

**ArupTransport**

Tyne & Wear Passenger  
Transport Authority

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**New Tyne Crossing**

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Applications for Listed  
Building Consent

**(1) Statue to Sir  
Charles Mark Palmer**

**(2) Gaslight Public  
House**

**(3) Tyne Pedestrian  
& Cycle Tunnels (2)**

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## 1 Introduction

This Statement has been prepared in support of four applications for listed building consent. These are:

- Relocation and renovation of the Statue to Sir Charles Mark Palmer (although technically a demolition); and
- Demolition of the Gaslight Public House;
- Impact on the setting of the Tyne Pedestrian and Cycle Tunnels.

Extracts from the Schedule of Listed Buildings (from the Department of National Heritage, as was, and the Department for Culture Media and Sport) for the above three buildings is attached at Appendix 1.

Applications for the Tyne Pedestrian and Cycle Tunnels are submitted to both North Tyneside and South Tyneside Councils due to the fact that the listed structure (and thus the application site) includes the tunnels themselves, and as such falls within the administrative boundaries of both authorities. This is notwithstanding the fact that the impact on the setting of the listed structure relates only to the portal on the southern side of the river.

Whilst separate applications have been submitted, this Supporting Statement has been drafted to encompass all applications, given that they have a common reason for submission of the applications, this being the submission of an application for a Transport and Works Act Order for a new road tunnel under the River Tyne (see **Section 2**). **Section 3** details the policy context for the applications and **Section 4** then considers each of the applications individually, detailing the nature of the proposal, its reason and justification and how this meets (or otherwise) the policy requirements.

This application under the Transport and Works Act 1992 (TWA) is to be submitted in May 2002 and it is likely that a Public Inquiry will be held towards the end of the year to consider the TWA application.

## 2 The Application for a TWA Order

The proposals for a new crossing of the River Tyne began to emerge in the late 1980s. In 1990 a need for a further crossing was identified, and throughout the early 1990s various studies were undertaken to ascertain the most appropriate location for the crossing. During the mid and late 1990s further studies were undertaken to establish a suitable location for the tunnel, which was determined to be adjacent to the existing tunnels at St. Bede's. Towards the end of this period and up until the present time, further studies and site work have progressed and a more detailed and well-defined route is currently being proposed.

The project is now at a stage where there is sufficient detail and information to submit an application for a Transport and Works Act Order and this will occur in May 2002. Whilst this TWA Order application encompasses all the building and engineering work, it does not incorporate applications for listed building consent. Consequently, listed building consents are being obtained separately, albeit that they are closely related, as, without the TWA Order, there would be no *immediate* need for these applications for listed building consent (although the Statue to Sir Charles Mark Palmer would be likely to be the subject of an application in due course (as discussed at Section 4). Accordingly, with the help of Officers of both South Tyneside Metropolitan Borough Council and North Tyneside Metropolitan Borough Council, we have established which buildings and structures within the vicinity of the Order site are listed and thus where listed building consents are required.

### 3 Legislative and Planning Policy Context

#### 3.1 The Listed Building Act 1990 (The Act)

##### 3.1.1 Application under the Transport and Works Act 1992

Section 12 (3A) of the Listed Building Act 1990 (the Act) states that "An application for listed building consent shall, without any direction by the Secretary of State, be referred to the Secretary of State instead of being dealt with by the local planning authority in any case where the consent is required in consequence of proposals included in an application for an order under section 1 of 3 of the Transport and Works Act 1992." As noted in the sub-text to this section of the Act, this is effectively an automatic call-in procedure.

##### 3.1.2 Distinction Between Demolition and Alteration

The sub-text to Section 8 of the Act draws a distinction between demolition and alteration. Subsection 2 of this Section refers to authorisation for demolition and sets out four requirements before demolition works are authorised, namely that:

- Consent for the works has been granted, under the Act;
- Notice of the proposal has been given to the Royal Commission (now English Heritage);
- English Heritage are granted access to the site for at least one month after permission has been granted so that the details can be recorded (with written confirmation from the Commission that this has been completed)
- The works are executed in accordance with the permission and any related conditions

##### 3.1.3 Consultation

Section 8 of the Act also requires that for applications for the demolition of a listed building or structure, "...notice of the proposal has been given to the Royal Commission, and an opportunity provided for the Royal Commission to have access to the building for the purpose of recording it."

#### 3.2 National Planning Policy

##### 3.2.1 Planning Policy Guidance (PPG) 15: Planning and the Historic Environment

This was adopted in September 1994 and, "provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment" (paragraph 1).

As outlined above, the applications are (i) relocation (but technically a 'demolition') of the Statue to Sir Charles Mark Palmer; (ii) demolition of the Gaslight Public House; and (iii) and (iv) applications for impact on the setting of the Tyne Pedestrian and Cycle Tunnels (one each to North Tyneside and South Tyneside Councils). The advice drawn from PPG15 is in this context.

##### *General*

Paragraphs 3.5 to 3.7 set out four criteria which are "generally relevant to the consideration of all listed building consent applications", these being (in summary):

- i. The importance of the building, its intrinsic architectural and historic interest and rarity;
- ii. The particular physical features of the building;
- iii. The building's setting and its contribution to the local scene; and
- iv. The extent to which the proposed works would bring substantial benefits for the community.

The applications are considered against these criteria in Section 4.

##### *Demolition*

Paragraphs 3.16 to 3.19 consider demolitions of existing buildings. Whilst there is a very strong presumption against permitting the demolition of any listed building, paragraph 3.16 states that, "...there

*will very occasionally be cases where demolition is unavoidable*". Paragraph 17 continues, stating that demolition would require 'the strongest justification' and that 'clear and convincing' evidence needs to be provided. Such evidence includes, *"that redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition"*.

Paragraph 3.19 sets out three considerations which the local planning authority would be expected to address where demolition works are proposed, these being (in short):

- i. *"The condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;*
- ii. *The adequacy of efforts made to retain the building in use;*
- iii. *The merits of alternative proposals for the site."*

The applications for the Gaslight Public House and the Statue to Sir Charles Mark Palmer (the only applications where demolition is proposed) are considered against these criteria in Section 4.

