac (top left) and, at the north end, parked cars (above middle). The water's edge is rich with mud flats

splays have setts. The backdrop is provided by some of the most interesting buildings in Tweedmouth – historically rich Nos.1-3 and architecturally impressive Nos.4-8 – and the overall scene is a special focus. It is, however, one with greater potential than at present – individually its component parts are high quality, but the whole is not greater than the sum of its parts.

5.3.2 **Tweed Dock**

Water defines the experience of Tweed Dock, the large open space in the middle being, of course, the wet dock itself. The space's dimensions are large enough to



dwarf the articulated lorries that mill around, whilst the three giant yellow caterpillar cranes and the variety of plant, silos and compounds it contains are, strangely, not as prominent inside the dock as they are from outside. The colossal blocks of the battered dock walls themselves are in a thick dark grey stone, dripping with subtle green and yellow stains. They add to the sub-area's chunky, textured, functional feel, as well



as adding real historic character compared to Berwick's new concrete shoring. The docksides are patchy tarmac and concrete with a shallow setted slip in the north west corner.



The faded but functional theme is continued by the characterful timber jetty and the good survival of historic dockside furniture – bollards, chainlink fences, ladders, small fixed crane – and the stuff of a working dock – ropes, chains, logs, boxes, bins and 'BK' lifebelts. Add in the small boats, the organised piles of paraphernalia (including transient mounds of goods being shipped), and the myriad seagulls, and the space is remarkably animated. It is, however, a distinctly private space



Views across sky and water define Tweed Dock, both wide and open to Berwick, plus glimpses through and over buildings back to Tweedmouth. The scene is ever-changing, lively and robustly historic





Historic and modern functional furniture enlivens the scene but the Dock is generally blocked from view by its own buildings, apart from a significant gap at St Bart's church

(restricted by safety and security), surrounded by palisade fencing and local stone boundary walls with rounded copes.



5.3.3 **Roads and Paths**

Streets make quite a strong contribution to character and appearance. Their sinuous lines are very attractive, with curves and variations in width bringing buildings and edges into view along their length.



The wider parts of streets have developed their own distinctive presence, eg. the Berwick Bridge bridgehead and West End (see pages 74 and 80), but also in the lower stretch of Main Street around the notional town centre buildings. Most other roads are quite narrow and the survival of routes such as Blakewell Lane, Fetter's Lane, Lees Lane, Yard Heads (and old steps to the Goody Patchy from Mount Road) adds traditional charm to the

network of the area. Yard Heads is tarmac and mostly bound with local rubble stone walls with angular copes (some cropped or lost at the north end); these walls sweep up West End Road and Osborne Road out of the area. Two historic paths also head west from Main Street out of the area, now with modern character. Two pedestrian routes up the steep bank survive, the most characterful being the robust late nineteenth century steps and ramp between Tower and Dock Roads, neat and



Above: Yard Heads (below: its rich historic walls), Fetter's Lane and two pedestrian routes west out of the area



Characterful steps up in to the Goodie Patchie

richly historic. In contrast, despite stone walls, Pudding Lane's steps are compromised by the Royal Tweed Bridge and the ugly barbed wire compound beneath. Chunky stone steps at Brewery Bank (outside No.3) are distinctive but run-down.

There are very few historic surfaces. Important historic cobbles and setts survive in the curtilages of Nos.36-48 Main Street, others at either end (including the small square at Nos.48-58), are now in concrete. Setts are seen on a few carriage arch splays across the area (notably in the

Upper Main Street Sub-Area) now quite rare. Most roads are tarmac and most pavements tarmac or concrete flags; most kerbs are natural stone. Red tarmac patched in black leaves a messy surface. A few spots of eroded tarmac reveal historic setts beneath (eg. Lees Lane).

Roads and paths in the **Old Village Core Sub-Area** are particularly attractive. The short spatial corridors and winding routes are enhanced by very simple surface treatments – blacktop paths, rough dark grey natural stone kerbs and slightly lighter tarmac roads, an effective plain combination. With very few road markings, the simplicity of streets like Tower Road, Well Square, Church Road and Brewery Bank is key to their character.



Steps up the banks at the south end (above), at Brewery Bank (below) and, least characterful, at Pudding Lane (bottom)





Few historic surfaces survive, including setts and kerbs, but Old Village Core Sub-Area's roads and pavements (below) are positively neat and plain

The New Bridge Approach and Border Bridge Sub-Areas (and to the west) received a comprehensive public realm treatment in the 1920s using concrete flag paths, low red brick boundary walls with chamfered concrete copes, grass verges (with 'grasscrete'), and some concrete lampposts. This has



a distinctive unifying influence, despite having little reference to the cores of the conservation area. But the insertion of Prince Edward Road did change levels, requiring municipal planting and intrusive concrete steps and shoring to fill gaps at Town Farm and Knowe Head (where sandstone piers are too formal for the organic development pattern). The road is standard and cluttered by road markings and patchy red



The gap (above) driven through Knowe Head by Prince Edward Road, leaving wide verges with trees (below), concrete site-works and a set of period steps (bottom left). Distinctive low walls (bottom right) are seen in this part of the area



islands. However, recent treatment of the Royal Tweed Bridge has enlivened it with something more than standard engineering works. Piers with copper plaques are very effective. Clearance of corner buildings around West End Road, West End, Blakewell Road and Blakewell Gardens has widened out the scene and eroded historic





Top: high quality, distinctive Royal Tweed Bridge details. Above left: red tarmac is visually intrusive. Above right: incoherent gaps with ad hoc materials

character. The treatment of spaces left over is modern and ad hoc with ornamental trees, angular beds, standard benches and expanses of concrete flags and tarmac. It has a bland, engineered character rather than feeling like an organic part of the public realm.

Street lighting is an insignificant mix of standard municipal features. Distinctive thin collared bollards are found in a few places (matching those in Berwick), eg. Main Street, Dock Road. Other furniture such as litterbins, benches and pedestrian barriers are standard concrete, metal or timber.

There are two pillarboxes on Main Street. Few historic street nameplates of any note survive apart from two sets of raised letters on Main Street: 'MEADOW TERRACE' and 'GROSVENOR TERRACE 1887'. Recently



installed Lowry trail interpretation boards are a distinctive addition to Main Street and the Riverside, an excellent way of interpreting the local scene. Elsewhere narrow streets without rear access mean wheelie-bins often intrude. Overhead wires are noticeable and, with no undergrounding, this can clutter the scene and detract from the character of individual buildings.



5.3.4 **West End**

West End's central space is an inherently attractive shape – a long narrow triangle which leads the eye towards its corners and encloses short distance views with strings of appealing historic and largely well-designed modern buildings distinctive of the area. It is a common medieval shape for a small settlement, describing a linear route which widens out at a suitably densely-populated point to become an

enclosed communal space. The space continues beyond West End at a similar width, open to the river at the Berwick Bridge bridgehead. Between West End and the bridgehead was once a collection of old buildings which partially closed the development pattern along West End from the north. These were wiped away for the Royal Tweed Bridge in the 1920s and, in the late 1960s, Nos.23-29 West End were laid out to echo that closure (perhaps a bit too literally), creating the space seen today.



Within, the guiding principles of the late twentieth century layout seem to have been traffic calming and parking. A neat, plain green square at the south end is joined on its north edge by a spacious parking area outside an anchor building in the street, The Thatch PH. The narrowed highway enters from the south at the green and snakes past the parking area, flanked by two large raised stone flower beds. This engineered solution tends to overpower the space, pushing obstacles into the centre (parked cars, flower beds, lighting) and confusing its simple shape. It also leaves a rare and important piece



Left: West End. Below: historic mounting post outside The Thatch PH

of historic street furniture – the tellingly eroded stone mounting block outside the pub – somewhat high and dry, with little historic reference. Historic materials are used in parts (setts, cobbles, sandstone), but not as a way of generating a traditional scene. The space is neat and attractive but does not represent an historic setting for buildings around and is very much of its time. Overall, West End is a positive space, but a layout with a stronger sense of its heritage would better serve this important historic space.



5.3.5 **Domestic Yards and Gardens**

The layout of the area's streets, with buildings pushed to the pavement, has left a largely private backland of yards and gardens tucked away behind the buildings. Topography leaves many still visible, contributing to character as well as being crucial to understanding development history and layout evolution. Many will have potential archaeological significance having evolved from productive gardens and

working yards in amongst the tight early pattern of the **Old Village Core** and **Bridgehead Core Sub-Areas**.



The steep sloping back gardens of the **Bridgehead Core Sub-Area** are attractive along Yard Heads, adding rich, historic texture to the scene. Some have local rubble stone dividing walls, some have been modernised with terracing and steps, somewhat eroding their historic character. Those to No.1-8 Main Street are long with historic terracing, walls, outbuildings and stone gate piers. The boundary wall to No.8 has been widened and a car-park inserted to its detriment, but the re-built boundary wall across Union Brae behind Nos.16/18 Main Street is intact.

Tucked away and far less visible are the intricate gardens of the **Old Village Core Sub-Area**, many only accessible through the house itself, eg. Mill Strand, Church Road, Fetter's Lane. Rough walls glimpsed through alleys hint at character within. Some have cobbled yards which add interesting historic integrity (to be protected, even if covered over). Terraces at the south end of the **Upper Main Street Sub-Area** have hidden backyards off communal carriage arches – copious weathered walls and floor surfaces, plus the railway embankment behind, give real character. Some houses on Yard Heads have tiny forecourts with railings (eg. Nos.1-4).



Historic back yards off Main Street



The topography and layout leaves many other gardens quite prominent, including Nos.20-22, No.24 West End (good corner hedge), No.8 Osborne Road (attractive triangular garden), No.58 Prince Edward Road (which always had a large garden in the middle of the tight Knowe Head



Top left: prominent garden hedge, West End. Bottom left: prominent triangular garden, Osborne Rd. Right: tree, Tower Rd



development pattern), and the back garden at No.7 Tower Road (with a visually strong tree). A large tree is in the boundary-less communal front gardens to Nos.4-12 Tower Road. The Victorian villas in the **Upper Main Street Sub-Area**

have good boundary walls, piers and hedges (as do Nos.26-40 Church Road), one or two with

lost or shortened walls or piers. Some back gardens are entirely concealed by tall local rubble stone boundary walls, such as along Mount Road (some eroded which should not be lost) and at the Queen's Head PH (also with stone outhouse) where the strong walls counter gaps in other places along the street. A modest garden at Dock Road / Main Street closes the view south from the notional town centre.

The largest garden by far is that at Tower House (even though part is divided off for two bungalows, increasing density and harming the garden's integrity). It has a strong private feel with tall boundary walls and a smart gateway off Mount Road. Plenty of maturing

trees and a traditional cottagey feel give great historic integrity and a fine setting to the house.

Other large gardens include those at Tweedside Villa (with intact railings, plinths, piers, iron glinters, modernised drive and lawns), No.24 Church Street (tall trees, mature planting, a drive and hedges behind a prominent retaining wall), Meadow Cottage (Knowe Head) and Wynfield House (Mount Road). There are large gardens to Nos.27-33 Dock Road with characteristic 1920s boundary walls.



Above left, below: tall garden boundary walls, Main St, Mount Rd. Above right: Victorian villa gardens, Main St



Above, right: Tower House. Below: Tweedside Villa



Kingdom Hall's green garden, stone wall and railings on West End positively contribute, but



Parking forecourts do not compare well with formal gardens

the neighbouring back plot to Nos.1-4 Yard Heads (where there were once buildings) is a barren car-park with no boundaries, making a negative contribution. The nearby forecourts to Nos.1-8

Bridge Court is similarly characterless. Nos.23-31 West End's backyards have neat tall rendered walls with stylised carriage arches, but they tend to sterilise the area behind. A gap on the corner of Church Road and Dock Road, due to



Some forecourts have historic surfaces, eg. Knowe Head, Main Street

clearance, has an atypical brick and timber boundary. Walls at No.20 Dock Road are gone. The Estuary's parking strips off Dock Road are bland and indifferent.



Blakewell Gardens' sweeping gardens are large, well-established and generally green, separated from Riverdene by an historic stone boundary wall

Prominent suburban gardens define the appearance of the **Border Bridge Sub-Area**. The sweep of Blakewell Gardens' front gardens with ornamental trees and 1920s boundary walls is very attractive. Between its large, busy back gardens and Riverdene is a long tall stone boundary wall, an important survival showing historic development pattern, but cropped and altered in places. Riverdene's suburban gardens have no boundaries and are also neat and well presented.

5.3.6 **Commercial Yards**

Functional groupings of buildings around small open yards contribute to the historic industrial nature of parts of the area. One of the most coherent is the impressive commercial yard behind Nos.7-11 Main Street, intact with loading platforms,

canopies, doors and granite setts with gulleys. The former border brewery has a tight collection of internal yards on different levels, a culverted mill race and two domestic gardens to cottages on Brewery Bank. Its upper level boundary wall is very important on Main Street to counter gaps in other places along the street.



Commercial yards, some historic (above), others more modern (right)



Town Farm's yard is derelict but has a good collection of run-down agricultural buildings inside the site with some integrity, parts of which are prominent from Main Street behind layered boundary and retaining walls. This generates a very rich textured scene, but the buildings are in urgent need of rescue. The equally run-down grouping south of Mill Strand at Brewery Lane is just as important, large vernacular buildings and cottages surrounding an enclosed yard. Partial demolition of a boundary wall has exposed it.

Yards at Nos.150-180 and No.96 Main Street are overtly commercial and modern. Similar informal yard groupings at No.98-103 Main Street and Nos.5-15 Mount Road / Nos.20-24 Tower Road are more domestic in nature. The scrap yard on Blakewell Road struggles to conceal its hard use behind tall modern brick walls.

5.3.7 **St Bartholomew & St Boisil's Churchyard**



St Bartholomew & St Boisil churchyard is brimming with gravestones

The churchyard is a traditional, secluded green space around the church of St Bartholomew & St Boisil, on a slightly elevated site above the riverside in the **Old Village Core Sub-Area**. By the end of the nineteenth century, the churchyard was the only break in the settlement's linear river-facing development pattern between West End and Tower House, which would have highlighted its significance in the neighbourhood. It still provides this break along Dock Road and the direct visual relationship between the churchyard and the

dock is particularly illustrative of Tweedmouth's historical development pattern, as well as being an unusual and interesting juxtaposition of town and industry.

Despite this, the space has a very secluded appearance – not only is it edged with housing on Feters Lane, Dock Road and in the north west corner, it is also shrouded in a tall tree canopy, one of the few places where a large number of maturing native trees make a significant contribution to the place's character and appearance. It is thus a rare pocket of rich green seclusion in the neighbourhood, as well as being crucial to understanding the place's age and origins.



Its boundary wall is richly historic, and many of the gravestones are ornate



The yard is enclosed by well-weathered local rubble stone boundary walls with rounded copes; they are retaining walls in places, prominent from outside. An impressively large rusticated local stone gateway with heavy timber gates in the south west corner leads to a tarmac path, edged with cobbles, towards and around the church, and then on, via a flight of steps, to a second entrance on the north side. The grass churchyard is filled with row upon row of standing gravestones (some re-bedded in heavy concrete footings), many in local sandstone and richly stained with moss and lichen. Many are simple, some are particularly ornate or



have iron railings, demonstrating the past wealth of historical parish figures. Graves include early nineteenth century author John Mackay Wilson, and the driver of the first train from Newcastle to Tweedmouth; many inscriptions are weathered. Small ornamental trees, topiary, bulbs and seasonal planting enliven the scene.

Because of the relative lack of trees in Tweedmouth, the churchyard's trees and the church itself are very prominent in views from the opposite side of the river and from the bridges. This small corner of Tweedmouth is rich with character and history and a fundamental part of the local significance of the conservation area.

5.3.8 **St Cuthbert's School Grounds**

St Cuthbert's school grounds are a plain sloping rectangle of space around the school in the **New Bridge Approach Sub-Area**, a mixture of grass at the highway



St Cuthbert's School grounds are simple, with prominent trees

and hardstanding to the rear. Their simple character is firmly linked to the mid-twentieth century school by the low brick boundary wall to the north and west, its chamfered stone copes stepping down Union Brae. Relatively unobtrusive mesh security fencing has been added and, inside the space, modest timber fences to subdivide it. Several medium trees make a significant contribution along Union Brae, filling the view up the bank and providing a focal point on approach west across Berwick Bridge. Although having no historic interest beyond their 1920s character, the school grounds are uncluttered and unobtrusive, their overt green nature making a good addition to the open scene along Prince Edward Road and Union Brae, as well as providing a suitably modest setting to the school building.

5.3.9 **Co-op Superstore Spaces**



The Co-op superstore car-park and service yards do fit well into the development pattern

The most intrusive spaces are those around the Co-op superstore in the **Old Village Core Sub-Area** – the surface car-park, service yards, petrol filling station forecourt, and access roads. These large modern uses, although part of everyday life, have not been laid out with the interests of the historic environment or development pattern in mind, generating generic, placeless, rectilinear tarmac spaces defined by



The Co-operative Funeral Service forecourt is more sympathetic, with local stone boundary wall

ordinary evergreen planting and concrete site-works. The largest parts are mostly concealed from direct view (filtered by alien planting or garage forecourt clutter), but the parts closest to Main Street are intrusive against the strong urban edge opposite, creating a poor first impression to the area from the south. The approach from either direction on Main Street is somewhat mitigated: from the south by the high local stone wall with triangular copes (badly pointed) around the commercial yard to No.96 Main Street, and from the north by the well-designed Co-op Funeral Service and its low boundary wall and planting, both sensible and sensitive. The petrol station's scrubby planting and jockey rail are neither, and the blank, bollarded site next to No.96 is a particularly harsh gap thought to have been created to aid visibility of the store. A more appropriate edge to these spaces on Main Street might negate the need for more comprehensive enhancement of the whole space.

5.4 **Atmosphere**

The conservation area's character is gained not only from the built fabric and spaces around it, but also the atmosphere they help create. The area's buildings



and spaces generate particular types of social use which combine to create a stimulating mood and rhythm to the place – the pattern of everyday business in shops and yards, of walking across to Berwick, of doing a spot of gardening, going

for a quick drink at the pub, or walking the dog by the river. The public face of many buildings shows a degree of local 'ownership', with the odd doorstep pot and some well-tended gardens. This kind of subtle civic pride is precious, and a real



advantage to be generated and nurtured. As a result, the conservation area has the modest feel of a small, hard-working town, not always thriving, but rarely dull and with plenty of historic character to explore.

Due to the exposed riverside location in sight of the sea, the place is also heavily influenced by the weather. A cold, windy winter's morning picking up the paper from Main Street can feel very different from a warm summer's afternoon strolling along the river in the West End. A variety of distinctive sounds add character to the scene – the river creates its own, often gentle sounds and brings swans, ducks and the gulls which define a day at the coast. Loud, random sounds echo from the dock when it's busy, and sporadic high-speed trains flying by above the settlement add unusual spectacle. A variety of maritime lights are drowned by the usual urban light pollution, but the topography does afford quite wide, clear views of the night sky, rare in built-up areas. Also at night, a striking floodlighting scheme gives the Royal Tweed Bridge a theatrical character, its leap across the river all the more sprightly for it.



This modest atmosphere is compromised in the **Upper Main Street** and **New Bridge Approach Sub-Areas** by the volume and speed of traffic. Prince Edward Road and this stretch of Main Street appear noisy, fast, wide and not always a place to linger, even outside rush hours.

5.5 *Loss, Intrusion & Damage*

5.5.1 *Neutral Areas*

Neutral areas are those which have a balance of positive and negative characteristics. The only neutral parts of the area are in the **Border Bridge Sub-Area**.



Bower's Crescent and housing nearby, historic in form and layout but much altered

Riverdene's standard suburban housing is neat and well-kept but fundamentally has no special local interest and is out of keeping with the viaduct above which anchors the sub-area's character. Bower's Crescent has some historic interest as early twentieth century housing, but has a much altered character. Any further such development risks turning neutral areas into negative.

5.5.2 *Negative Areas*

The main negative areas are the Co-op superstore and the spaces and buildings around it, discussed from page 87. Their appearance is very intrusive along the southern gateway to the conservation area and there is



Above: Compound beneath Royal Tweed Bridge; Mill Strand cleared site. Below: Prominent gaps at Co-op superstore

considerable opportunity for mitigation of their impact. The large dilapidated gap site at Mill Strand is intrusive not only for its current appearance, but also the harm it does to the development pattern and layout of the area at this point. Sensitive development should be brought forward as a priority. The same is true of the large site at Lees Lane / Tower Road. The contrived compound beneath the Royal Tweed Bridge is ugly and junk-filled. It is only really visible from the bridge and Pudding Lane stairs, but tidying it up would remove a localised eyesore.

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. Some changes took place before the conservation area was designated in 1991, but most will have taken place in the last few decades, having been given consent in less conservation-minded times, or – more likely – the result of permitted development rights, ie. works which do not require planning permission.

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. Timely monitoring, and where needed enforcement, for 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**

Some original architectural features which helped define the special interest of the area have been lost incrementally over time. For example:

- Several enlarged or repositioned window, door and shopfront openings, which distort the architecture of the building and harm the basic consistency of these architectural features across the area.
- Some loss of original front doors, which have been replaced with a variety of modern timber doors in mock reproduction or modern styles, which can have an

Some modern alterations are poorly designed and tend to be intrusive in the traditional architectural scene. Render can dull the richness of mature sandstone



insubstantial appearance compared to traditional solid panelled features, or replaced in PVCu (with a similar negative effect to PVCu windows, see below).

- Some loss of original windows from unlisted buildings, replaced with either modern timber casements or with PVCu casements. The effect which fenestration has on a building's character and appearance should not be underestimated. Even slight changes to details (such as glazing bar profile or width) 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 cannot 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, including small top opening lights and those with horizontal proportions, 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.
- One or two cases of lost and replaced timbers on historic shopfronts which have 'flattened' their appearance, and the addition of deep plastic fascias, internally-illuminated box fascia signs, and one or two wholesale replacement modern shopfronts, all of which are intrusive features detracting from architectural character and often visually dislocating the shopfront from the rest of the building above.
- Widespread loss of chimneys which have been removed, capped or dropped in height, harming the contribution they make to the roofscape of the area.
- Widespread replacement of rainwater goods (including



Windows and doors in particular suffer inappropriate alterations which harm architectural and historic character

gutters and downcomers) with plastic which, in one or two places, might have involved the removal of decorative hoppers or brackets.

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

There have been many 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. Most of these are changes which have not required planning permission, although some will have received consent. For example:

- Several added and enlarged offshoots with widths, heights, forms, materials and detailing that do not reflect the main building and which harm the historic integrity of the built scene, and can erode the three-dimensional relationship between building, plot and street.
- Many cases of cement render, pebbledash or paint to main elevations, concealing the historic stonework that defines the character of the area's buildings, and which can make individual buildings stand out visually to the detriment of a group (as well as possibly harming the fabric of the building in the long term).
- Many cases of painted sandstone detailing, particularly door and window surrounds, which destroys the rich historic patina of time that characterises mature unpainted sandstone, which, depending on the use of colour, can give the building an over-elaborate appearance inappropriate for the area's understated architecture, and which can make individual buildings stand out visually to the detriment of a group.
- Many cases of replacing natural slate with artificial slate (which are usually thinner with a flat, shiny appearance at odds with the rich texture of natural slate), of historic clay pantiles with modern pantiles (which are usually less visually textured and more bright in colour than historic ones) or the replacement of either slate or pantiles with concrete tiles (which are almost always wholly different in shape, size, texture, pattern and colour as well as often being heavier and so possibly causing the roof structure to sag in the long term).
- Several added dormer windows in wide, boxy designs with flat roofs, often placed eccentrically on the roof slope interrupting the simplicity of the area's roof forms.
- Several added Velux-style rooflights on front and other



From top: stonework poorly matched in colour; heavy cement-based pointing causing stone erosion; now-discredited ribbon pointing; artificial masonry can never have the subtly of character of natural sandstone

visible roof slopes which are larger and greater in number than traditional small metal rooflights, which are often placed eccentrically on the roof slope with no reference to the fenestration below, and which sit proud of the roof plane interrupting the simplicity of the roofscape.

- One or two added porches which, depending on their size and detailed design, can stand out visually in the street and over-dominate the host building.

Other changes include:

- Addition of satellite dishes in arbitrary positions on principal elevations rather than attempting to site them more discreetly away from prominent view.
- Masonry repairs and alterations which use modern brick instead of stone or which use stone poorly matched in colour, size, texture or bond, leaving visual scarring on elevations.
- Poorly finished, badly matched or cement-heavy pointing which can significantly alter the appearance of stone buildings by making the pointing more visually prominent (as well as harming the fabric of the building in the long term).

5.5.6 **Condition & Vacancy**

There are places where the deteriorating condition of buildings, or their known or suspected under-occupation could be putting historic fabric at risk. Declining historic fabric will eventually have an effect on character and appearance, whilst lack of use will harm the industrious atmosphere that also helps define it. Examples include the maltings to the former

Border Brewery, agricultural buildings at Town Farm, several shops with historic shopfronts on Main Street, and West End's former ATC. Some of these have solutions in hand, others will need to be positively addressed to prevent harm to character and appearance in the short term.



Vacant and in various stages of dereliction: former TAC, former Border Brewery's maltings, buildings at Town Farm



6 *Management Strategy*

6.1 *Introduction*

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. Strong, 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. It is necessary to strike a balance between pressure for change and conservation of character.

Proactively managing Tweedmouth 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 addressed when considering a management strategy for the area⁵:

- boundary review
- article 4 directions
- enforcement and monitoring change
- buildings at risk
- site specific design guidance or development briefs
- thematic policy guidance (eg. 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

These form threads running through the Management Strategy set out below.

⁵ *Guidance on the Management of Conservation Areas*, English Heritage, 2006

The value of completing the Management Strategy at the same time as the Character Appraisal, as here, is that the complex conservation relationships between the two themes – and between the three conservation areas at the mouth of the Tweed – can be dealt with in a comprehensive and coordinated way.

Tweedmouth is the second largest of these three conservation areas and its present character has been so determined by border transport through the ages as to make it unique in the UK.

This Management Strategy sets in place guidance and policies to help protect, restore and enhance this unique character for the benefit and enjoyment of future generations of residents and visitors. The Management Strategy, like the Character Appraisal which precedes it should be actively used to understand and manage the area, and should be reviewed regularly, preferably every five years.

6.1.1 **Management Strategy Structure**

The temptation for any Management Strategy is to recommend the full range of possible conservation activities to be carried out, irrespective of the physical need, the cultural appropriateness or the availability of resources. On the other hand, by under-recommending, there is the danger of not providing sufficient vision to stimulate the public and community will to improve, to control, and to seek sufficient resources to give the conservation area a distinctive and sustainable future.

However, this Management Strategy for Tweedmouth's conservation area avoids this dilemma by concentrating on the real needs and aspirations of the conservation area. These are to be found expressed as living conservation issues, from the four following main sources:

- Berwick-upon-Tweed Local Plan adopted 1999, the current statutory development plan which applies to Tweedmouth Conservation Area,
- Tweedmouth Conservation Area Character Appraisal, ie. the Part 1 of this document,
- The results of consultation with stakeholders and local people in preparation for production of this document by the Trust and the Council,
- Additional conservation issues highlighted by the professional expertise of the Trust as consultants engaged by the Council, using checklists of generic conservation operations it has devised.

The issues raised in this way, which are listed from page 121, are amalgamated into a single Working List in the next section, each then discussed in the body of the Management Strategy. This will ensure the Strategy is comprehensive and inspirational, yet tailored to the realities of Tweedmouth today and tomorrow.

6.2 **Working List of Issues**

The conservation issues raised in this way have been amalgamated into a coherent series of issues and organised under three simple operational themes to provide the working structure of this Management Strategy. The issue numbers in brackets refer to the source lists from page 121.

6.2.1 Operation 1: Identification & Protection

- **1A** Importance of environmental wealth (P1)
- **1B** Review of unsatisfactory boundaries (P4, P26, P28, P29, A1, C1, N1)
- **1C** Increase protection for individual buildings (P19, A2)
- **1D** Permitted development rights / Article 4 Directions (P6, A5, A7, C4)
- **1E** Research the areas of archaeological interest (P20, A3)
- **1F** Education and advice for owners (A6, C11, C12)
- **1G** Promotion of the value of heritage (C6, C8, C23)
- **1H** Protection of backland buildings and areas (C21)
- **1I** Tree Preservation Orders (P18)
- **1J** Additional identification and protection issues

6.2.2 Operation 2: Control Of Change

- **2A** Controlling new development (P1, P2, P5, P7, C2, C3, C9)
- **2B** Flood threat to development (P3)
- **2C** Retail floorspace and shopfronts (P13, P14, P16, C20)
- **2D** Demolition (P8)
- **2E** Satellite dishes (P15, A10)
- **2F** Small scale renewable energy projects (P17)
- **2G** Gypsy and Traveller site (P21)
- **2H** Land at Northumberland Road (P22)
- **2I** Rail freight facilities (P25)
- **2J** Car parking (A8, C16)
- **2K** Planning performance (C5)
- **2L** Capacity of local amenity groups and networks (C7)
- **2M** Unbalanced legal protection to the riverside (C18)
- **2N** Impact of second or holiday homes (C22)
- **2O** Formalised monitoring system (N2)
- **2P** Review (N6)
- **2Q** Additional control issues

6.2.3 Operation 3: Maintenance, Repair & Enhancement

- **3A** General maintenance of the public realm (P10, P23, A13, N5)
- **3B** Landscape in the public realm (A13)
- **3C** Improve appearance and repair neglected buildings and those at risk (A4)
- **3D** Capacity of local building contractors (C10)
- **3E** Enhancement of the railway environment (P12)
- **3F** Gap sites (A11, C17)
- **3G** Remove or re-route telephone poles and wires in principal streets (A9)
- **3H** Maintain and enhance Tweed Dock (P27, C19)
- **3I** Enhancement of the Goody Patchy (A12)
- **3J** Front gardens and rear yards (C14)
- **3K** Enhancement of the area around the Co-op superstore (N4)
- **3L** Comprehensive enhancement of Main Street (P9, P11, P24, A14)
- **3M** Comprehensive enhancement of Berwick Bridge bridgehead (A15)

- **3N** Interpretation of the heritage of Tweedmouth (A16, C13, N3)
- **3O** Additional maintenance, repair and enhancement issues

6.3 **Operation 1: Identification & Protection**

6.3.1 **Position**

The following heritage designations are found within the conservation area. For information on what these designations mean, go to www.english-heritage.org.uk.