### **Relocation**

Relocation is not specifically addressed in PPG15 as through the statutory legislation relocation of a building or structure is technically demolition, as the listing relates to the structure in its curtilage. Notwithstanding the need to remove the Statue to permit the construction of the New Tyne Crossing, an equally important reason behind the relocation of the statue is its long-term preservation and under these circumstances the proposal is welcomed in policy terms. In its present location the statue is being vandalised and for this reason its relocation is a necessary element of its longer-term maintenance and preservation.

## **3.3 Local Planning Policy**

### **3.3.1 South Tyneside M.B.C. Unitary Development Plan**

The South Tyneside M.B.C. Unitary Development Plan was adopted in October 1999. Policy ENV6: Historic Buildings, and its subtext (paragraphs 6.5.18 to 6.5.22) are applicable. This states that:

**"ENV6 CONSERVATION OF THE BUILT ENVIRONMENT WILL BE PURSUED BY:**

- A) PROMOTING AND SUPPORTING SCHEMES TO PRESERVE, RESTORE AND ADAPT SENSITIVELY, LISTED BUILDINGS, STRUCTURES AND OTHER BUILDINGS OF ACKNOWLEDGED ARCHITECTURAL QUALITY OR HISTORIC SIGNIFICANCE AND THEIR SETTINGS;**
- B) ENCOURAGING THE APPROPRIATE RE-USE OF HISTORIC BUILDINGS WHERE THEY ARE NO LONGER NEEDED FOR THEIR ORIGINAL OR MOST RECENT USE;**
- C) EXERCISING A PRESUMPTION IN FAVOUR OF THE PRESERVATION OF LISTED BUILDINGS AND STRONGLY RESISTING, WHERE POSSIBLE, THE DEMOLITION OR UNSYMPATHETIC ALTERATION OF ALL HISTORIC BUILDINGS; AND**
- D) NOT ALLOWING DEVELOPMENT WHICH WOULD MATERIALLY HARM THE ARCHITECTURAL VALUE, HISTORIC INTEREST OR THE SETTING OF ANY LISTED BUILDING.**

**THE LOCAL PLANNING AUTHORITY WILL USE PLANNING CONDITIONS AND, WHERE APPROPRIATE, SEEK PLANNING OBLIGATIONS AND MAKE ARTICLE 4 DIRECTIONS TO ENSURE THAT ANY CONSENTS PRESERVE THE SPECIAL INTEREST OF THE BUILDING AND ITS SETTING."**

The subtext to this policy (paragraph 6.5.20) sets out three 'exceptional' circumstances where consent could be granted for demolition of a listed building. The third of these is, *"When there are substantial community benefits of redevelopment which outweigh arguments in favour of preservation. The architectural merits of any replacement buildings will not, in themselves, justify demolition"*.

Following on from this, in these circumstances the developer is required to provide evidence that:

- a) planning permission has already been granted for a replacement development;
- b) a contract for the replacement building or structure has already been let;
- c) a scheme for the recording and / or salvage of the building has already been agreed with the Countywide Joint Conservation Team; and
- d) adequate arrangements are made for the appropriate preservation of any archaeological remains.

These criteria are considered in greater detail in the following section in relation to the individual application proposals.

### 3.3.2 North Tyneside M.B.C. Unitary Development Plan

The North Tyneside M.B.C. Unitary Development Plan was adopted in March 2002. Policy E17 relates to listed buildings and states that:

**“THE LOCAL PLANNING AUTHORITY WILL PROTECT AND CONSERVE THOSE BUILDINGS INCLUDED ON THE STATUTORY LIST AS BEING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST.”**

The subtext to this policy (section 5.73) states that, *“There should be a general presumption in favour of the preservation of listed buildings. Only in extreme circumstances would the Local Planning Authority agree to the demolition of a listed building. Before doing so it would need to be satisfied that all avenues had been explored to retain and use the building and that this had proved impracticable. A scheme of development for the site would need to be agreed and a contract for replacement development let before demolition takes place.”*

## 4 The Listed Buildings Applications

### 4.1 Statue to Sir Charles Mark Palmer

#### 4.1.1 Details and location of structure

The statue to Sir Charles Mark Palmer stands within the riverside park to the north of Tyne Street and east of the entrance to the pedestrian and cycle tunnels. Charles Mark Palmer (1822-1907) founded the shipbuilding firm which was responsible for Jarrow developing from a village to a town. The SS John Bowes, launched in 1852, was the first screw-driven collier and revolutionised the Tyne-London coal trade by making the return trip in 5 days.

The Statue was designed in 1903 by Albert Toft and consists of a bronze statue of Sir Charles Mark Palmer standing on a stone pedestal. The base of the pedestal used to have three bronze plaques but two have been stolen and the third is held for safe keeping by South Tyneside Council.

The present location of the Statue to Sir Charles Mark Palmer arises from a local tradition of moving statues around within the district, usually in response to traffic pressures. Previously it was located at Clayton Street in Jarrow town centre and it was moved to its present position several years ago, since which time the plaques have been stolen and the base of the structure very badly vandalised.

#### 4.1.2 Proposal

Given the situation and condition of the statue there are two main issues involved, first the **relocation of the statue**. As stated above, the relocation of this statue is technically a demolition of the structure. However, in practice the statue itself will not be demolished, but carefully removed in its entirety so that it can be re-erected on a new site. The second main issue is the **renovation** of the statue. The related factor of **funding** is also of relevance and is considered below.

#### *Relocation*

The statue was moved to the Riverside Park and this is therefore not its historic setting. It was previously located in the grounds of Palmers Hospital in Clayton Street, but was relocated to the Riverside Park only relatively recently (during the 1980s) when the hospital was enlarged. In retrospect, the location chosen has proved less than ideal, as its somewhat isolated nature has led to vandalism.