0	Scheduled Ancient Monuments
0	Grade I Listed Building entries
1	Grade II* Listed Building entries
1	Grade B Listed Building entries (old system – equiv to Grade II*)
13	Grade II Listed Building entries (covering at least 23 buildings)
0	Historic Parks & Gardens
0	Historic Battlefields
0	Local List entries (the Council does not have a local list)
1	Tree Preservation Orders (covering a number of trees)
0	Article 4 Directions
0	national Buildings At Risk
0	local Buildings At Risk (the Council does not have a local register)

Parts of the two listed bridges over the river are also within the conservation area – Berwick Bridge and Royal Border Bridge (both Grade I).

6.3.2 **1A: Importance Of Environmental Wealth**

The environmental wealth to be sustained and enhanced by Local Plan Policy F1 includes the Borough's conservation areas, as part of its valuable human heritage.

This is a fundamental policy statement, and its significance should not be diluted in the emerging LDF Core Strategy. Policy F31, to which F1 refers, places the statement in the context of the borough's social and economic welfare, reflecting the fact that conservation areas are designed to manage change, not prevent it. It is important therefore to actively use the Character Appraisal and Management Strategy during the process of change towards social and economic sustainability.

Defining 'human heritage' to include conservation areas would help to strengthen the application of this policy in line with the passionate enthusiasm for built heritage that was evident in the consultation carried out for this Management Strategy.

6.3.3 **1B: Review Unsatisfactory Boundaries**

The existing conservation area boundary was set on 25 September 1991 based on the original village core, the old A1 route, Tweed Dock, the bridgehead and the West End. The boundary has remained unchanged since.

The existing boundary fails to include buildings and land between the early settlement and the 1840s railway embankment to the west, which both consultation and historical study indicate are now the perceived boundary of Tweedmouth's historic heart.

However, any desirable local boundary extensions should be incorporated into an overall intention to extend conservation area coverage to the entire Tweed estuary, extending and conjoining Berwick, Tweedmouth and Spittal Conservation Areas. This would maintain the separate entities of the three settlements by retaining three separate, but conjoined, conservation areas.

This strategic extension of the conservation areas is described and justified for all three settlements in the boundary section of the Berwick Conservation Area Management Strategy.

6.3.4 **1C: Increased Protection For Individual Buildings**

Statutory Listing

Berwick borough's entries in the national statutory list of buildings of special architectural or historic interest are some of the oldest in the north east region and need to be generally reviewed by English Heritage in order to secure the proper protection of the borough's historic assets.

Currently, in the conservation area there are 13 Grade II entries on the statutory list, covering at least 23 buildings and structures, and two entries at Grade II* or equivalent. These listings still ignore the considerable historic assets of Tweedmouth – more buildings are worthy of the protection afforded by listing.

Early discussions should be held with English Heritage with a view to adding such buildings to the list in advance of a general review of the borough's list entries (ie. spot-listing them), such a review to begin as soon as resources (including local community capacity) can be identified and certainly within three years.

Local List

The statutory list identifies those buildings with special architectural or historic interest at a national level. Many local authorities are now preparing lists of buildings important locally which, although without any statutory protection, can be considered material to any future planning considerations. Berwick borough does not yet have such a Local List.

The development of a Local List is usually run as an inclusive process with the community invited to make suggestions and a mixed panel of professionals and local representatives led by the Council put in place to refine the list. This process has the added value of encouraging local 'ownership' of the buildings on the list as well as usually attracting political support.

A Local List would be a positive step for the Council as it would help to bridge the protection gap between statutory listed and unlisted buildings, would help to enhance the relationships between local communities and the Council and would promote the importance of the historic environment at a local level.

Other Buildings That Make A Positive Contribution To The Conservation Area

Unlisted buildings which make a positive contribution to the character and appearance of a conservation area should be identified and recorded. Again, local capacity could be sought to help with this. English Heritage publish guidelines to

help judge which buildings make a positive contribution, included here on page 121.

6.3.5 **1D: Permitted Development Rights & Article 4 Directions**

As in so many historic settlements since the late twentieth century, the main erosion of historic features in Tweedmouth has been in residential properties. In particular, traditional timber sliding sash windows and traditional timber front doors have been replaced with modern convenience items in PVCu, aluminium or hardwood, sometimes though not always altering the original window or door opening as well.

Such changes, even in conservation areas, have often been customary due to their sheer scale and also because they have been interpreted as being within the permitted development rights which apply to dwellinghouses. Consequently, in many cases, the matter of controlling this kind of change has become a minefield of natural justice ('fairness') and local political consequences. It is usually 'safer' to tackle the planning misdemeanours of individual developers than those of larger numbers of residential owners.

Making an Article 4(2) Direction would require planning permission to be sought for certain types of development which would otherwise be permitted without the need for consent. Directions are made to further protect character and appearance from 'minor' incremental changes which, over the years, can accumulate to cause considerable harm to character. Article 4(2) Directions can control:

- enlargement, improvement or alteration of a house, including repointing, cladding, and alteration to windows and doors
- alteration of a roof (including, for example, a dormer window or rooflight)
- erection, alteration or removal of a chimney
- erection of a porch
- provision of hardstanding
- installation, alteration or replacement of a satellite dish
- erection, alteration or demolition of a gate, fence, wall or means of enclosure
- provision or alteration of a building, enclosure or pool in a house's curtilage
- painting of the exterior of a building or enclosure

Directions made only apply to 'dwellinghouses' and only control development which fronts a highway, open space or watercourse. It is also normal to only select the most relevant of the above categories to control, and to apply the Direction only to specific parts of the conservation area.

Although Article 4 Directions do not offer the means of reversing harmful change that has already taken place (this usually requires encouragement supported by financial incentives and guidance), they can be used to prevent more harmful change. But, because of the extent of existing losses and the hesitancy of local authorities, their use has become a complex and delicate issue.

However, the Council is not unfamiliar with the operation of Article 4 Directions as one has been in force for 15 years covering all dwellinghouses in Berwick Conservation Area to control: improvement or replacement of existing windows, doors and other openings in any elevation, or the creation of a new window, door or other opening in any elevation, or the erection of a porch outside any door. In general, it has been successful in retaining the character of individual buildings and of historic quarters of the town.

Could this success be repeated in Tweedmouth? Because it means initially an increase in planning applications, and Tweedmouth is a more architecturally modest settlement than Berwick, could the required additional resources be justified in Tweedmouth? Such questions are not easily answered.

To reach some kind of decision, it may help to first identify the extent of the surviving vulnerable features in the conservation area that remain to be protected, to see if they are sufficient in numbers and worthy of retention, possibly even as surviving models that could be carefully recorded as the basis of a future popular revival in reinstatement of character.

Action on the results of such an investigation could then be combined with a pilot to restore the lost features of a single, discrete building group to test community, owner and political support. This investigation and pilot would go a long way to answering the difficult questions involved with Article 4 Directions.

A model elsewhere in the region would be in Hartlepool where the council is working to control and restore the loss of traditional architectural features in the Headland Conservation Area.

The cost of such an exercise could be offset by the use of local or student capacity at the identification stage of the survey. A source of funding would need to be identified and professional supervision time included. In the case of a relatively small conservation area such as Tweedmouth, only a modest amount of public resource would be needed.

Several traditional shopfronts on Main Street have been lost or altered, although the recent HERS grant scheme has helped slow down the process of loss of detail. In this case of change to retail buildings, planning permission is generally required for material changes and so sensitive change is often achievable by careful development control and competent use of design guidelines to assist both the developer and the planning department to achieve an appropriate treatment. Such guidelines are contained in Local Plan Appendix B and in a separate leaflet, *Shopfront Design Guide for Conservation Areas* but they will need to be revisited.

Consultation and the character appraisal has revealed ongoing debate about appropriateness of various roof materials for Tweedmouth and Berwick in particular. Should red pantiles, grey slates or a mixture be the best way of protecting character and appearance? A mixture is what exists now but it has been said that Berwick in particular is 'getting redder' as pantiles have incrementally

replaced slates in recent years. There is also misinformation that the Council has a policy in favour of pantiles – there is no such policy in the Local Plan, but there is a recognition of the predominance of both materials in the historic core of the town (Local Plan section 3.6.2). In spite of this, a logical policy on roof materials in old and new developments would help owners, developers and planners to find their way in the development control process on this issue. Some guidance on this is included from page 62.

The future of the Dock should be discussed with the Harbour Commission through open and collaborative dialogue. The Harbour Commission is granted extensive permitted development rights for this and other operational land under Schedule 2, Part 17, Class B of the Town & Country Planning (General Permitted Development) Order 1995, and exercising these rights has the potential to significantly affect the character and appearance of the conservation area. Understanding and influencing the Commission's right to develop will therefore be important to protecting the conservation area. The possibility of using an Article 4(1) Direction to withdraw some of those rights should also be explored were it deemed necessary, which would require planning permission to be sought. See 3H below.

6.3.6 **1E: Research The Areas Of Archaeological Interest**

Tweedmouth currently contains no Scheduled Ancient Monuments, designations made by central government on the advice of English Heritage against national criteria.

The areas of archaeological interest identified in the Character Appraisal, including the possible sites of Tweedmouth Castle and Tweedmouth Tower, the original village core area, the Goody Patchy and an overview of the industrial archaeology of Tweedmouth, should be professionally investigated to determine their national and local archaeological significance and potential.

These investigations should be prioritised and could lead to further protection of underground or above ground assets in these areas, either by their inclusion as material considerations in the emerging LDF or by statutory protection through listing or scheduling (the on-going national Heritage Protection Review is to resolve the differences between the two designations).

6.3.7 **1F: Advice & Guidance For Owners**

Nationally, more and more printed advice, information and guidance is becoming available for owners and developers of historic buildings and spaces. A combined search by the Council's Conservation Officer and local amenity groups could provide the basis for suitable literature and guidance to be published and kept up to date.

The real difficulty in smaller planning authorities such as Berwick Borough Council is to get hold of advice from the conservation officer that is tailored to particular owners and to particular buildings. Only an increase in conservation resources (hours per week) can make this valuable guidance more widely available.

One possible solution to the more efficient use of scarce resources such as these is for owners of historic buildings to form an interest group or club which then can receive information and guidance through talks and visits, to better understand and care for their own property. This can raise the information and awareness levels of historic buildings in their local communities.

6.3.8 **1G: Promotion Of The Value Of Heritage**

Consultation demonstrated that conservation should be pushed up the local political agenda, particularly for Tweedmouth as consultees felt that the west and south side of the river was considered 'the poor relation' regarding conservation and protection. Consultees were also very keen that the Character Appraisals and Management Strategies got a wide public profile.

There are many ways of promoting the importance of our common heritage but they are always more effective if targeted, and if like-minded enthusiasts are prepared to help. There is plenty of support around from local and national heritage organisations, and there are ready-made campaigns which can be plugged into such as the current *History Matters: Pass It On* campaign. The target audience should be carefully considered to ensure the right message is sent. Designated Historic Environment Champions – both senior councillors and lead officers – can be responsible for exercising considerable influence in the interests of conservation areas. The regional Champions Club can provide more information and advice.

6.3.9 **1H: Protection Of Backland Buildings And Areas**

Although backland areas behind Tweedmouth's building frontages are not as extensive or as characteristic as those in Berwick, they are nonetheless significant for their integrity and are valued by local people for their historic interest. They remain an integral part of the story of Tweedmouth although not all of them are entirely visible from public areas.

A few backland parts of Tweedmouth are protected by statutory listing and all by the general control over demolition which applies to conservation areas. However, proactive protection can only follow from the knowledge and improved understanding provided by a comprehensive audit of Tweedmouth's backlands.

6.3.10 **1I: Tree Preservation Orders (TPOs)**

Existing TPOs only cover trees in the garden of Tower House on Tower Road.

Although these should be retained, the case for creating more on private land within the conservation area is not yet conclusive so further action on this should be taken in the future to define the need for more TPOs. Extending the boundaries of the conservation area further could re-activate this issue.

It is important to recognise that, because the maritime climate may not be as encouraging of tree growth as inland settlements, there is considerable value in local trees that do survive and there is scope for their numbers to be increased (see

3B below). Loss of valued trees, whether covered by TPOs or not, is long remembered by local people.

6.3.11 **1J: Additional Identification & Protection Issues**

The following are additional identification and protection issues which could be explored in the future:

- Boundary considerations
- Statutory protection:
 - listing of buildings
 - scheduling of monuments
 - TPOs
 - Article 4 Directions to protect traditional architectural features
- Non-statutory protection:
 - historic parks and gardens
 - historic battlefields
 - local list
 - other buildings which make a positive contribution to the conservation area.

6.4 **Operation 2: Control Of Change**

6.4.1 **Position**

No additional planning controls, such as Article 4 Directions, have been set by the Council for Tweedmouth Conservation Area, although it is subject to policies in the Local Plan, adopted 1999, which are specific to conservation areas and to Tweedmouth.

6.4.2 **2A: Controlling New Development in Conservation Areas**

There was very strong concern expressed during consultation about control over the quality of new development. In particular recent development at The Estuary, Dock Road, was consistently highlighted as being of concern, and also forthcoming proposals at the south end of Tweed Dock and for the former TAC at West End. Much of this was considered to be out of character with conservation area in terms of position, height, massing, elevational treatment and materials. There was also the general impression that south of the river was 'the poor relation' to Berwick, not getting the protection that the other side of the river was. On the other hand, the recent health centre at the top of Union Brae was seen as a good exemplar.

The Local Plan set out that development anywhere in the borough should accord with its surroundings (Local Plan Policy F5) and that new development should protect the character and setting of conservation areas (Local Plan Policy F21); these are material to the approval of developments of this kind in this location.

These policies, especially Policy F21, would be strengthened by design guidance on new development in conservation areas that was similar in status to existing shopfront design guidance in Local Plan Appendix B, preferably developed with the help and support of local amenity groups. This was a major issue in the consultation and therefore needs early attention.

6.4.3 **2B: Flood Threat To Development**

Because the conservation area lies alongside the tidal estuary of the Tweed, the banks are liable to flooding.

The Environment Agency provides plans of flood plains and assesses flooding risk. Local Plan Policy F16 addresses flood risk in relation to development, requiring that where development is proposed for at such at-risk areas, protective measures need to be built into the scheme. Such measures, which could include raising the development above potential flood levels, may adversely affect the character of the conservation area. This would need to be taken into consideration in deciding the position, layout and detailed design of new development.

6.4.4 **2C: Retail Floorspace and Shopfronts**

There appears to be no pressure for the increase in retail floorspace in Tweedmouth Conservation Area that would trigger Local Plan Policy C35. In fact, a number of shops are currently vacant and others are being converted away from retail use to residential or other uses such as a nursery or offices.

The shopfront design guidance in the Local Plan and published in the Council's *Shopfront Design Guide for Conservation Areas* is positive but it will need to be reviewed to bring them up-to-date and to make them relevant to the historic areas they cover, as well as to increase their scope to include guidance on the conversion of shops to other uses including residential.

6.4.5 **2D: Demolition**

Local Plan Policy F24, in line with national conservation legislation, controls demolition in conservation areas and, in combination with demolition conditions on new development, is an essential policy in safeguarding the character of conservation areas. Demolition could soon become an issue in Tweedmouth with the current interest in developments in the Dock area. National planning guidance in PPG15 should be rigorously applied to ensure proposals for demolishing unlisted buildings are suitably assessed in the light of the contribution they make to the character and appearance of the conservation area.