Due to continued vandalism, in the mid-1990s South Tyneside Metropolitan Council (STMBC) decided that removal of the statue from Riverside Park to a less vulnerable position would be the optimal solution. In 1996 a number of possible sites for relocation were considered, including Sheldon Street, Tyne Tees Dockyard, Rohm and Haas, Christ Church, Wilkinson Court, Grange Road and Cambrian Street. Although the latter of these was the favoured option, this area has since been developed as part of the Morrisons supermarket.

STMBC has more recently investigated the relocation possibilities and the issues entailed. A report of the findings was reported to the STMBC Development Services Committee of 28 June 2001 (copy of Officer's Report is attached as Appendix 2). This report notes the relationship between the proposal for a New Tyne Crossing (NTC) and the statue and provides two options:

- *"If the statue lies within the excavation area it will need to be removed, either by the Council prior to the Concessionaire taking over the land, or by the Concessionaire and then stored and rebuilt at a site to be agreed; or*
- *If the statue lies within the construction site but not the excavation area then, if the statue has been left by the owner (Council) on site, the Concessionaire will need to protect it in situ or remove it and replace it"* (paragraphs 17 and 18).

Since this Report was written the NTC proposals have been more firmly established and it is clear that if the application for a TWA Order is approved the statue will have to be moved, thus the first option is applicable.

Following the development of the Morrisons on Cambrian Street, the Officer's Report stated that the preferred option for relocation would be to, "...a location opposite the entrance to Jarrow Town Hall" (paragraph 24). This is the preferred location of the County Historic Buildings Officer and concurs with the views of English Heritage (advisors to the Heritage Lottery Fund) given when the previous Heritage Lottery Fund application was submitted (as detailed at section 24 of the Officer's Report, Appendix 2).

Accordingly, at that Committee in June 2001, Members agreed that, "*The Sir Charles Mark Palmer statue be relocated to a site opposite the Town Hall Jarrow and that the Director of Development Services be requested to prepare a detailed scheme including a precise location for the statue...*"

This detailed scheme is currently being prepared and this will encompass the technical aspects of relocation, feasibility of the Jarrow Town Hall site and the costs and funding mechanisms required for the relocation. This relocation is supported by English Heritage (see below).

### **Renovation**

The monument is rapidly deteriorating due to the continued vandalism and is currently in need of renovation. The Officer's Report to Committee acknowledges that, "...the Concessionaire will only be responsible for maintaining or rebuilding the statue to the same condition as when he takes over responsibility" (paragraph 19). This application thus proposes only the relocation of the statue and does not incorporate its renovation, although the TWPTA will support the Council in any applications made for grant aid to this end. STMBC are currently investigating the implications of renovating the statue, particularly the cost of this and how it could be funded (see following section). The Officer's Report (28 June 2001) acknowledges that, "...the Concessionaire will not be responsible for the site until early 2006 and ...until then the responsibility lies with the Council" (paragraph 16).

### **Funding**

STMBC are currently exploring the possibility of grant aid to fund the restoration of the monument. The source of this would most likely be from the Heritage Lottery Fund, whom the Council have previously had discussions with (see letter from Heritage Lottery Fund to South Tyneside MBC, dated 27 May 1998, attached as Appendix 3).

Following an estimation of costs for this relocation an application was made in late 1997 to the Heritage Lottery Fund to cover the main extent of the works. However, this application was not determined due to outstanding information, but discussions with the Heritage Lottery Fund managers are still in progress.

It is likely that a further application for Heritage Lottery Funding will be submitted once the more detailed studies have been concluded on the feasibility of the Jarrow Town Hall site and the costs of the work involved. STMBC are also progressing studies to consider the technical issues related to the feasibility of relocating the monument to its recommended location opposite the Jarrow Town Hall; these will also be submitted in support of the application in due course. Furthermore, at the Committee, Members agreed, "that the Director of Development Services discuss with the PTA/ Concessionaire the possibility of them funding the relocation of the Sir Charles Mark Palmer Statue", and accepted that the concessionaire will fund the relocation but not the restoration of the statue.

#### **4.1.3 Impact**

The Environmental Statement submitted with the TWA Order application notes that the statue is within the 'area of major change' and as such the effect on the structure would be 'major adverse'. It is important that the statue is relocated, and whilst the proposal for a New Tyne Crossing has emphasised this need, STMBC have acknowledged in the report to Committee that the statue would need to be moved *in any event* given that it is prone to vandalism in its current location. Indeed, English Heritage's letter to Reid Jubb Brown (22 November 2001) stated that, in its current location, "...it has been subject to considerable vandalism and misuse. English Heritage would support the removal and repair of the statue for considerate reuse in another better-supervised location, worthy of the contribution made by Charles Palmer to the history of Jarrow".

#### **4.1.4 Policy Assessment**

As detailed in the previous Section, PPG15 is not explicit in terms of proposed relocations. However, given that the proposal would:

- a) be likely to be necessary in due course in any case due to its decline in recent years at its current location, and
- b) be likely to facilitate the renovation of the statue,

it is welcomed in policy terms. The proposal is in line with UDP policy (Policy ENV6) as it is effectively a scheme which preserves, restores and sensitively adapts the statue.

#### **4.1.5 Conclusions**

It is recommended that given its current state of disrepair, either during or after relocation the statue is carefully restored, in accordance with best conservation practice (although this is not specifically a mitigation measure as much of the damage has already been done).

The Recommendation of the Officer's Report to Committee (28/6/01) stated:

*"Members agree to the relocation of the Sir Charles Mark Palmer statue to a location opposite Jarrow Town Hall, and that the Director of Development Services be authorised to prepare a scheme regarding the precise location of the statue, estimated costings and a detailed bid for funding from the Heritage Lottery Fund and report the findings to a future meeting of the CAF"* (paragraph 27).