6.4.6 **2E: Satellite Dishes**

Consultation recorded concern at the thoughtless siting of satellite dishes and other equipment such as aerials on principal or other highly visible elevations and roof slopes. This was seen as damaging the appearance of the conservation area. Local Plan Policy C15 requires that the installation and nature of such dishes should not adversely affect the surrounding environment and that they be removed when redundant.

In Tweedmouth therefore a rapid survey is needed to assess the extent of the problem and to explore solutions involving testing legality, encouraging relocation of prominent dishes and removal of redundant ones. The survey element could make use of local amenity group capacity, who could also assist with monitoring once improvement has been secured.

6.4.7 **2F: Small Scale Renewable Energy Projects**

Local Plan Policy C36 controls small scale energy production projects, and is remarkably forward looking in its nature. It anticipates the current Government-led encouragement to householders to consider renewable energy production on a domestic scale via solar panels and small wind turbines. This is not yet a significant issue in the conservation area but could become one in time.

Although sustainable energy production is to be welcomed as a general policy theme, specific policies need to be updated and refined with special reference to historic buildings and conservation areas, to ensure protection of their interests.

6.4.8 **2G: Gypsy & Travellers Site**

Local Plan Policy S7 indicates that changing the use of the Gypsy and Traveller site off Main Street would not be permitted unless similar accommodation can be provided elsewhere suitable for both the gypsy community and the wider community. This policy appears to fix the use of this site in the conservation area for the foreseeable future.

6.4.9 **2H: Land at Northumberland Road**

Local Plan Policy W36 sets aside 1.17 hectares of land at Northumberland Road adjacent to the railway line for vehicle sales and other related commercial uses, provided that it does not adversely affect the adjoining environment. This site lies on the edge of the conservation area and is part of its setting. Development has already taken place on this site and its effects on the character of the conservation area need to be checked to see if any adverse effects should be mitigated.

6.4.10 **2I: Rail Freight Facilities**

The development of rail freight facilities is permitted on the former Tweedmouth Goods Yard by Local Plan Policy M8, provided it does not adversely affect the surrounding area. Again, being on the edge of the conservation area, adverse effects need to be checked and monitored in advance to see what mitigation may be required.

6.4.11 **2J: Car Parking**

Both public consultation and the Character Appraisal noted that the lack of garaging and growing car ownership means many of Tweedmouth's streets are cluttered with parked cars much of the time. A practice of parking in Tweedmouth whilst spending time in Berwick is also noted, particularly all-day parking.

Such parking problems are becoming endemic in UK residential areas and simple, short-term solutions are not readily available but some progress could be made to reduce the all-day parking problem. An objective study of the particular problems in Tweedmouth could explore an early solution for the space at the Berwick Bridge bridgehead and longer-term possibilities for elsewhere in the conservation area. The residential areas of Tweedmouth are, however, by no means as heavily parked as some parts of Berwick.

6.4.12 **2K: Planning Performance**

Several consultees expressed concern with the Council's performance in planning matters. The concerns expressed were varied and strongly held. With pressure for development in the three conservation areas around the estuary, planning performance, particularly in relation to new development, can be a very emotive issue. Approaches to resolving it to the satisfaction of all concerned will be various but they all involve recognising the existence of a problem and then facing it together in a spirit of partnership. This will help to demystify planning and give it a collaborative spirit that is embodied in the new national planning system.

The concerns expressed were wide ranging covering planning information, advertisement of applications, artists impressions, content of applications, planning gain, guidance for householders, conservation staffing resource, floodplain implications, decision-making, and developers in the planning process. It is fair to note that some of these views may not be wholly objective, but the fact that such opinions exist and are being vocalised is of considerable concern.

Since this consultation took place in Spring 2006, the Council has made progress in improving community links on the topic of conservation. In particular, the Council-led Conservation Area Advisory Group (CAAG) has been re-launched to provide better representation of all communities involved in the three conservation areas at the mouth of the Tweed, and with a new mission to be proactive and collaborative. Also, a useful training event has been held to assist members of CAAG to offer helpful comment on development proposals. This Management Strategy should encourage further improvements in this invaluable area of partnership activity.

6.4.13 **2L: Capacity Of Local Amenity Groups & Networks**

Consultation recorded the concern that the network of local organisations interested in the amenity of conservation area neighbourhoods was not always sufficiently strong or wide, with the south side of the Tweed expressing concerns they were perceived as 'the poor relation'. Tweedmouth also has separate east and west residents and amenity groups which would benefit in the long term from extending their currently developing relationship.

A representative special interest group can bring residents and Council together in a creative and productive relationship, to the lasting benefit of all.

Although the 'poor relation' concern is already being addressed by Berwick Civic Society (which covers more than just Berwick town), the development of a successful amenity network for Tweedmouth (and Spittal too) requires a different kind of approach in which advice and support can be offered by the Council and experienced local bodies such as the Berwick Community Development Trust or the Northumberland CVS. Any initiative to explore possibilities should begin with a round-table discussion with existing amenity groups and the Council, a creative continuation of previous discussions that have already taken place.

6.4.14 2M: Legal Protection Of The Riverside

Consultation revealed that the riverside at the West End of Tweedmouth enjoys a legal protection from development (ie. beyond planning controls), the same protection not in place to the south of Berwick Bridge. The nature of this legal protection could be explored to see if it is applicable in any way elsewhere to the assist in the protection of the character of all the river banks in the conservation area.

6.4.15 2N: Impact Of Second Or Holiday Homes

Several consultees expressed concern at the growth in Tweedmouth and Berwick in the market for second and holiday homes. This is reported to be adversely affecting the availability of social housing and the stability of local communities, with interest coming in particular from Newcastle and Edinburgh. The severity and consequences of this threat on the character and appearance of the conservation area need to be assessed, and possible protective policies explored.

6.4.16 2O: Formalised Monitoring Structure

A helpful way of keeping abreast of change and cementing a partnership between the Council and local interests is to have a formalised monitoring structure which is creatively operated by the Council and local amenity groups. There are pitfalls on both sides for the unwary but it should be possible, with good will and understanding, to forge a regular and helpful arrangement which will usefully serve the interests of all parties.

6.4.17 2P: Review

Both the Character Appraisal and Management Strategy should be regularly reviewed. Should the boundaries of the conservation areas be revised, this should precipitate a review of the Character Appraisal to cover any new areas included in the new designations. The Management Strategy should not need to be reviewed for five years.

6.4.18 2Q: Additional Control Issues

The following are additional control issues which could be explored in the future:

- Policies, developed from national and local guidance to control:
 - changes to existing buildings; current and recommended
 - changes in the public realm
 - new build in historic areas
- Enforcement:
 - existing system
 - improvements
- Other advice given and contact made by Council officers
- Monitoring Change:
 - day-to-day
 - occasional and regular survey

6.5 **Operation 3: Maintenance, Repair & Enhancement**

6.5.1 **Position**

The general level of maintenance and repair of the buildings and public realm in Tweedmouth Conservation Area is no better or worse than in most UK conservation areas. Also, like many others, it has pockets of industrial neglect and decay; Tweedmouth's include cleared sites on Mill Strand and Dock Road, parts of the former Border Brewery (the subject of a recent feasibility study), other vacant or under-used buildings (eg. former TAC building on West End) and sites (eg. Lees Lane). There have been no comprehensive enhancement schemes in the conservation area in the recent past, but under the HERS grant scheme over the last four years, five buildings and shopfronts have been repaired and upgraded.

6.5.2 **3A: General Maintenance Of The Public Realm**

Local Plan Policy M6 encourages repairs and enhancement of the highway area to be designed to take into account the character of the surrounding landscape or townscape. This should include the retention and/or restoration of vernacular floorscape treatments which have survived or have evolved from the past. Although this policy is positive for enhancement, for general repairs it may only be aspirational and may need to be reviewed.

Consultation and the Character Appraisal have identified a general lack of maintenance of the public realm which was making Tweedmouth look neglected in parts. Furthermore, treatments of forecourts and the back of pavement areas in key areas such as Main Street were too ad hoc to give the area visual cohesion.

Consultees suggested that if a regular and adequate maintenance regime could be operated throughout public parts of the conservation area, this would resolve several conservation issues. There was also some confusion as to which authority was responsible for which parts of the public realm, the borough or county council.

These concerns suggest that public realm maintenance regimes and responsibilities be reviewed for efficiency and effectiveness in supporting the character and appearance of the conservation area, and that the worst areas be identified for early treatment, whilst the survival of areas of traditional treatments be retained and/or extended in a coherent way.

6.5.3 **3B: Landscape In The Public Realm**

Trees in public places were an issue too, particularly as initial survey suggested that many trees in Tweedmouth's 'garden suburbs' (mostly currently outside the conservation area) and in the churchyard were showing signs of reaching maturity.

This suggests that a rapid tree condition audit would be useful to establish the current status of tree cover. This could also be extended to identify additional opportunities for planting in the conservation area as extra tree cover can usefully increase the cohesion of the character of the conservation area. Caution would be needed to avoid interfering with the panoramic views across Tweedmouth currently available from various locations, including from the railway embankment (see 3E

below), and introducing too much tree cover in an area not characterised by it. Local amenity groups could help with this survey.

6.5.4 3C: *Improve Appearance And Repair Neglected Buildings And Those At Risk*

A number of buildings in the conservation area are in need of attention to improve their appearance, ranging from a coat of paint on the joinery to extensive rescue and re-use as local buildings at risk. Some of them have been identified in the Character Appraisal.

A complete register should be identified using accepted criteria based on English Heritage's national buildings at risk register and local 'appearance' criteria. Listed buildings and those which make a significant contribution to the conservation area should be given priority in any subsequent programme of encouragement, treatment and rescue. With some instruction, such an audit could be within the capacity of local amenity groups.

Partnership funding is the preferred option for the repair and improvement of private properties in conservation areas, bringing in funds from various public and private sources. The recent HERS funding scheme in Tweedmouth Conservation Area was such a partnership between the Council, English Heritage and local people. Conservation grant regimes available now should be assessed.

6.5.5 3D: *Capacity of Local Building Contractors*

Consultees expressed disappointment with the level of knowledge about traditional building methods and materials amongst local contractors. It is normal for owners of historic buildings to trust their builders but some had felt let down when contractors had not fulfilled their client's expectations. This is not an uncommon problem nationwide and is a difficult situation to improve.

Firstly, it should be possible to identify local contractors who do have sufficient knowledge and skills to deal appropriately with traditional buildings, so that owners can choose with confidence a suitable contractor for the job. Belonging to an appropriate trade association, such as the Guild of Master Craftsmen (look for relevant logos), may point owners in the right direction but many competent contractors are not members of trade associations. The government is currently promoting a scheme of accreditation called Trust Mark to identify reputable tradespeople of all kinds but, as little progress has yet been made in this well meaning scheme, it is not yet comprehensive enough to be reliable.

Consequently, most contractors get chosen by word of mouth but this too can be no guarantee of conservation standard. Contractors are therefore best judged on their work as assessed by experienced conservation professionals such as conservation architects or conservation surveyors. Although Council conservation officers may often be familiar with the work of local builders, they may be precluded from making single recommendations, but may well be able to suggest several suitable builders or else assess suitability if presented with a list of builders drawn up by the building owner themselves.

Some local authorities and/or local amenity groups have drawn up their own lists of reputable tradespeople to help owners and officers to make the right choice. This could be explored here by the Council and the local amenity groups, perhaps in conjunction with the county council.

Another difficulty implied by the consultees' concerns is that in an area such as this (or even the whole of north Northumberland), there are few contractors of an appropriate conservation standard from which to choose anyway, and are thus not always readily available. Widening the area of search can help but this pushes costs up.

The most challenging task is to increase the supply of suitable contractors by offering traditional building skills training to existing ones, as well as new ones coming into the business. This shortage of skills is a nationwide problem recognised by organisations such as English Heritage and the National Trust which are currently attempting to increase the availability of suitable training and to encourage both existing contractors and novices to become trainees.

The task of securing appropriate contractors may therefore become a costly, uncertain and long-term solution. So, in the short-term, it is probably best to seek advice and to try to make the most of the present availability of skilled contractors through better understanding amongst historic building owners of what their skills are.

6.5.6 **3E: Enhancement Of The Railway Environment**

Local Plan Policy M7 encourages rail operators to invest in facilities to improve the fabric of the East Coast mainline railway. In locations where a main line rail route runs alongside a conservation area, there would be a temptation to mitigate its adverse visual or noise effects with, for example, strategic tree planting. However, here on the west side of Tweedmouth, such planting of the railway embankment would not be appropriate on the seaward side of the track as the drama of the estuarine views from the train would be interrupted, whilst the structure of the embankment and bridges themselves – and the dramatic skyline views of moving trains – may become obscured. This policy should be modified accordingly to protect these views in this area of Tweedmouth.

6.5.7 **3F: Gap Sites**

Consultation indicated that there was concern that any gap sites in the conservation area should be infilled to maintain the continuous enclosure of street frontages. Particular sites were identified in Lees Lane and Kiln Hill but there are others (eg. Blakewell Road and Main Street).

An audit of the area is required to identify such sites, followed by suggestions for their future use and treatment. Here again, help from local amenity groups could benefit progress.

6.5.8 3G: Remove or Re-Route Telephone Poles & Wires In Principal Streets

The Character Appraisal identifies the adverse effects of the clutter of poles and wires in several of Tweedmouth's streets. Because of expense and a growing unwillingness of the telephone operators, undergrounding of wires is rarely likely except in extraordinary circumstances. An alternative could be to explore re-routing some wires into less visually important back areas.

A pilot re-routing scheme for the central section of Main Street could be considered as this would have the particular benefit of removing particularly unsightly poles in these locations, including one near Berwick Bridge (also see 3L below).

6.5.9 3H: Maintain & Enhance Tweed Dock

The purpose of Local Plan Policy M45, which suggests that Tweed Dock should be maintained and improved, is to secure not only the amenity of the quay but also its economic development potential as the only wet dock between Blyth and Leith, both good reasons for conserving an important part of the conservation area's social and built heritage.

In addition, because of expressed uncertainty about the Dock area surviving in its current form, there is also concern that any future mixed use development is in scale and character with the robust industrial purposes of the dock, and not an inappropriate pastiche which introduced a generic waterfront style imported from elsewhere. There are already proposals coming forward for the southern part of the Dock, unfortunately in advance of any site specific guidance for the site the Dock area. Proposals should have regard to this concern.

Such guidance for the development of the Dock area would help in achieving local agreement on building repair and replacement, the nature and extent of new build and the nature and extent of area enhancement desirable in this important part of the conservation area. The issue of permitted development rights is also of concern (see 1D above).

6.5.10 3I: Enhancement Of Goody Patchy

This area of background open space is informally used and greatly valued by the residents of Tweedmouth who would like a resolution of its status in order to free up opportunities for its proper use and treatment into the future. Much time has been given voluntarily by local residents to tidying up its mixed woodland and quarry area which may have some archaeological potential.

Its future should be explored while a scheme for its proper management is drawn up. Such a scheme should include a determination of its industrial archaeological significance (see 1E above).