Accordingly, at that Committee Members agreed that:

- *"The Sir Charles Mark Palmer statue be relocated to a site opposite the Town Hall Jarrow and that the Director of Development Services be requested to prepare a detailed scheme including a precise location for the statue, estimated costs and a detailed bid for funding from the Heritage Lottery Fund;*
- *That a further report be submitted to a future meeting of the Forum once this work has been carried out;*

- *That the Director of Development Services discuss with the PTA/ Concessionaire the possibility of them funding the relocation of the Sir Charles Mark Palmer Statue".*

This application accords with the resolutions made by STMBC at that Committee, for these, and the reasons outlined above, we consider that permission should be granted for the works.

## **4.2 Gaslight Public House**

### **4.2.1 Details of Structure**

The Gaslight Public House was built in the late 18<sup>th</sup>/ early 19<sup>th</sup> Century and stands on the east side of Commercial Road and is the last surviving remnant of the thriving 19th Century riverside settlement of Jarrow.

The building itself is two storeys in height, of coursed squared sandstone, has an ashlar plinth and quoins and a roof of Welsh slate. The western elevation on the ground floor has mid-19<sup>th</sup> Century double shop front with a central door in three bays. Features include glazing bars, ornate brackets to a plain fascia under the cornice, four-panelled door recessed in panelled reveals; then house door under an oblong fanlight, and a window with original external shutters. All the window sashes are with glazing bars, have projecting sills, alternating block jambs and painted lintels. There is a 19<sup>th</sup> Century street name on the western elevation.

The northern elevation has two late 19<sup>th</sup> Century shop fronts, partly blocked in between six flat Tuscan pilasters of wood, it has a plain fascia and one window at first floor left. The roof is half-hipped with two chimney stacks, one end chimney of stone and brick, and one to the rear of brick.

### **4.2.2 Proposal**

The proposal is for the demolition of the building. The area of land on which the pub is situated is required for the construction of the 'cut and cover' section of the tunnel but will be available and incorporated into the re-development of land following its completion. It is anticipated that this re-instatement will be determined through Supplementary Planning Guidance which is to be prepared by STMBC.

### **4.2.3 Policy Assessment**

PPG15 states that in certain circumstances demolition will be unavoidable. In such cases, the redevelopment should result in substantial benefits to the community which would outweigh the loss.

The proposal for demolition is contrary to Policy ENV6 of the STMBC Local Plan, criterion C of which is to:

**"...STRONGLY RESIST[ING], WHERE POSSIBLE, THE DEMOLITION OR UNSYMPATHETIC ALTERATION OF ALL HISTORIC BUILDINGS".**

However, English Heritage have stated that, *"The building's value lies less in intrinsic quality as historic architecture and more in it being the last remnant of the thriving 19<sup>th</sup> century riverside settlement of Jarrow. Because the riverside townscape around the public house was obliterated years ago, then the value and setting of this remaining building has suffered accordingly. On this basis, resisting the case for listed building consent for demolition in these circumstances would be difficult"* (see Appendix 4).

Whilst the proposal is contrary to UDP policy, there are overriding reasons why the application for demolition should be approved, particularly as the outcome would result in substantial benefits for the community and wider region in terms of developing a new crossing of the River Tyne.

### **4.2.4 Impact**

The Environmental Statement submitted with the TWA Order application recognised the Gaslight Public House as being within an 'area of major change' and thus the effect on the building would be 'major adverse'. However, as the riverside townscape around the Public House was obliterated years ago, the value and setting of this remaining building has suffered accordingly.

#### 4.2.5 Mitigation

It is recommended that a drawing and photographic record of the Gaslight Public House is undertaken prior to demolition and organised through liaison and consultation with English Heritage.

Section 17 of the Listed Buildings Act 1990 states, at Section 3, that, "*Listed building consent for the demolition of a listed building may be granted subject to a condition that the building shall not be demolished before details of the redevelopment have been confirmed*". In the case of the Gaslight Public House, consent should be granted subject to a condition that the application can only be implemented once the TWA Order application is made.

#### 4.2.6 Conclusions

Whilst the proposal to demolish a listed building is not generally acceptable in policy terms, in this particular case it is justified given the substantial benefits to the wider community which will accrue. This, coupled with the deteriorated nature of the value and setting of the building, led English Heritage to conclude that, "*...resisting the case for listed building consent for demolition...would be difficult*" and for this reason we consider that permission should be granted for the works.

### 4.3 Tyne Pedestrian and Cycle Tunnels

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#### 4.3.1 Details of Structure

The tunnels were constructed between 1947 and 1951 by Durham and Northumberland County Councils' Engineers Department. They are accessed on the south side from two modest single storey brick buildings located to the north of Tyne Street. To the north they are accessed off Coach Open, a small access road west of Howdon Yard. The entrance building itself is to a large extent obscured by the electricity sub-station to the immediate north. The listed structure itself is the entrance building on the south side, the tunnels themselves and the entrance building on the north side. The boundary wall to the southern entrance building is not part of the listed structure, although it is a closely related element and to an extent determines the curtilage of the listed building.

To the south of the river the buildings are currently isolated and hidden away on the western edge of Riverside Park. Due to the steeply sloping surrounding land, access to the entrance building is via a series of inconvenient steps and ramps. The earlier closure of Ferry Street has removed the direct link to the main road and footpath network in the surrounding area, which in turn has led to a situation where a unique facility is not only used very little by the public due to issues of personal safety and security, but also subject to misuse due to its isolation.

The surface buildings are of red brick on blue brick plinth, with a concrete with asphalt roof covering. Two narrow parallel tunnels under the river Tyne, approached on both sides by deep double escalators and lifts from circular head buildings. The tunnels are 900 feet long, with escalators tunnels of 200ft each. Each entrance building is a circular, brick single-storey structure with a shallow curved concrete shell dome. The main entrance is a double opening with square central and side piers. Either side are tripartite windows with central doors giving access to the machinery and service points. Two further tripartite windows to the entrance hall, and six further similar windows at the rear, of which the central two have louvred shutters. The entrance hall has a tiled floor and tiled green dado, a pair of very deep escalators with brushed aluminium decoration.