6.5.11 3J: Front Gardens, Forecourts & Rear Yards

In particular, stone boundary walls to gardens and other spaces were identified during consultation for protection and upgrading. As there are relatively few front gardens, prominent ones were considered to be an important feature, particularly in

the older parts. They also make a significant contribution to those parts not inside the existing conservation area boundary to the west.

Boundary walls and the creation of hard-standing can be protected by Article 4 Directions but the upgrading of gardens and yards, except in cases of extreme neglect or in Council ownership, can be achieved by encouragement only. Garden clubs and good practice can be a good way of encouraging voluntary activity as they raise interest and expertise and may also offer manual help in cases of hardship.

Here again, a conservation area-wide audit of gardens, forecourts, yards and boundaries, possibly undertaken with the help of local amenity groups, would provide a good basis for focussing and developing future supportive action.

6.5.12 **3K: Enhancement Of The Area Around The Co-op Superstore**

As identified in the Character Analysis, the principal negative part of the conservation area is that around the Co-op superstore and associated uses on Main Street. Here the historic visual containment and development pattern has gone, opened up by views into prominent modern car-dominated uses.

Although these uses serve twenty-first century Tweedmouth, methods of mitigating their adverse effects on the streetscape should be found. Visual containment needs to be restored in some measure. A partnership between the Council, the owners, local residents and possible top-up funders could be assembled to prepare a costed mitigation and enhancement scheme which would help to restore a measure of appropriate character to this part of the conservation area.

6.5.13 **3L: Comprehensive Improvement of Main Street**

As already identified, the central section of Main Street suffers from wirescape, car parking and floorscape problems. In addition there are further problems with some shop fascias, signage and satellite dish clutter, plus a few vacant and poorly maintained buildings.

A comprehensive approach would make a meaningful difference to this, the retail heart of the conservation area. Should regeneration funds become available or be sought, this should be a priority area for treatment. As encouraged in Local Plan Policy F25, funding for comprehensive improvements of this kind should be sought on a partnership basis from a variety of sources.

6.5.14 **3M: Comprehensive Improvement Of Berwick Bridge Bridgehead**

This is another part of the conservation area which should be considered a priority for sensitive treatment. This space has huge potential for enhancement in character as its role as a busy bridgehead space catering for large volumes of traffic has now gone in favour of opportunist, all-day parking for Berwick town centre. The space has consequently become somewhat shapeless and without direction.

A comprehensive scheme could restore new purpose and significance to the space, without it becoming culturally inappropriate to the present character of

Tweedmouth. Too often, improvement schemes are not evolved from the place itself but imported from elsewhere and unwisely applied. This scheme too, requires a comprehensive approach to succeed.

6.5.15 **3N: Interpretation Of The Heritage Of Tweedmouth**

All consultees were agreed that the true value of Tweedmouth's heritage has not yet been sufficiently recognised. Its heritage needs better interpretation in print and on the ground, especially its industrial and 'Garden City' legacies (currently outside the conservation area).

Material is currently being developed by West End residents on heritage interpretation, and this should be placed in the context of a wider campaign to interpret and celebrate the historic legacy of the settlement for locals and visitors alike. This should also be aimed at spreading the tourist influx beyond Berwick town and into the other estuary settlements. Such a campaign should be locally initiated and could be eligible for funding from the Heritage Lottery Fund.

6.5.16 **3O: Additional Maintenance, Repair & Enhancement Issues**

The following are additional maintenance, repair and enhancement issues which could be explored in the future:

- Maintenance:
 - public realm: condition, appearance, needs, maintenance, improvements,
- Private property & land: condition, appearance, assistance regimes, education.
- Repair:
 - buildings at risk
 - other buildings/structures needing repair
 - thematic reinstatement of missing traditional features
 - repairs to public realm surfaces
 - tree management
- Enhancement:
 - 'immediate need' environmental improvements
 - prioritised enhancement schemes and regeneration
 - medium and long term programmes
 - awareness raising, education, target audiences, interpretation, presentations

6.6 **Recommendations**

6.6.1 **Introduction**

The basis for these recommendations is provided by the long list of possible actions from page 126.

The recommendations may be delivered as a major, concerted joint local/Council campaign, or else steadily worked through in an order that accords with perceived priorities. Whatever the delivery process chosen, all the recommendations should be kept as 'live' issues, as a 'quarry' of ideas, possibilities and opportunities that may usefully be revisited and built on in the future. This resource was developed

through a process of synthesis of quality material provided by statutory local documents, lengthy local consultation and professional character appraisal.

The most desirable form of delivery is partnership between interested parties and this should be the preferred approach. These will include CAAG, the Council's Conservation Areas Advisory Group, as well as individual local amenity groups. The list of possible actions from page 126 are grouped under useful headings which suggest priorities, rather than representing an absolute order. Necessary flexibility for choice and opportunity is therefore built in. In such a flexible situation, assessing the financial implications can be difficult and should be addressed in deciding how to progress to implementation. More information on each recommendation is given in the body of the Management Strategy above, using cross referenced numbers (1A, etc).

6.6.2 **Flagship Actions Across The Three Operations**

- **1B:** Review the Tweedmouth Conservation Area boundaries. Incorporating:
1I: A TPO review should be included in the above boundary review.
- **2K(i):** Explore opportunities for more conservation staff resource.
- **2A(ii):** Arrange public dialogue regarding new development in conservation areas. This should be seen as a major attempt to build up a real working partnership between Council and community. This should also incorporate:
2A(iii): Prepare design guidance on new development in conservation areas.
2K(ii): Arrange public dialogue regarding planning concerns.
2L: Arrange public dialogue regarding local amenity networks.
2O: Formalise a joint monitoring structure for change in conservation areas.
3H(ii): Arrange public dialogue regarding the future of the Dock.

6.6.3 **Operation 1: Identification & Protection**

Increased Statutory Protection

- **1C(i):** Prepare spot-listing cases.
- **1C(ii):** Encourage a review of the statutory list.

Keeping Control

- Retain and strengthen the following Local Plan policies in the emerging LDF:
F1 (Environmental Wealth)
F20 (Conservation Area Boundaries)
F6 (Special Protection Areas)
Proposal 11 (Tweed Estuary Management Plan)
F17 (Listed Building Development)
F18 (Listed Building Demolition)
F19 (Buildings of Special Architectural or Historic Interest)
F22 (Conservation Area Permitted Development Rights)
F27 and F28 (Archaeology)
F11 (Tree Preservation Orders).

Early Wins

- **1C(iii):** Carry out a pilot Local List scheme for south of the Tweed.

- **1D(i):** Audit surviving original doors and windows.
- **1D(ii):** Carry out a pilot Article 4 Direction in a suitable location.
- **1D(iii):** Audit shopfronts and design guidance.
- **1F(i):** Prepare a list of required guidance for owners.

Preparation For The Future

- **1D(iv):** Explore a new policy on choice of roofing materials.
- **1E(i):** Research archaeological interest of Goody Patchy (see 3I below).
- **1E(ii) to (iv):** Research other three areas of archaeological interest.
- **1F(ii):** Explore a possible local historic buildings owners club.
- **1H:** Audit buildings and spaces of Tweedmouth's backlands.

Longer Term Improvements

- **1G:** Explore possible opportunities for promoting the settlement's heritage.

6.6.4 **Operation 2: Control Of Change**

Keeping Control

- Retain and strengthen the following Local Plan policies in the emerging LDF:
F1 (Environmental Wealth)
F5 (Berwick-upon-Tweed)
F16 (Water Environment)
F21 (Conservation Areas & Their Settings)
F23 (Conservation Area Planning Applications)
F24 (Demolition Within A Conservation Area)
S7 Gypsy Site
W36 (Development Of Land At Northumberland Road, Tweedmouth)
M8 (Rail Freight Facilities)
C8 and Appendix B (Shopfronts)
C15 (Satellite Antennae)
C35 (Shopping Floorspace Within Berwick-upon-Tweed Town Centre)
C36 (Renewable Energy Projects Within Berwick-upon-Tweed).

Early Wins

- **2C:** Review shopfront guidance and 1998 leaflet.
- **2E:** Rapid assessment of satellite dishes.
- **2M:** Explore the nature and implications of riverside legal protection.

Preparation For The Future

- **2J:** Carry out a conservation area-wide parking study.
- **2N:** Explore second and holiday home issues.

6.6.5 **Operation 3: Maintenance, Repair & Enhancement**

Keeping Control

- Retain and strengthen the following Local Plan policies in the emerging LDF:
F25 (Conservation Area Improvements)
M6 (Highway Repairs)
M7 (Rail Service Improvements)

M43 (Road Improvements / Weight Restrictions, Tweedmouth).

M45 (Improved Harbour Facilities, Tweed Dock and Spittal Quay)

- Consider excluding the following Local Plan policy from the emerging LDF:
M16 (Traffic Calming).

Early Wins

- **3I(i):** Review ownership and management of the Goody Patchy.
- **3I(ii):** Prepare an improvement scheme for the Goody Patchy.
- **3K:** Prepare improvement options for the Co-op area off Main Street.
- **3N:** Prepare a campaign to interpret/celebrate local heritage.

Preparation For The Future

- **3A:** Review public realm maintenance regimes.
- **3B:** Carry out a rapid tree condition and planting survey.
- **3C(i):** Audit buildings for improvement and repair.
- **3C(ii):** Prepare and seek funding for an action plan.
- **3D:** Explore the possibility of a local skills register.
- **3F:** Audit gap sites.
- **3J:** Audit front gardens, forecourts, yards and boundaries.

Long Term Improvements:

- **3L:** Prepare a comprehensive enhancement scheme for Main Street.
- **3M:** Prepare a comprehensive enhancement scheme for Berwick Bridge bridgehead.

7 Appendices

7.1 Other Heritage 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 us for more advice (see page 9).

No.	Name (by street)	Grade	GV	Made
<i>Brewery Bank</i>				
5/261	Nos.2 and 2a	II	-	09/08/78
<i>Brewery Lane</i>				
5/260	The Old Brewery	II	-	09/08/78
<i>Church Road</i>				
9/241	Church of St Bartholomew	B	-	01/08/52
<i>Main Street</i>				
9/243	No.4	II*	-	01/08/52
9/243A	Gate piers at No.4	II	-	26/05/71
9/244	No.6 (Clifford House)	II	-	01/08/52
9/245	No.20	II	-	26/05/71
9/246	No.46	II	GV	01/08/52
9/246	Nos.48-52 (even)	II	GV	26/05/71
9/246	Nos.56-62 (even)	II	GV	26/05/71
9/247	Nos.64 and 66	II	GV	26/05/71
9/248	No.68 and No.70 (Post Office)	II	GV	26/05/71
9/249	Nos.72-80 (even)	II	GV	26/05/71
9/250	No.84	II	GV	26/05/71
<i>Mount Road</i>				
9/253	Tower House	II	-	26/05/71

Parts of the two listed bridges over the river are also within the conservation area – Berwick Bridge () and Royal Border Bridge (Grade I).

7.1.2 **Tree Preservation Orders**

There is one set of tree preservation orders in the conservation area, at Tower House, details of which can be obtained by contacting us (see page 9).

7.2 **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

7.2.1 **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 Berwick-upon-Tweed Borough 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.

7.2.2 **Minor Developments**

Within in a conservation area, legislation⁷ 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 50m³.

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

⁷ Town & Country Planning (General Permitted Development) Order 1997

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.

7.2.3 **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.

7.3 **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 asked⁸:

- Is the building the work of a particular architect of regional or local note?
- 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 or cultural associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?

⁸ Taken from *Guidance on Conservation Area Appraisals*, English Heritage, 2006

- 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?

Berwick-upon-Tweed Borough 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.

7.4 **Sources of Issues Identified in the Management Strategy**

7.4.1 **Issues Identified In The 1999 Local Plan**

The Berwick-upon-Tweed Borough Local Plan was adopted in 1999 and sets out policies for land use planning and other proposals that will stay in force until their replacement by those in the emerging Local Development Framework (LDF). Although the conservation issues raised in the Local Plan cannot reflect all changes in Tweedmouth Conservation Area, most are still relevant to the present.

Generic Conservation Issues Relevant To All Conservation Areas In The Borough

- **Issue P1:** Primary importance will be given to sustaining and enhancing Berwick borough's Environmental Wealth, which includes its landscape and coast, its native biodiversity and its human heritage (Local Plan Policy F1).
- **Issue P2:** Development in the Borough needs to accord with its surroundings by virtue of its scale, density, height, layout, materials, landscaping, means of enclosure and access (Local Plan Policy F5).
- **Issue P3:** The acceptability of development proposals will be related to the avoidance of an unacceptable risk of flooding (Local Plan Policy F16).
- **Issue P4:** Conservation area boundaries are not static and will be assessed during the lifetime of the Local Plan (Local Plan Policy F20).
- **Issue P5:** New development should protect the character and setting of conservation areas by being compatible with existing buildings and spaces in terms of their scale, form, density, height, mass, layout, material, architectural detailing, landscaping, intensity of use, etc. (Local Plan Policy F21).
- **Issue P6:** The character of conservation areas can be adversely affected by the exercise of permitted development rights (Local Plan Policy F22).
- **Issue P7:** Outline planning applications without sufficient detail of siting, design and external appearance, can adversely affect the character of conservation areas (Local Plan Policy F23).
- **Issue P8:** Uncontrolled demolition can be a threat to the character of conservation areas (Local Plan Policy F24).
- **Issue P9:** Funding for improvements and repairs to the public and private infrastructure in conservation areas should be sought in partnership with others (Local Plan Policy F25).
- **Issue P10:** Repair and improvement of highways should be encouraged to incorporate materials, landscape and designs which take into account the character of the surrounding landscape or townscape (Local Plan Policy M6).

- **Issue P11:** Where the impact of traffic on the older historic parts of settlements has become increasingly detrimental to amenity and public safety, the Highway Authority will be encouraged to implement traffic calming measures (Local Plan Policy M16).
- **Issue P12:** Encouragement will be given to rail operators to invest in facilities to improve the fabric of the East Coast mainline railway (Local Plan Policy M7).
- **Issue P13:** The design of alterations to existing or new shopfronts will be considered against the criteria in the local plan (Local Plan Policy C8 and Appendix B, the design of shopfronts).
- **Issue P14:** The approval and design of advertisements on premises will be considered against the criteria in the Local Plan (Local Plan Policy C9 and Appendix B, the design of shopfronts).
- **Issue P15:** The installation of satellite dishes should not adversely affect the amenity of the adjoining environment and they should be removed when redundant (Local Plan Policy C15).
- **Issue P16:** The development of new shopping floorspace should not adversely affect the adjoining environment or the vitality and viability of Berwick town centre (Local Plan Policy C35).
- **Issue P17:** small scale renewable energy projects to supply individual premises should be satisfactorily integrated into the landscape or townscape (Local Plan Policy C36).

Conservation Issues Particular To Tweedmouth Conservation Area

- **Issue P18:** Work to the trees protected by Tree Preservation Orders in the vicinity of Tower House is controlled by the terms of the Order (Local Plan Policy F11).
- **Issue P19:** There is a presumption in favour of the preservation of Tweedmouth's listed buildings and the protection of their setting (Local Plan Policies F17, F18 and F19).
- **Issue P20:** Tweedmouth's areas of archaeological interest will be protected and preserved when changes or new development are proposed (Local Plan Policies F26, F27 and F28).
- **Issue P21:** The change of use of the existing gypsy site off Main Street, Tweedmouth, will not be permitted unless a suitable site can be provided elsewhere (Local Plan Policy S7).
- **Issue P22:** The development of land in Northumberland Road, Tweedmouth, for motor vehicle sales and repair will be permitted as long as it does not adversely affect the adjacent environment (Local Plan Policy W36).
- **Issue P23:** The A698 road that runs through Tweedmouth (Ord Drive) is a principle road for which Northumberland County Council is responsible (Local Plan Policy M1).

- **Issue P24:** Traffic improvements are proposed in Tweedmouth to Union Brae, Main Street and on the A1167 (Local Plan Policy M43; whether these have all been implemented is unclear).
- **Issue P25:** The development of rail freight facilities will be permitted at the former Tweedmouth Goods Yard (Local Plan Policy M8).

Conservation Issues In The Coastal Setting Of The Conservation Area

- **Issue P26:** The river front at Tweedmouth is the boundary of the conservation area as well as the boundary of a Candidate Special Area of Conservation under the European Habitats Directive. This nature conservation area extends across the river and out to sea and includes natural habitats which should be conserved Local Plan (Policy F6).
- **Issue P27:** The harbour facilities at Tweed Dock should be maintained and improved for both amenity and economic development reasons (Local Plan Policy M45).
- **Issue P28:** The conservation area is bounded on the east by the Coastal Zone of Landscape Value as it sweeps north across the estuary. Within this zone, primary importance should be attached to the conservation and enhancement of its landscape and coast (Local Plan Policy F2 and C20).
- **Issue P29:** The Tweedmouth Conservation Area is in the Tweed Estuary and development nearby could not only impact on the conservation area but also on the programme and intentions embodied in the Tweed Estuary Management Plan of 1997, which is still live and should be taken into account (Local Plan Proposal 11).

7.4.2 Issues Identified In Part 1 Of This Document, The Character Appraisal

- **Issue A1:** The current boundaries do not reflect today's perception of the townscape's special local interest.
- **Issue A2:** There are important buildings that should be on the statutory list of buildings of architectural or historic Interest, or on a local list.
- **Issue A3:** There are significant areas of archaeological and industrial archaeological interest which have not been recognised or researched and historic upstanding and underground structures are consequently at risk.
- **Issue A4:** Several buildings are in need of repair/rescue and others in need of improvements to their appearance.
- **Issue A5:** Many buildings have lost their historic features and materials which have been replaced with inferior design and modern materials which are out of character.
- **Issue A6:** Many older buildings have been inadequately maintained and repaired, putting their character and future at risk.
- **Issue A7:** The character of many buildings has been affected by the exercising of permitted development rights.
- **Issue A8:** Main Street and the space at Berwick Bridge bridgehead are cluttered with long and short term parking.

- **Issue A9:** The character of the shopping area on Main Street is detrimentally affected by a clutter of overhead telephone wires.
- **Issue A10:** The appearance of many buildings is spoiled by satellite dishes on their key elevations.
- **Issue A11:** There are gap sites including those on Kiln Hill and Lees Lane that need attention.
- **Issue A12:** Goody Patchy needs action and management to resolve its future.
- **Issue A13:** Tree cover throughout the settlement, including those covered by Tree Preservation Orders, should be reviewed.
- **Issue A14:** A scheme for the comprehensive improvement of the main shopping area needs to be prepared.
- **Issue A15:** The comprehensive scheme should be extended to include the improvement of the large space at the bridgehead.
- **Issue A16:** The history and heritage of Tweedmouth, including its modern quality suburbs as well as its historic cores, deserves to be better understood and interpreted to a wider audience.

7.4.3 ***Issues Identified During Community & Stakeholder Consultation***

Consultation included a working meeting with stakeholders as well as a drop-in session for local people at the Mitchell Memorial Hall, Kiln Hill. Both events were serviced by the Trust and Council staff, enlivened by video and static exhibitions and focussed through returnable questionnaires. The following issues were raised:

- **Issue C1:** The boundaries were not considered adequate.
- **Issue C2:** although development is welcome in principle, past and recent developments give cause for much concern.
- **Issue C3:** Concern about pressures for development along the riverside and within the dock site.
- **Issue C4:** Concern about the erosion of traditional materials in old and new buildings.
- **Issue C5:** Concern about the quality of planning performance.
- **Issue C6:** Concern that conservation is not high enough up the political agenda.
- **Issue C7:** Concern that local interest organisations were divided.
- **Issue C8:** Concern that the south side of the Tweed was considered 'the poor relation' to Berwick when it comes to conservation.
- **Issue C9:** Concern that planning applications lack the input of quality professionals.
- **Issue C10:** Concern over the poor quality of local building contractors.
- **Issue C11:** Concerned that too little good conservation guidance given by the Council, local architects and contractors.
- **Issue C12:** Education and encouragement are needed for both professionals and property owners.
- **Issue C13:** The heritage of Tweedmouth needs more interpretation.

- **Issue C14:** Concern to ensure gardens, forecourts, yards and boundaries are protected and upgraded.
- **Issue C15:** Concern that grassed areas in the heart of early council housing are upgraded.
- **Issue C16:** Concern over the extent of car parking throughout the conservation area.
- **Issue C17:** Concern that any gaps in street frontages are infilled.
- **Issue C18:** Concern for the uneven legal protection of the riverside edge.
- **Issue C19:** Concern for the future of the Tweed Dock.
- **Issue C20:** Concern for shops becoming houses.
- **Issue C21:** Concern at the dereliction and other possible threats to old backland buildings.
- **Issue C22:** Concern at the threat of second homes damaging affordable ownership and the stability of the local community.
- **Issue C23:** Concern to ensure that the character appraisal and management strategy get as wide a profile and consultation as possible.

7.4.4 ***Additional Issues Identified By North Of England Civic Trust***

- **Issue N1:** In reviewing boundaries, it is important to think laterally, particularly beyond the present boundaries, out to other nearby natural and man-made conservation areas and the enclosing landscape.
- **Issue N2:** Concerned to have a formalised monitoring structure in place, as a joint exercise between Council and local amenity groups, to keep change under surveillance.
- **Issue N3:** There is a need to better understand the significance, original appearance and subsequent changes of the modern 'garden suburbs' of Tweedmouth so that they may be properly valued in the development history of the place, and protected and enhanced accordingly.
- **Issue N4:** The Co-op area was identified in the character appraisal as a negative area within the conservation area. As useful purposes are served by this area, its adverse effect on character should, therefore, be mitigated.
- **Issue N5:** When floorscape repairs are to be carried out in the old village core area, it would be important to retain or restore the black tarmac pavements edged with whinstone blocks that have evolved as a new vernacular treatment in this area. Re-instatement of the red tarmac in vehicle carriageways that had become almost traditional to Northumberland, should also be considered.
- **Issue N6:** The Character Appraisal will need to be reviewed in five years or when the boundaries of the conservation area are revised, and the Management Strategy should be reviewed in five years.

7.5 ***List Of Possible Actions To Address Management Strategy Issues***

These actions have been collected from the body of the Management Strategy above and are organised for easy reference back. They form the basis for the recommendations in the Management Strategy. 'Groups' means local amenity and interest groups including CAAG, the Council's Conservation Areas Advisory Group.

7.5.1 Operation 1: Identification & Protection**Agency to Action**

- **1A:** Strengthen Local Plan Policy F1 in the context of F31. Council
- **1B:** Review the Tweedmouth Conservation Area boundaries. Council, Groups
- **1C(i):** Prepare spot-listing cases. Council, Groups
- **1C(ii):** Encourage a review of the statutory list. Council
- **1C(iii):** A pilot Local List scheme for south of the Tweed. Council, Groups
- **1C(iv):** Identify unlisted buildings which make a positive contribution to the character and appearance of the conservation area. Council, Groups
- **1D(i):** Audit surviving original doors and windows. Council, Groups
- **1D(ii):** Carry out a pilot Article 4 Direction in suitable location. Council, Groups
- **1D(iii):** Audit shopfronts and design guidance (see 2C below). Council, Groups
- **1D(iv):** Explore a new policy on choice of roofing materials. Council, Groups
- **1E(i):** Research archaeological interest of Goody Patchy. Council, Groups
- **1E(ii):** Research archaeological interest of old village core. Council, Groups
- **1E(iii):** Research possible site of Tweedmouth Castle. Council, Groups
- **1E(iv):** Research site of the original Tweedmouth Tower. Council, Groups
- **1F(i):** Prepare a list of required guidance for owners. Council, Groups
- **1F(ii):** Explore a possible local historic buildings owners club. Council, Groups
- **1G:** Explore opportunities for promoting local heritage. Council, Groups
- **1H:** Audit buildings and spaces of Tweedmouth's backlands. Council, Groups
- **1I:** Include a TPO review as part of a boundary review Council

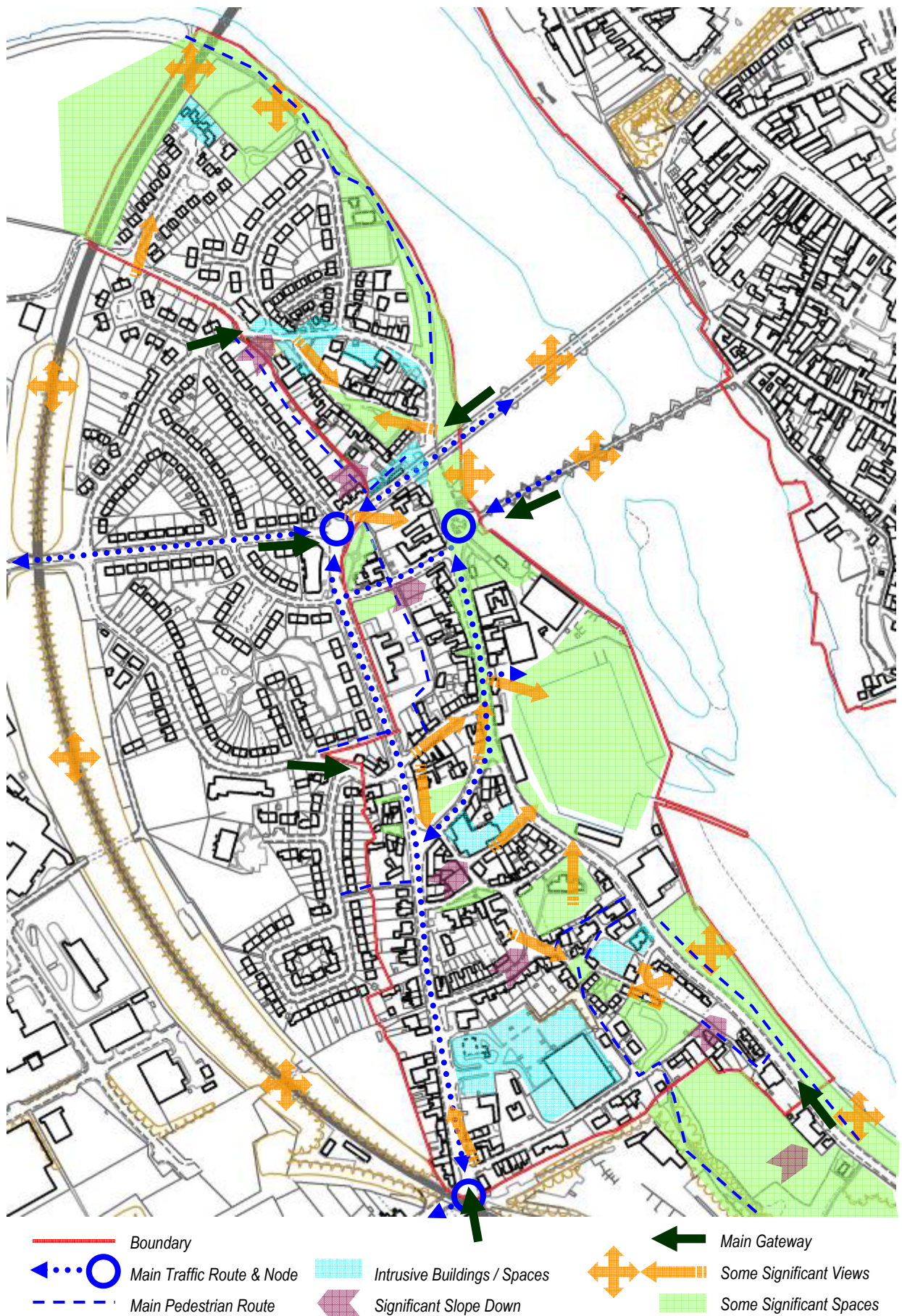
7.5.2 Operation 2: Control Of Change

- **2A(i):** Strengthen Local Plan Policies F5 and F21. Council
- **2A(ii):** Arrange public dialogue re new development in CAs. Council, Groups
- **2A(iii):** Prepare design guidance on new development in CAs. Council, Groups
- **2B:** Strengthen Local Plan Policy F16. Council
- **2C:** Review shopfront guidance and 1998 leaflet. Council, Groups
- **2D:** Strengthen Local Plan Policy F24. Council
- **2E:** Rapid assessment of satellite dishes. Council, Groups
- **2F:** Update Local Plan Policy C36. Council
- **2G:** Strengthen Local Plan Policy S7. Council
- **2H:** Retain Local Plan Policy W36. Council
- **2I:** Strengthen Local Plan Policy M8. Council
- **2J:** Carry out a conservation area-wide parking study. Council, Groups
- **2K(i):** Explore opportunities for more conservation staff resource. Council
- **2K(iii):** Arrange public dialogue regarding planning concerns. Council
- **2L:** Arrange public dialogue re local amenity networks. Council, Groups
- **2M:** Explore the nature and implications of riverside legal protection. Council
- **2N:** Explore second and holiday home issues. Council
- **2O:** Formalise a joint monitoring structure for change in CAs. Council, Groups