The tunnels themselves are arched and clad in tiles, green at dado with dark green strip, and cream tiles above. The centre of the tunnels have tile signage indicating "COUNTY OF NORTHUMBERLAND" and "COUNTY OF DURHAM". The lift house is of red brick, square in plan with chamfered corners and flat concrete roofs and lower square projection to each face, that to front with square columns forming an open porch. Side and rear projections have a single boarded-opening, above rear projections a louvred ventilation opening.

#### **4.3.2 Proposal**

The listed structure itself (i.e. the existing tunnels and the entrance buildings) will not be affected by the works. English Heritage has confirmed (by letter dated 22 Nov 2001) that based on the scope of proposed work, the tunnel "...just needs to be protected and maintained during the contract period" (copy attached at Appendix 4). However, this application has been submitted partly on the basis that the curtilage of the listed building is affected. Firstly, there will be changes to site boundaries. Secondly, the boundary wall to the southern entrance building is likely to be demolished and will thus affect the setting of that building. Thirdly there will be a new road and new road junction. Finally, due to the proposed (anticipated) change in ground levels to facilitate the construction of the bus turning circle which, as proposed, encircles the entrance building on the south side, some regrading and relandscaping will take place.

#### **4.3.3 Impact**

As noted above, the Pedestrian and Cycle Tunnels would not be directly affected by the proposed scheme. However, there would be an effect on its setting, particularly during the construction period, and this has been assessed in the Environmental Impact Assessment submitted in support of the application for the Transport and Works Act Order as **moderate adverse**.

#### **4.3.4 Mitigation**

Enhancement of the setting of the Pedestrian and Cycle Tunnels carried out as part of the New Tyne Crossing works (see Master Plan Figure 8.5). These would be in conjunction with the new road bus turning circle and possible new access to ferry stop.

#### **4.3.5 Conclusions**

The listed structure (i.e. the entrance building on the south side of the River and the tunnels themselves) is not directly affected by the proposed works related to the New Tyne Crossing. However, given the Transport and Works Act Order application proposes a bus turning circle around the perimeter of the entrance building, and consequently the boundary wall of that building may well need to be demolished, these dual applications have been submitted given the likely impact on the setting of that listed building on the south side. However, the 'moderately adverse' impact on the setting is counter balanced by the improved security and personal safety levels that will result from the proposals, and on this basis the application should be permitted.

**Appendix 1: Extracts from Department of National Heritage and Department  
for Culture, Media and Sport: Schedule of Listed Buildings**

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NZ 36 SW

JARROW

SUSSEX STREET (south side)

2/99

Clubhouse in Jarrow Park

-

GV

II

Entrance lodge to Jarrow Park, (formerly park-keeper's house) now a club house. Dated 1876. North elevation of snecked sandstone; west of Whinstone rubble with quoins and plinth, sandstone dressings; Welsh slate roof with flat stone coping. Jacobean style. West elevation facing park entrance: one storey, 3 bays; 4-light stone mullioned and transomed window. Flat pointed Tudor arch to wide boarded door in massive alternating block surround, with decorative panel over, in moulded recess which continues from tongue-stopped jamb chamfers; 2-light stone mullioned and transomed window. String at lintels continues along return gable to street as cill string. North gable to street: 3-light mullioned and transomed window in gable peak. Roof: ball finials on gable footstones; one transverse corniced stone chimney.

NZ 36 NW

JARROW

TYNE STREET (north side)

1/100

Statue to Sir Charles Mark Palmer, east of Tyne pedestrian tunnel entrance

-

GV

II

1903 by Albert Toft. Bronze figure on stone pedestal with low relief bronze panels. Square pedestal with panels (on north face, inscription; east, SS John Bowes; south, a coal miner; west, HMS Resolution), a free-standing Ionic column at each corner supporting the frieze and overhanging cornice. Re-sited from Clayton Street in the town centre. Historic note: Palmer (1822-1907) founded the shipbuilding firm which caused Jarrow to develop from a village to a town. The SS John Bowes, launched 1852, was the first screw-driven collier and revolutionised the Tyne-London coal trade by making the return trip in 5 days.

Signed by Authority of the  
Secretary of State

Dated 26 February 1985

P. N. BRISTOW  
A Principal in the Department  
of the Environment.

36NW

JARROW

CLAYTON STREET (west side)

Cenotaph, north-east of  
Christ Church Rectory

II

First World War memorial. Sandstone ashlar. Square gadrooned base to large tapering pedestal having inscription panels beneath dentilled overhanging cornice. On this stands a gadrooned pedestal from which the urn finial is missing.

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JARROW

CLAYTON STREET (east side)

Christ Church

under Grange Road West.

NZ 36NW

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JARROW

COMMERCIAL ROAD (east side)

1/88

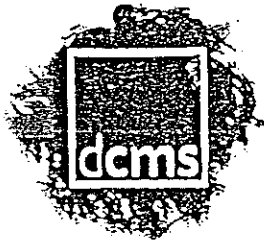
Nos 1-3 (The Tunnel Tavern)

*Gastlight*

GV

II

House, now public house. Late C18/early C19. Coursed squared sandstone, ashlar plinth and quoins; roof of Welsh slate. 2 storeys, 4 bays. West elevation: ground floor has mid-C19 double shop front with central door in 3 bays, having glazing bars, ornate brackets to plain fascia under cornice, 4-panelled door recessed in panelled reveals; then house door under oblong fanlight, and window with original external shutters, upper sash having lost glazing bars; 4 windows at first floor. All windows sashes with glazing bars, having projecting cills, alternating block jambs and painted lintels. Left return: 2 late C19 shop fronts, partly blocked in between 6 flat Tuscan pilasters of wood, having plain fascia; one window at first floor left. Roof, half-hipped, has square brick chimney stack with ashlar plinth in centre of hip at left, one end chimney of stone and brick at right, one rear stack of brick. C19 street name on west elevation.