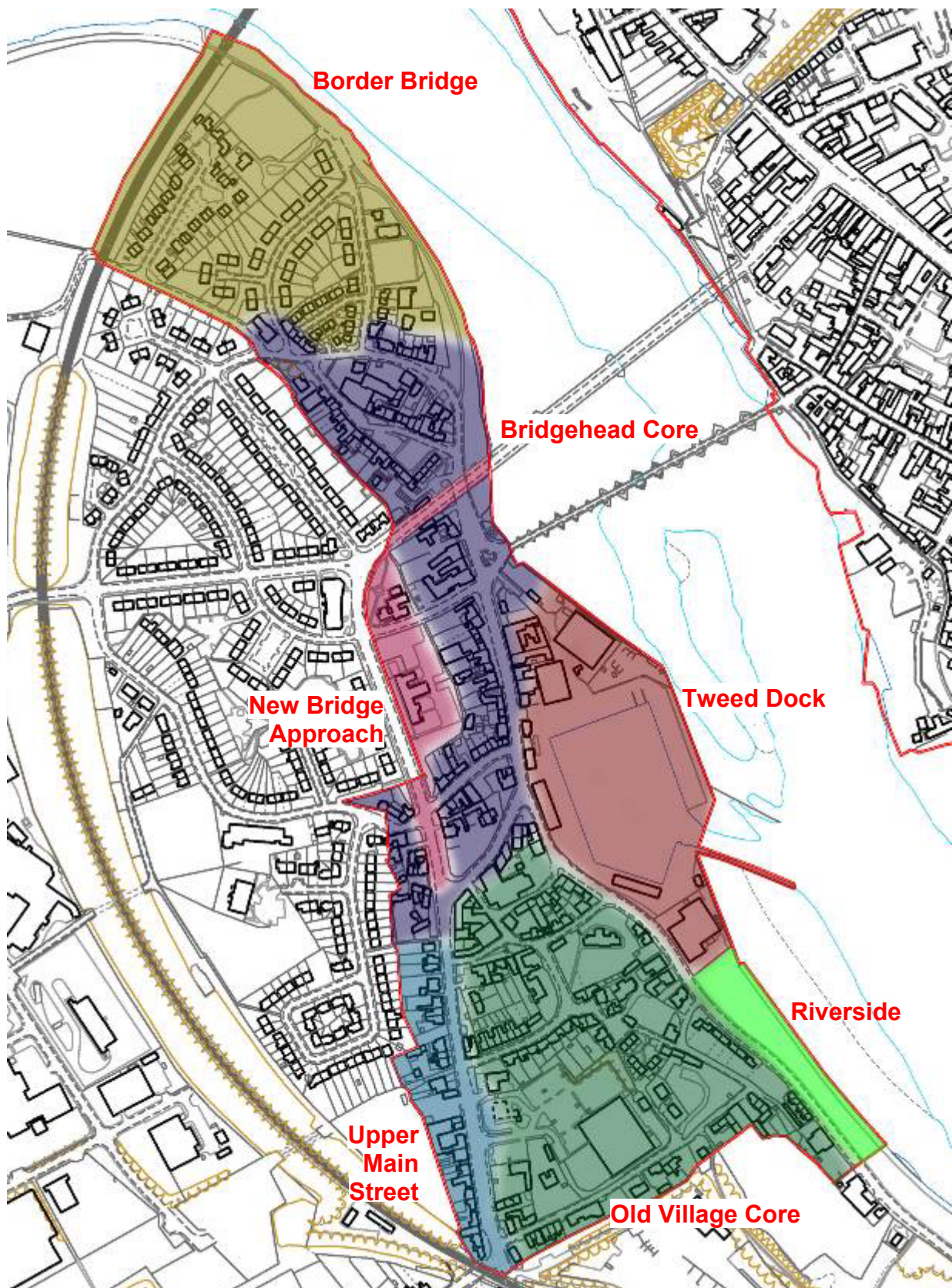
7.5.3 Operation 3: Maintenance, Repair & Enhancement

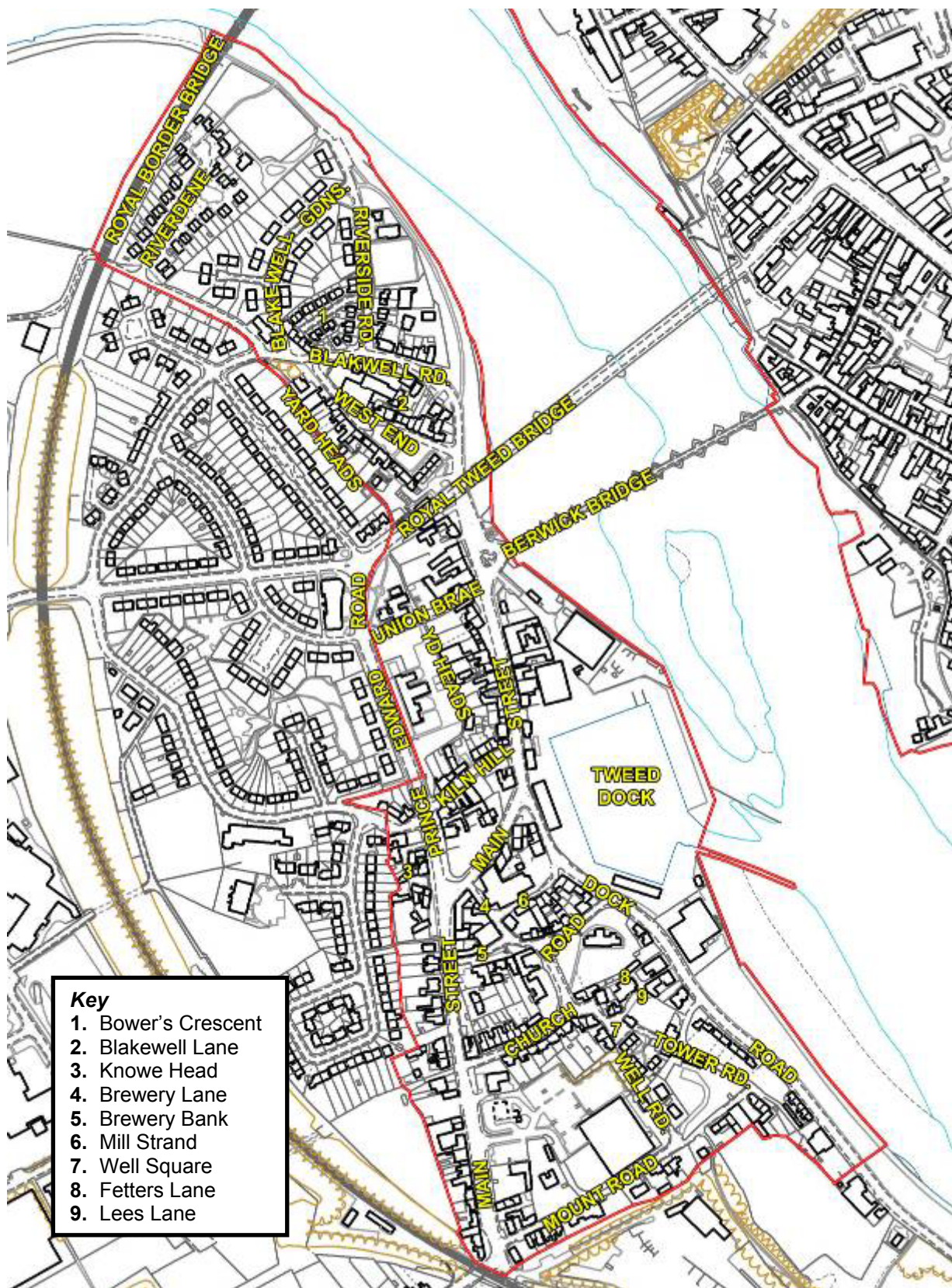
- **3A:** Review public realm maintenance regimes. Council, Groups
- **3B:** Carry out a rapid tree condition and planting survey. Council, Groups

- **3C(i):** Audit buildings for improvement and repair. Council, Groups
- **3C(ii):** Prepare and seek funding for an action plan. Council, Groups
- **3D:** Explore the possibility of a local skills register. Council, Groups
- **3E:** Strengthen Local Plan Policy M7. Council
- **3F:** Audit gap sites. Council, Groups
- **3G:** prepare pilot wire re-routing scheme (see 3L below). Council
- **3H(i):** Review Local Plan Policy M45. Council
- **3H(ii):** Arrange public dialogue re the future of the Dock. Council, Groups
- **3I(i):** Review ownership and management of the Goody Patchy. Council
- **3I(ii):** Prepare an improvement scheme for Goody Patchy. Council, Groups
- **3J:** Audit front gardens, forecourts, yards and boundaries. Council, Groups
- **3K:** Prepare improvement options for Co-op area off Main St. Council, Groups
- **3L:** Prepare enhancement scheme for Main Street. Council, Groups
- **3M:** Prepare enhancement for Berwick Bridge bridgehead. Council, Groups
- **3N:** Prepare a campaign to interpret/celebrate local heritage. Council, Groups

Map 2. Spatial Analysis

Map 3. Sub-Areas



Map 4. Street Names

Old Village Core

An early, intricate nucleus of housing and industry around the Church, Mill Strand and Tower Road, with a redeveloped hinterland up to Mount Road and Main Street.

Historical Development

The first recorded church was in 1145, for St Boisil. Mount Road is a possible location for Tweedmouth's short-lived early thirteenth century castle. A large tower was taken down when Tower House was built in the late eighteenth century. Early development clustered around the church (1736), with housing, shops and industry (brewery, foundry, waterworks, sawmill, gardens). Mount Road had a school from 1824. Modest clearance and infill was followed by a superstore on gardens to the south.



Sub-Area Location



Spatial Analysis

This is the southern of two key growth points, the **development pattern** straddling the lower and upper levels. Development grew around the church's mound, Mill Strand and up to a plateau. An early southern route may have followed Tower Lane / Road and Well Square, bypassed by Main Street. **Layouts** are fine grain and dense, some continuous frontages, some more broken. Most plots are narrow with rear gardens through alleys. Incidental spaces, yards and backlands add intricacy. Exciting **views** from Tower and Dock Roads are dominated by the river and Berwick. Views within the sub-area are of a packed, layered scene enhanced by trees and glimpses through the intricate layout and topography. Archaeological potential is high.

Character Analysis

Land Use, Built Form and Architectural Style



A traditional village mix has residential and social **uses** (eg. church, village hall), and a superstore. Historic commercial uses are dotted around, some in decline. There is a lively mix of vigorous shapes, prominent angles and interesting juxtapositions, with irregular groupings at squares and yards. Two storey boxy **forms** have pitched roofs. Single storey survivals are important (eg. Lees Lane fishing shiel). Incremental strings of buildings have attractive inconsistency in

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height and scale. Non-domestic buildings are more individualistic (eg. church, former brewery). Rears and sides are intact (with extensions) and important even if hidden. Most buildings follow a simple vernacular **style** informed by Classical Georgian proportions. Some Victorian buildings have more considered flourishes.

Features, Detailing and Materials

Most **masonry** is pinky-grey sandstone with modest detailing. There is some ashlar. Render is often historically accurate, sometimes modern and harmful. **Doorways** and vertical **window** openings are simply emphasised. Carriage arches and loading doors are common. Tower House has a delicate porch and bays. Some joinery survives despite many replacements. Some openings have more flare, eg. church, waterworks, Church Road. The brewery and Mill Strand have attractive compound **roofscapes**. Slate and pantiles create a spirited roofscape with pantiles on most older buildings. Old chimneys (altered) and commercial roof vents are common. Modern dormers are rare.

Spaces

Roads have simple surfaces and few markings creating a restrained streetscape. Minor routes like Fetter's and Lees Lanes add charm, as do the waterworks' steps; steps at Brewery Bank are run down. Some **gardens** are prominent but most intricate **rear yards** are tucked away. Tower House's large garden has mature trees. Important commercial yards survive at former brewery, Mill Strand / Brewery Lane and Mount Road. The rich **churchyard** is shrouded by tall trees and stone walls.



Loss, Intrusion and Damage



Loss and replacement of original details, and **inappropriate** designs, materials and methods are common. **Vacancy** and poor **condition** of commercial buildings is of concern. Expansive modern layouts off Main Street are placeless with a weak street edge. There are also gaps at Mill Strand and Lees Lane. 'The Estuary' does not respond to basic or detailed characteristics.

Key Management Issues (see page 97)

- Identification & Protection: **1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I**
- Control Of Change: **2A, 2B, 2C, 2D, 2E, 2F, 2I, 2J, 2K, 2L, 2M**
- Maintenance, Repair & Enhancement: **3A, 3B, 3C, 3D, 3F, 3G, 3I, 3J, 3K, 3L, 3N**

Bridgehead Core

A robust, linear sub-area with the attractive bridgehead and its two approach roads lined with housing, pubs and shops, forming Tweedmouth's commercial centre.

Historical Development

The earliest river crossing were fords and ferries. Despite early timber bridges, there was no permanent bridge here until border stability after 1482. Knowe Head is a possible location for the short-lived early thirteenth century castle. Early development clustered the bridgehead and its approach roads, that from the south re-routing from Kiln Hill to a shallower new road in the nineteenth century. Growth brought industry (soap, timber, foundry, farm), churches (1783 and 1847) and shops on Main Street with completion of Tweed Dock in 1876. Knowe Head was severed by Prince Edward Road in the 1920s. Later there was modest clearance and infill. The south route was once part of the A1.



Sub-Area Location



Spatial Analysis

This is the northern of two key growth points, the **development pattern** straddling the lower and upper levels. An historic route from the west split in two down the slopes (West End and Kiln Hill) creating linear settlement at the river, with parallel Yard Heads above. **Layouts** are fine grain and dense, with continuous but incremental frontages. Plots vary; most are narrow with sloping rear yards through arches. Incidental spaces, yards, alleys and backlands add intricacy, very visible from above. Interesting wide riverside **views** and glimpses down the slopes are dominated by the river, bridges and Berwick. Views within the sub-area are of a packed, layered scene enhanced by trees and glimpses through the layout and topography. Archaeological potential is high.

Character Analysis



Land Use, Built Form and Architectural Style

A traditional village mix has residential, social **uses** (eg. pubs, halls), retail on Main Street, and historic commercial uses dotted around, some in decline. There is a lively mix of vigorous shapes and interesting juxtapositions, with irregular groupings at squares and yards. Two storey boxy **forms** have

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pitched roofs. Single storey survivals are important. Much of Kiln Hill and Main Street is three-storey. Strings of incremental buildings have attractive inconsistency in height and scale. Non-domestic buildings are more individualistic (eg. churches, halls, Nos.7-19 Main Street, Town Farm). Rears and sides are intact (with extensions) showing authentic integrity from above. Most buildings follow a simple vernacular **style** informed by Classical Georgian proportions. Some Victorian buildings have greater flourish.



Features, Detailing and Materials

Most **masonry** is pinky-grey sandstone with modest detailing. Ashlar is rare. Muted render is seen, often historically accurate, sometimes modern and harmful.

Doorways and vertical **window** openings are simply emphasised. Carriage arches are common. Main Street has several historic bay windows. Some original joinery survives despite many replacements. Main Street has many good timber **shopfronts** with modest detailing. Slate and pantiles create a spirited **roofscape** (pantiles on most older buildings), seen up close from Yard Heads. Large old chimneys and commercial roof vents are common but altered. Modern dormers and rooflights are rare.

Spaces

Bridges and tarmac dominate the **bridgehead**, which has better potential. Grass, war memorial, ornate lamppost and a few historic materials animated it. Main Street's wide focal space also has historic surfaces. Yard Heads is an interesting route with stone walls. Pudding Lane's steps are altered. **West End** is attractive but its engineered layout and snaking road have little historic reference. Intricate **yards and gardens** are visible, adding rich texture. Town Farm has important yard, walls and buildings.

Loss, Intrusion and Damage

Loss and replacement of original details, and **inappropriate** designs, materials and methods are common. Small gaps on Blakewell Road and nearby erode the building line. **Vacancy** and poor **condition** of commercial buildings is of concern.

Key Management Issues (see page 97)

- Identification & Protection: **1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I**
- Control Of Change: **2A, 2B, 2C, 2D, 2E, 2F, 2J, 2K, 2L, 2M**
- Maintenance, Repair & Enhancement: **3A, 3B, 3C, 3D, 3F, 3G, 3J, 3L, 3M, 3N**

Upper Main Street

A small linear sub-area on the upper level along the historic Great North Road transport corridor, here lined on one side with Victorian ribbon development.

Historical Development

Armstrong's 1769 map of Northumberland is the first to show the Great North Road heading in from the south at this high level, bypassing the old village core down to the bridgehead. In the early nineteenth century it followed a new, shallower section of Main Street, bypassing Kiln Hill. Vernacular and later, smarter villas grew along the west side, and several pubs flourished. This route was once part of the A1.



Sub-Area Location



Spatial Analysis

This is the upper level of **development pattern**, bypassing an much earlier route from the south probably along Tower Lane / Road and Well Square. **Layout** is fine grain and dense with a near continuous frontage at the south end. Plot sizes vary; most are narrow with rear gardens and yards accessed through carriage arches or side paths. Short **views** out of the area towards historic terraces west and south are funnelled by heavy railway viaduct arches. The long view north down into the conservation area seems infinite and inviting, backed by a tree-filled Berwick horizon.

Character Analysis

Land Use, Built Form and Architectural Style



Residential and local retail **uses** dominate, plus a commercial focus in a former industrial building behind No.180 Main Street. Built **form** is of two storey boxes with pitched roofs. Incremental growth creates a string of buildings built up against one another, with attractive inconsistency in height and scale. Later, smarter villas at the north end are in pairs of semis. The former industrial building has a prominent chimney. Most rears and sides are

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intact, important even if hidden. Overall there is a lively assortment of vigorous shapes, prominent angles and interesting juxtapositions. A simple vernacular **style** informed by Classical Georgian proportions is used, with more considered flourishes in Victorian housing at the north end.

Features, Detailing and Materials

Most **masonry** is pinky-grey sandstone with modest detailing. Render is rare.

Doorways and vertical **window** openings are simply emphasised. Carriage arches are common. Some original joinery survive despite many replacements. The villas have more decorative doorways and bay windows, both with good surviving joinery. There are a handful of inserted **shopfronts**. Slate and pantiles create a spirited **roofscape**, pantiles used on most older buildings. The villas have prominent rainwater goods. Sturdy chimneys are common but altered. Modern dormers and rooflights are rare.



Spaces

This part of Main Street is dominated by traffic. There are a few historic drive splays and historic street name signs. **Backyards** through arches have weathered walls and surfaces. The later villas have larger back **gardens** and good front walls and hedges.



Loss, Intrusion and Damage

Loss and replacement of original details, and **inappropriate** designs, materials and methods are common. The road here is busy and fast with intrusive markings and coloured tarmac.

Key Management Issues (see page 97)

- Identification & Protection: **1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H**
- Control Of Change: **2A, 2C, 2D, 2E, 2F, 2G, 2H, 2I, 2J**
- Maintenance, Repair & Enhancement: **3A, 3B, 3C, 3D, 3E, 3J, 3K, 3L, 3N**

Tweed Dock

A large-scale Victorian wet dock at the settlement's heart, surrounded by old and new functional buildings, and alive with the sights and sounds of a working quay.

Historical Development

Originally foreshore, engineers D & T Stephenson created a non-tidal wet dock with lock gates and pier in 1871-76 through land reclamation, relieving congestion at Berwick. Warehouses and sheds grew up around the dock and it led to a renaissance in adjoining Main Street. It still operates today.

Spatial Analysis

Part of the lower level **development pattern**, it punctures the settlement's north-south linearity in the middle, being virtually the only land on the east side the Riverside Rd, Main St, Tower Rd / Dock Rd spine to be built up. The oblique-shaped dock has a large scale, low density **layout** with smaller linear blocks parallel to the wide docksides. Historic accesses are from the north (Robertson's), Main Street, Dock Road and, now gone, by rail from the south.

Boundary walls and buildings enclose this private space limiting **views** to lively glimpses (eg. down Kiln Hill pierced by cranes, and from the nearby churchyard, a particularly striking direct visual link). Inside are stimulating views of a chunky grey scene pricked by flashes of red, yellow and blue on bollards, buildings and boats.

Character Analysis

Land Use, Built Form and Architectural Style

It is a key historic commercial **use**, still heavy but sporadic. **Form** is intelligible and traditional. Half a dozen large buildings dominate – low, narrow sheds and cavernous modern depots. Their stripped character sits comfortably against robust town centre architecture. Three built forms are key links to the town – the timber shed at the visually exposed south west edge, Nos.7-19 Main Street's warehouse complex, and No.3 Dock Road's grand warehouse. Several small single storey Victorian admin buildings



Sub-Area Location



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are important for their historic association. Pitched roofs are low, only one matching the height of Nos.7-11 Main Street. All these unfussy forms are strongly commercial.

Features, Detailing and Materials

Most **walls** are monotone, mellow and muted eg. weather-worn grey timber, or smudged, gritty cream render, or lichen-covered pinkish stone. Corrugated metal walls are atypical but still muted. Most roofs are also grey, corrugated and weathered. Most **doors** are huge and slide across plain openings; older doors are vertical timber boards. There are few **windows**. Two small brick buildings stand out against this backdrop with more intricate and lively walls, domestic doors and widows and Welsh slate shaped roofs. The ranges behind Nos.7-11 Main Street have a coherent set of loading bays, commercial doors and canopies, plus long roof ridge vents significant to their character.

Spaces

Boundaries are fences and historic walls. The area of water dwarfs the giant yellow cranes, lorries, plant, silos and compounds around it. The dock wall's colossal dark grey stone drips with subtle green and yellow stains adding to the historic, chunky, textured feel. The faded but functional scene is highly animated by the timber pier, plenty of dockside furniture (bollards, fences, ladders, crane), a shallow setted boat slip, myriad seagulls, and the stuff of a working dock including boats, ropes, boxes, bins, BK lifebelts, and piles of transient paraphernalia.

Loss, Intrusion and Damage

Pressure for non-commercial diversification may dilute or gentrify this sub-area's self-contained and authentic functional historic character. Much of its appearance comes from weathering (in an exposed location) and applied colour (paint), changes in which could alter appearance.

Key Management Issues (see page 97)

- Identification & Protection: **1A, 1B, 1C, 1D, 1E, 1F, 1G**
- Control Of Change: **2A, 2B, 2D, 2F, 2J, 2K, 2L, 2M**
- Maintenance, Repair & Enhancement: **3C, 3F, 3H, 3L, 3N**



Riverside

Part of a sweeping, reclaimed river bank originally linked with the dock, now with a strong public amenity role, backed by steep woodland, and with excellent views out.

Historical Development

This small strip has evolved as a part of Tweedmouth's industrial history. Before the late nineteenth century, riverside paths would have been no more than foreshore, subject to seasonal tides. 1871-76 saw major reclamation of the whole riverside south of the old bridge and construction of Tweed Dock and Dock Road, a new road to Spittal. The area became railway embankment heading in part to a large malt house built in the early twentieth century. A decline in industry in the late twentieth century saw the tracks lifted, the embankment removed, and the space and its estuary-wide views once again opened up.



Sub-Area Location

Spatial Analysis

Backed by the steep wooded bank of the Goody Patchy (outside the conservation area, with scattered industrial archaeology), the sub-area is a long, clean sweep of grass creating a simple, appealing view back towards the Dock, and displaying Tower House – one of the largest and oldest building groups in the area – to fine effect.

It is part of the lower level linear **development pattern**, an historic east-facing development edge along the west side of the spine provided by what are now Riverside Road, Main Street and



Tower Road

/ Dock Road. Only in the centre of this spine at the Dock is the west side of the road built up – this southern strip has always been clear of buildings. Panoramic **views out** are exciting and visually stimulating with a clean horizon. They are dominated by the river, the Spittal Point chimney, and the powerful presence of Berwick rising up to the east, tipped by its Town Hall spire. The

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sub-area, defined by the artificial conservation area boundary, is only a part of the wider land form between the dock and Carr Rock which encloses views to the south at a sharp rise in land between Tweedmouth and Spittal.

Character Analysis

Public open space to the water's edge is a significant resource, echoed by open spaces to the north, all combining to create one of Tweedmouth's most characterful assets and a big part of its appearance from Berwick and the bridges.

This riverside space has a simple relationship between tree-filled slope, river bank, foreshore and river, a coherent scene unconfused by the few modest buildings that sit at the foot of the slope. Looking south from the town, the huge scale of this arc is striking, the land form rising steeply away from the river and curving east to fully enclose the view at Carr Rock. As a thick green break, this is vital setting to the conservation area.

Despite the striking topography, the river's edge strip does not feel particularly natural, the flat grass and gabion embankment betraying its engineered origins. A few trees at the north edge help to screen and delimit dock buildings behind, and a single wind-bent tree just to the south makes an unexpectedly dramatic contribution to the scene, recently joined by an unobtrusive Lowry Trail interpretation easel. The space's public amenity value in a conservation area not characterised by green open spaces should not be underestimated, and the unimpeded riverside access and bracing views across the estuary it provides are crucial to atmosphere.



Loss, Intrusion and Damage

There is pressure for development on part of this reclaimed land where there have never been buildings. This would confuse an understanding of the clear historical east-facing edge to development along the west side of what is now Riverside Road, Main Street and Tower Road / Dock Road, broken only in the middle at the Dock.

Key Management Issues (see page 97)

- Identification & Protection: **1A, 1B, 1E, 1G, 1I**
- Control Of Change: **2A, 2B, 2J, 2L, 2M**
- Maintenance, Repair & Enhancement: **3A, 3B, 3H, 3I, 3N**

Border Bridge

Inter-war and later twentieth century housing on former agricultural, industrial and garden land down to the river, dramatically backed by the Royal Border Bridge.

Historical Development

There was little but fields here until Robert Stephenson's Royal Border Bridge opened in 1850. Scattered buildings probably linked to Mill Farm to the west (one possible location for Tweedmouth's short lived early thirteenth century castle) were joined by a large iron works on the road from the north and, in the late nineteenth century, Tweedside Villa, a large mansion laid out by the bridge. Early twentieth century housing replaced the foundry, with further streets added after the Second World War and in the 1980s, over the villa's gardens.



Sub-Area Location



Spatial Analysis

The colossal elevated arc of the Royal Border Bridge neatly defines the **development pattern**, defying

topography to enclose development and filter views of an open landscape beyond.

Three planned housing developments in its lee (Bower's Crescent, Blakewell Gardens, Riverdene) spread almost down to the river. **Layout** is on curved crescents or short culs-de-sac using standard suburban principles. Compared to the rest of the area there are larger plots, a lower density, lower plot ratio and a more consistent grain.

Incremental redevelopment on Blakewell Road has extensively eroded the building line.

Views are dominated by the ever-present Royal Border Bridge. Views across the river are stimulating, and those of the whole of Tweedmouth by train are exciting but fleeting.

Character Analysis



Land Use, Built Form and Architectural Style

Residential **land use** dominates, plus open space uses at the bowling club, riverside and field beneath the bridge. **Built form** is two storey with pitched roofs, but most is different by being groups of uniform paired semis (each block in Blakewell Gardens actually four flats, not two semis), and bungalows and detached houses on Riverdene. Some infill is also standard

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suburban. Apart from the late Victorian Tweedside Villa, **styles** are generic and not place-specific.

Features, Detailing and Materials

Masonry varies.

Bower's Crescent, although with later random paint, has roughcast render above rock-faced stone. Riverdene has an out-of-place orange brick. Blakewell Gardens' render is in well chosen tones with unity added by its **doorways'** small masonry bracketed hoods and large tripartite and bay **windows**. Bower's Crescent's features are much altered. Riverdene's are horizontal and standard and so against the grain. Pantile roofs dominate; Riverdene's dull orange tiles are atypical. Inserted dormers and rooflights are rare. Original **chimneys** are prominent in long views; Riverdene has none. In contrast to all this, Tweedside Villa has some of the most accomplished detailing in the conservation area (ashlar stonework, animated doorway, windows, roof and chimneys).



Spaces

Green **open spaces** are an attractive resource and key to appearance. The Bowling Club's green, low pavilion and public use suit the location. The bridge adds drama to the gentle, more natural **riverside** green strip, scattered with trees and lined with footpaths. **Gardens** are prominent, especially on Blakewell Gardens. A long stone rear boundary wall is an important historic survival.

Loss, Intrusion and Damage

Riverdene has no special interest and is no match for the bridge. Bower's Cr. has

historic interest but is much altered. Both are **neutral** and should not be repeated.

Key Management Issues (see page 97)

- Identification & Protection: **1A, 1B, 1D, 1E, 1F, 1G, 1I**
- Control Of Change: **2A, 2B, 2E, 2F, 2I, 2J, 2M**
- Maintenance, Repair & Enhancement: **3A, 3B, 3D, 3E, 3F, 3J, 3N**

New Bridge Approach

A small sub-area, part of a wider early to mid twentieth century phase of growth to the west, overlaying the area with new roads and the striking Royal Tweed Bridge.

Historical Development

Post-First World War, land east of the railway began to grow with council housing. Increased traffic on Berwick Bridge lead to the need for the ferro-concrete Royal Tweed Bridge, opened by Edward, Prince of Wales, on 16 May 1928. Prince Edward Road was laid out to meet it, plus Union Brae up from the old bridgehead. New suburban streets filled in up to the railway. St Cuthbert's primary school was added on Prince Edward Road. This route was once part of the A1.

Spatial Analysis

The conservation area includes only a fragment of this upper **development pattern**, laid out in the 1920s. The dramatic bridge defies topography creating a flat route over the valley, generating dramatically juxtaposed levels and forcing the bridge through the Bridgehead Core Sub-Area below.

Prince Edward Road was invasively punched through the historic envelope of Tweedmouth at Kiln Hill, severing Knowe Head from the rest of the historic village. The bridge itself also severed Yard Heads.



Layouts here are low density. The bridge provides **views** of the complete Tweedmouth arc and its setting in all directions. There are also good detailed views down onto the tight development pattern below.

Character Analysis

Land Use, Built Form and Architectural Style

Roads and verges dominate this linear sub-area, plus the school and medical centre **uses**. Despite their elevated



Sub-Area Location



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position, these two non-domestic-scale buildings are not visually dominant, due to their well-judged **form** – the half-sunken one and two storey medical centre buildings shape to fit the slope of the site, whilst St Cuthbert's School is also mostly single storey. There is a general air of early to mid-twentieth century planning and architectural **style** in the materials and design of St Cuthbert's School, the public realm and the Royal Tweed Bridge itself (as well as Durham Pine's Art Deco hints, outside the boundary).

Features, Detailing and Materials

All **masonry** is brick, that in the medical centre well chosen in texture and colour. The school's dark red-brown is distinctive of the period rather than the area. Its large subdivided timber **windows** are also distinctive of its use, style and period. Its polite **roofline** is symmetrical whilst the medical centre's varied pantile roof successfully reflects the jumbled roofscape found elsewhere in development nearby.



Spaces

There is a comprehensive unifying 1920s public realm – concrete flag paths, low red brick boundary walls with chamfered concrete copes, grass verges with 'grasscrete', and concrete lampposts. Recent furniture and lighting on the Royal Tweed Bridge has enlivened it. St Cuthbert's simple grass and tarmac school grounds are bound by low brick walls like those in the public realm. Their straightforward, prominent green character adds to the sub-area. Several trees make a big contribution along Union Brae, filling views up the bank.



Loss, Intrusion and Damage

The insertion of Prince Edward Road required extensive concrete shoring, steps and planting at Town Farm and Knowe Head to mask the scar. The road here is busy and fast with intrusive markings and coloured tarmac. The contrived compound beneath the Royal Tweed Bridge is ugly and junk-filled, a localised eye-sore in need of tidying up.

Key Management Issues (see page 97)

- Identification & Protection: **1A, 1B, 1C, 1E, 1G, 1H, 1I**
- Control Of Change: **2A, 2D, 2E, 2F, 2J, 2L**
- Maintenance, Repair & Enhancement: **3A, 3B, 3E, 3G, 3N**



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