## SCHEDULE

The entry for:-

NZ 36 NW

10022/7/10025

STEPHENSON STREET  
(South off)

Tyne Pedestrian and Cyclist  
Tunnels

||

Shall be replaced by:-

NZ 36 NW

388/1/10004

3.5.00

TYNE STREET  
(North off)

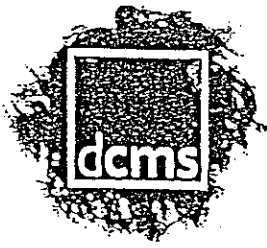
Tyne Pedestrian and Cyclist  
Tunnels

||

Pedestrian and cyclist tunnels. 1947-51 by Durham and Northumberland County Councils' Engineers Department. Surface buildings of red brick on blue brick plinth and concrete with asphalt roof covering. Two narrow parallel tunnels under the river Tyne, approached on both sides by deep double escalators and lifts from circular head buildings. The tunnels are 900 feet long, with escalators tunnels of 200ft each.

Each entrance building is a circular, brick single-storey structure with a shallow curved concrete shell dome. The main entrance is a double opening with square central and side piers. Either side are tripartite windows with central doors giving access to the machinery and service points. Two further tripartite windows to the entrance hall, and six further similar windows at the rear, of which the central two have louvred shutters. The entrance hall has a tiled floor and tiled green dado, a pair of very deep escalators with brushed aluminium decoration. The tunnels themselves are arched and clad in tiles, green at dado with dark green strip, and cream tiles above. The centre of the tunnels have tile signage indicating "COUNTY OF NORTHUMBERLAND" and "COUNTY OF DURHAM". Lift house. Red brick adjoining, of red brick. Square plan with chamfered corners and flat concrete roofs and lower square projection to each face, that to front with square columns forming an open porch. Side and rear projections have a single boarded-opening, above rear projections a louvred ventilation opening.

History. The tunnels, and a road tunnel, were first proposed in 1920, but it was only in 1937 that the scheme was seriously taken up by Durham and Northumberland County Councils. A Tyne Tunnel Act was passed in 1946, but owing to restrictions on capital expenditure, work on



the road tunnel was not begun. It was built in 1961-7 and is not included in this listing. The pedestrian and cyclist tunnels were opened by Alfred Barnes, Minister of Transport on 24 July 1951, and were the areas of contribution to the Festival of Britain.

-----  
Dated: 14<sup>th</sup> September 2000

Signed by authority of the  
Secretary of State

*Elaine Pearce*

ELAINE PEARCE  
Department for Culture, Media  
and Sport

**Appendix 2: Officer's Report to Committee, dated 28 June 2001**

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South Tyneside  
Council

CAF 2 - Jarrow  
28<sup>th</sup> June 2001

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## Viking Sculpture and Sir Charles Mark Palmer Statue

Report of the Director of Development Services

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### Summary

1. This report outlines the current situation regarding the Viking sculpture on Grange Road and the Sir Charles Mark Palmer statue in Riverside Park, Jarrow.
2. In the case of the Viking sculpture, four options are outlined and the views of the Committee are requested on which option they wish to pursue.
3. With regard to the Sir Charles Mark Palmer statue it is recommended the Committee agree to relocate the statue to a position opposite Jarrow Town Hall. It is further recommended the Committee agree that officers be authorised to prepare a scheme regarding the precise location of the statue, estimated costings and a detailed bid for funding from the Heritage Lottery Fund to be presented to a future meeting of the Committee.

ward reference
BE
Corporate plan reference
*
Budget implications
Yes
Agenda 21 implications
*
Equal opportunities implications
*
Staffing implications
*
Cabinet member responsible
Planning & Transportation

## Background and History

4. The MP for Jarrow, Stephen Hepburn, has on behalf of a constituent raised the matter of the Viking sculpture on Grange Road and in particular its poor state of repair and potentially dangerous condition.
5. It is considered appropriate at this time to consider not only the Viking sculpture but also the issues relating to the Sir Charles Mark Palmer statue that currently stands in Jarrow Riverside Park.

### Viking Sculpture

6. The **Viking sculpture** is located on the southern side of Grange Road opposite the Jarrow Town Hall. It was constructed in the 1960's to commemorate the opening of the Viking Shopping Centre. The base is constructed in clad stone and once housed telephone kiosks but these have since been removed and the area is used for storage purposes. The Vikings themselves are constructed in painted concrete over a metal frame.
7. Over time the sculpture has been subject to general weathering and whilst the base is sound, the Vikings have deteriorated with areas of metal exposed to the elements. The sculpture has been assessed and it is not considered to be in a dangerous condition or in an immediate state of collapse. However, it is recognised that over time, it will deteriorate further necessitating some form of action.

### Sir Charles Mark Palmer Statue

8. The **Sir Charles Mark Palmer** statue is located in an imposing position overlooking the Tyne in Jarrow Riverside Park. Previously it was located in the grounds of Palmers Hospital. However, when the hospital was enlarged in the 1980's the statue was moved to Riverside Park. The monument is Grade II listed and consists of an impressive bronze figure standing on a pedestal of Portland stone, the overall height being some 10m from ground level. Sir Charles Mark Palmer was born in South Shields in 1822 and was initially involved in the coal mining business but he is more associated and well known for his influence in the shipbuilding industry.
9. In the mid 1990's the statue suffered from vandalism with two of the original three bronze plaques, which were affixed to the pedestal, stolen. The third has been salvaged and is currently being stored for safe keeping by the Council. There is also graffiti on the stone plinth. It was recognised at the time the best option was to remove the statue to a

location where it would be less vulnerable to vandalism. At the time, a report to the Town Development and Culture and Leisure Activities Committees in November 1996 highlighted the problems and recommended the statue be relocated. Two options were considered, namely sites at Sheldon Street and Cambrian Street although the Cambrian Street site was the favoured option.

10. A further report to the Area Advisory No 2 Committee in December 1996 also considered the above sites together with a number of other sites for the relocation of the statue. These included Tyne Tees Dockyard, Rohm and Haas, Christ Church, Wilkinson Court and Grange Road. The Committee resolved the Cambrian Street site was the best location.
11. A further report to the Town Development and Culture and Leisure Activities Committees showed two locations for the statue were considered in Cambrian Street, together with some additional landscaping/seating/hard surfacing works. It was agreed the best option was the location at an entrance to Jarrow Town Centre close to the junction between Monkton Road and High Street. The estimated costs of the overall project, which is very specialised, would be in the region of £53,000. It was agreed that a Heritage Lottery Fund grant of £47,970 be sought to finance the project with the remaining costs coming from the Council's Main Programme and Landfill Tax funding.
12. An application for Heritage Lottery Funding was made in late 1997. However, considerable additional information and details were requested by the Heritage Lottery Fund. Their advisors, English Heritage also recommended that their preferred location for the statue would be opposite Jarrow Town Hall.
13. The previously approved site has since been developed as part of the Morrisons supermarket development and a new application would be required if the Council wished to pursue the relocation of the statue to a different site.

## Costs

### Viking Sculpture

14. An estimate has been sought to repair the Viking sculpture and this amounts to £3,000. The cost involves specialist chemical cleaning, the application of corrosion inhibitors, repairs using epoxy mortar and elastomeric painting. The local company has advised they are uniquely specialised in the restoration and structural repair of such structures and they see this as non-profit making for themselves. They

hope to benefit from the exposure they will receive by carrying out the works. The scheme would be funded from the Highways/Environmental Budget.

#### Sir Charles Mark Palmer Statue

15. A current costing to finance the relocation of the Sir Charles Mark Palmer statue has not been estimated but it could be less than previously outlined. It will depend on any other works that need to be carried out such as railings, repaving landscaping, seating, etc although this may not be necessary and further consideration of all factors will need to be assessed.

#### **Other Issues**

16. The CAF will be aware the Sir Charles Mark Palmer statue lies within the land area required for the construction of the New Tyne Crossing. Whilst it is in the area of which construction access will be required it is uncertain at this stage whether it will be within the excavation area required for the tunnel. Based on the current programme the Concessionaire will not be responsible for the site until early 2006 and they will probably be required to carry out a condition survey of the statue at that time. Until then the responsibility lies with the Council.
17. If the statue lies within the excavation area it will need to be removed, either by the Council prior to the Concessionaire taking over the land, or by the Concessionaire and then stored and rebuilt at a site to be agreed.
18. If the statue lies within the construction site but not the excavation area then, if the statue has been left by the owner (Council) on site, the Concessionaire will need to protect it insitu or remove it and replace it.
19. Clearly, in either of the cases outlined above, the Concessionaire will only be responsible for maintaining or rebuilding the statue to the same condition as when he takes over responsibility.

#### **Options**

##### Viking Sculpture

20. The sculpture could be left insitu without carrying out any works. This is likely to be a temporary solution only as it will inevitably deteriorate further, look unsightly and possibly collapse. The initial costs would be nil but would involve long term costs as maintenance would be required.

This option should be read in conjunction with paragraph 24. This option is not favoured.

21. The sculpture could be repaired in its current position at a cost of £3,000. It would be funded from the Highways/Environmental Budget. This option has the advantage of bringing the sculpture up to a high standard of appearance and prolong its life. This option should be read in conjunction with paragraph 24 and is therefore not favoured.
22. The sculpture could be demolished and disposed of. Detailed costs have not been carried out but could be in the region of £10,000.
23. The sculpture could be dismantled, repaired and relocated to a new site in Jarrow Town Centre. Possible alternative sites at this stage have not been investigated. The costs of the works have not been estimated at this stage. If the CAF favoured this option further investigations will be necessary in order to find a suitable alternative location and detailed costs.

#### Sir Charles Mark Palmer Statue

24. The County Historic Buildings Officer has assessed alternative locations to resite the Sir Charles Mark Palmer statue but considers a location opposite the entrance to Jarrow Town Hall to be the preferred option. This advice would concur with the views of the advisor from English Heritage at the time of the previous Heritage Lottery Fund submission. The Cambrian Street option is not now possible due to the Morrison's development. The costs of relocation have yet to be sought but will depend on other ancillary works such as seating, landscaping, paving, etc including alterations to any existing features on site. Heritage Lottery funding could be sought to carry out the relocation of the statue and other associated works. The County Historic Buildings Officer has confirmed that the Sir Charles Mark Palmer statue and the Viking sculpture will not 'sit together' well in such close proximity to each other. Consequently, if the CAF favours the relocation of the statue opposite Jarrow Town Hall, it is recommended the Viking sculpture be either removed completely and disposed of, or removed, repaired and erected in another location.
25. The Sir Charles Mark Palmer statue could be left in its current location and allow time to establish if it lies within the construction site/excavation area of the New Tyne Crossing. However, the Concessionaire would only be responsible for its protection insitu or removal and replacement. The bulk of the expenditure connected with

the statue is associated with its repair rather than removal costs. In addition, it may be five years or more before the Concessionaire would be responsible for the protection/removal and replacement of the statue. Clearly, in this time period it could suffer further damage. In such respects this option is not recommended.

### Recommendations

26. The views of the CAF are requested on the options available (outlined in paragraphs 20-23) regarding the Viking sculpture.
27. Members agree to the relocation of the Sir Charles Mark Palmer statue to a location opposite Jarrow Town Hall, and that the Director of Development Services be authorised to prepare a scheme regarding the precise location of the statue, estimated costings and a detailed bid for funding from the Heritage Lottery Fund and report the findings to a future meeting of the CAF.

background papers...background papers...background



*South Tyneside  
Council*

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**CAF 2 – Jarrow 28<sup>th</sup> June 2001**

Viking Sculpture and Sir Charles Mark

Palmer Statue

**Report of the Director of Development Services**

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The following is a list of the background papers (excluding exempt papers) relied upon in the preparation of the above report: -

background paper	file ref	file location
Sir Charles Mark Palmer Statue File	2/5/18	Development Services

the Planned Maintenance Programme budget, and (c) that the Director of Works discuss with the Ward Councillors, as a matter of urgency, the provision of garden walls in the Primrose Ward.

#### 9. A Lottery Development Programme for South Tyneside

Submitted: Report of the Director of Development Services.

South Tyneside has received £8.72M of National Lottery Resources covering 196 awards since the inception of the Lottery in 1995. A further £1.2M has been allocated to the Borough as part of the Arts along the Riverside Scheme which has been managed by Newcastle City Council. The Policy Committee has agreed that greater efforts should be made to increase the amount of lottery funding awarded within the Borough. To this end it is considered important that staff and financial resources be initially concentrated on a limited number of lottery bids which are deemed to be of most importance to the Council and community.

Agreed: (a) That the report be noted, and (b) that if any member has any views on potential schemes they advise the Director of Development Services so that those schemes can be considered as part of the next review process.

#### 10. Viking Sculpture and Sir Charles Mark Palmer Statue

Submitted: Report of the Director of Development Services.

Concern has been expressed at the poor state of repair and potentially dangerous condition of the Viking Sculpture on Grange Road. Four options have been considered for the sculpture's future. The Forum also feels that consideration should be given to the relocation of Sir Charles Mark Palmer statue because of vandalism problems.

Agreed: (a) That the repair of the Viking Sculpture in its current position, at a cost of £3,000, using funding available from the Highways/Environmental budget be supported; (b) that the Sir Charles Mark Palmer Statue be relocated to a site opposite the Town Hall Jarrow and that the Director of Development Services be requested to prepare a detailed scheme including a precise location for the statue, estimated costs and a detailed bid for funding from the Heritage Lottery Fund; (c) that a further report be submitted to a future meeting of the Forum once this work has been carried out, and (d) that the Director of Development Services discuss with the PTA/Concessionaire the possibility of them funding the relocation of the Sir Charles Mark Palmer Statue.

**Appendix 3: Letter from Heritage Lottery Fund to South Tyneside MBC,  
dated 27 May 1998**

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# Heritage Lottery Fund



27 May 1998

Our ref: HF-97-01379  
Your ref: LD/PW/2/5/18

Mr Paul Watson  
Planning Officer  
South Tyneside Metropolitan Borough Council  
Town Hall and Civic Offices  
Westoe Road  
South Shields  
Tyne and Wear  
NE33 2RL

DEVELOPMENT SERVICES DEPARTMENT	
Doc	28 MAY 1998
CLIENT	CONSULTANCY
cc	
JRS	PW - pl. discuss
File	File
Seen by as marked.	

Dear Mr Watson,

Sir Charles Palmer Monument, Jarrow, Restoration

Further to our telephone conversation on the 27<sup>th</sup> of May, I will set out for your convenience the information that I would require in presenting the case for a decision to our Trustees. I have received the advice from English Heritage who as you know, strongly prefer the Town Hall site for the location of the monument, subject to this location being technically feasible. I would now like to receive:

1. Confirmation of the chosen site as agreed by South Tyneside MBC. I accept that you may have to re-present the case to Committee to obtain authorisation for any changes.
2. A breakdown of the costs for all shortlisted sites, base on the model already supplied for the Cambrian Road site on the 14<sup>th</sup> of January 1998.

As an interim measure, I would be grateful if you could let me know the timescale for supplying the above information. If you can provide the information by the 8<sup>th</sup> of July 1998, I can hold the application as "live". Any longer than this and you would have to submit a new application and supporting information.

Please contact me if you have any questions concerning the above.

Yours sincerely  
T. J. Wheatley

Tim Wheatley  
Case Officer  
Scottish and North East Team  
Direct Line 0171 591 6103

**Appendix 4: Letter from English Heritage to Reid Jubb Brown Partnership,  
dated 22 Nov 2001**

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RECEIVED 23 NOV 2001

## ENGLISH HERITAGE

NORTH EAST REGION

Colin Jubb  
Reid Jubb Brown Partnership  
5<sup>th</sup> Floor  
Cathedral Buildings  
Dean Street  
Newcastle upon Tyne  
NE1 1PG

Your Ref: 0606/CJ/ir

My Ref: DBL/5102

Date: 22<sup>nd</sup> Nov. 2001

Dear Colin,

**NEW TYNE CROSSING - ENVIRONMENTAL ASSESSMENT**

I am sorry for the considerable delay in my follow up to our earlier site visit. We have rather a lot on at present, to say the least!

The response from English Heritage covers the following two major issues:

**1. Archaeology:**

English Heritage's contribution on this issue has already been made and incorporated into Chapter 5. of the Assessment. The section on Mitigation satisfactorily covers the opportunity to be made for excavation and recording under the supervision of the County Archaeologist.

**2. Cultural Heritage:**

The above-ground heritage asset within the study area consists of only three listed structures;

- The Tyne Pedestrian and Cycle Tunnel access complex (Grade II);
- The statue of Charles Palmer (Grade II);
- The Gaslight Public House (Grade II).

The Pedestrian and Cycle tunnel will be unaffected by the new crossing works, so just needs to be protected and maintained during the contract period.

The other two are within the area of major change for the new crossing and need to be considered in advance.

The statue does not originate in its current location where it has been subject to considerable vandalism and misuse. English Heritage would support the removal and repair of the statue for considerate reuse in another better-supervised location, worthy of the contribution made by Charles Palmer to the history of Jarrow.

There is also a local tradition of moving statues around, usually in response to traffic pressures.

It is more difficult to establish a simple future for the Gaslight PH as it lies within the area to be excavated and, as a building, is not as easily moved as a statue.

The building's value lies less in its intrinsic quality as historic architecture and more in it being the last remnant of the thriving 19<sup>th</sup> century riverside settlement

of Jarrow. Because the riverside townscape around the PH was obliterated years ago, then the value and setting of this remaining building has suffered accordingly. On this basis, resisting the case for listed building consent for demolition in these circumstances would be difficult.

I hope that this is in the form you were expecting. Please ring me if there are any problems.

Yours sincerely,

*David Lovie*

David Lovie  
Historic Areas Advisor.