

# Notes for Changing Newcastle Powerpoint Presentation

(Some of the pictures are taken for educational purposes from the excellent archive of old photographs of Newcastle built up by the 'Evening Chronicle')

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| 1. | <p>This <b>aerial view of Newcastle</b> shows its compactness, something being destroyed by the latest development plan's green light for massive building on greenfield sites on the city's edges especially to the west and north west. In 2010 Newcastle was awarded the title of UK 'Greenest City' (<a href="https://www.bbc.co.uk/news/uk-england-11563325">https://www.bbc.co.uk/news/uk-england-11563325</a>). The result was not justified, measurement partially skewed by the 'windfall' of the unique open space of the Town Moor, whose extent has in any case been eroded by development, especially by Newcastle University and by motorway construction. Since 2010, Newcastle city council has adopted a 'Core Strategy plan that is the biggest grab of green belt land in the country. It has also been in the news as 'tree felling capital', the worst examples being in Woosington Woods and alongside Fenham allotments. The city's air is badly polluted (<a href="https://www.bbc.co.uk/news/uk-england-tyne-47283837">https://www.bbc.co.uk/news/uk-england-tyne-47283837</a> and <a href="https://www.chroniclive.co.uk/news/north-east-news/10-most-polluted-streets-newcastle-15633088">https://www.chroniclive.co.uk/news/north-east-news/10-most-polluted-streets-newcastle-15633088</a></p>                    |
| 2. | <p><b>1960s: Changing City Centre.</b> Note: new Civic Centre, A167 city centre motorway, expansion of HE: Newcastle University (top left) and (centre) the then Newcastle Polytechnic (now Northumbria University). Both destroyed considerable working class housing. The City Hall and swimming baths were still unchanged. The two deck M-way has not weathered well and presumably will have to be extensively and expensively refurbished, causing traffic mayhem. It tried to combine a through road with the local network leading to too many entries and exit points, some quite dangerous, especially where a filter road feeds onto the fast lane. Perhaps the sense that it is dangerous makes drivers be more careful.</p>   |
| 3. | <p><b>Part One</b></p> <p>The following slides use the <b>narrative of a walk I took in 1968</b> when called for an interview at Newcastle University. The map shows my route from Newcastle Central station, via Grainger St &amp; Northumberland St, to university (Town and Country Planning dept in Claremont Tower) and back via Percy St &amp; Newgate St. to train home to Huddersfield. As far as possible the pictures of 'old' Newcastle are from the mid-late 60s. Pictures with trolley buses will be pre-October 1966 when those buses were withdrawn. The Claremont Tower had a 'paternoster' lift, which were later taken out due to accidents. Germany still has several but no new ones are being built.</p> <p>The picture of me is actually from 1970 and our student house in Simonside Terrace in Heaton. There were very few students there at that time. Today Heaton has been converted into 'bedsit' land as have large parts of Jesmond and Fenham, with many problems such as litter and noise. Families have basically been pushed out. This would have been a better option as student numbers exploded:</p> <p><a href="https://www.theengineer.co.uk/student-eco-village-is-rated-outstanding-on-breeam-scale/">https://www.theengineer.co.uk/student-eco-village-is-rated-outstanding-on-breeam-scale/</a></p> |
| 4. | <p>As I travelled to Newcastle, I had certain <b>expectations</b> about the city...</p>  |

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| 5.  | <p>A widespread <b>perception of Newcastle</b> was one of a dirty and dour industrial city, with smoking factory chimney and mean streets, peopled by the likes of cartoon character Andy Capp, with a taste for whippets and pigeon racing. Some of these images are to be found in the film 'Get Carter'. It did indeed have big factories eg Swan Hunter, Vickers and C A Parsons. Yet already there was plenty of white collar work, with the Ministry of Pensions and National Insurance complex at Longbenton apparently second only to the US Pentagon in terms of numbers working there. Below, in contrast to Andy Capp, is prosperous Bob Ferris from 'Whatever Happened to the Likely Lads'. 'Grey Street, with the Theatre Royal, has been regularly cited as the country's most beautiful street while. Jesmond's Larkspur Terrace was picked by the 'Sunday Times' in early 1970s as best residential street in Britain. But the big factories have now all gone and the Ministry employs fewer people. The challenge was to conserve the best of the old and select the best of the new. Perhaps Newcastle got more things wrong than right.</p> |
| 6.  | <p>I started from the Central Station, arriving thereby train from Huddersfield. In the picture is actually a special excursion train for steam engine enthusiasts in 1968 By then, diesels ruled the rails but British Rail retrospectively allowed special excursion trains to run, though this type of locomotive probably would not have been seen on the London-NE line. There had been the wonderful A4 class ('Mallard' etc). Some of the premises under the viaducts have become home to a new generation of micropubs eg <a href="https://www.chroniclelive.co.uk/whats-on/food-drink-news/how-rise-micropub-bringing-cheer-15800855">https://www.chroniclelive.co.uk/whats-on/food-drink-news/how-rise-micropub-bringing-cheer-15800855</a> However there is a threat to business in such railway arches. Se: <a href="https://www.theguardian.com/business/video/2018/jul/09/death-under-the-arches-at-risk-due-to-network-rail-sell-off-video">https://www.theguardian.com/business/video/2018/jul/09/death-under-the-arches-at-risk-due-to-network-rail-sell-off-video</a></p>   |
| 7.  | <p><b>Newcastle Central Station portico</b> used to be choked with vehicles and heavily polluted. It was very hard for pedestrians to cross. Now things are better though the pressure to commercialise public space means that key functions such as ticket office are relegated to a remote corner of the station, making way for cafes, burger joints and mini supermarkets. See: <a href="https://www.jllrealviews.com/industries/train-stations-transport-hubs-shopping-destinations/">https://www.jllrealviews.com/industries/train-stations-transport-hubs-shopping-destinations/</a></p>  |
| 8.  | <p>Traffic has also been calmed out on <b>Neville Street</b>. Looking east can be seen the steeple of the Anglican Cathedral Church of St Nicholas, the ancient heart of Newcastle and near the new castle. Closer is the building that housed the famous 'Long Bar' while straight opposite was the pub seen at the start of 'Get Carter'. To the west, in the bottom right picture. can be seen, first, the ugly Gunner House, next to St Mary's Cathedral. It came close to demolition but was bought at the last moment. A change to create a lovely public space was lost. In the distance, in the top right picture, is the rather garish frontage of the Centre for Life (<a href="https://www.life.org.uk">https://www.life.org.uk</a>)</p>   |
| 9.  | <p>The <b>Centre for Life complex</b> took over the site of the Marlborough Crescent bus station and the former cattle market (<a href="https://www.chroniclelive.co.uk/lifestyle/nostalgia/remember-when-newcastles-marlborough-crescent-7817586">https://www.chroniclelive.co.uk/lifestyle/nostalgia/remember-when-newcastles-marlborough-crescent-7817586</a>) The old bus stations at least kept buses out of the very centre of Newcastle unlike today with bus traffic jams on Blakett Street in the heart of the city.</p>   |
| 10. | <p>The building that dominated the view from the Central Station was however the monstrosity that was <b>Westgate House</b>. Sometimes dreams come true and this particularly ugly office block, was demolished in 2007 and now site for student housing in building that blends with surroundings, with micro-park being constructed in front (ie above the old line of Hadrian's Wall). Westgate House symbolised everything that was wrong with town planning that paid no attention to neighbouring buildings nor to human scale.</p>   |
| 11. | <p>The bottom end of Grainger Street. Here was the old block with the Douglas Hotel, with the famous 'Long Bar'. This gem of Victorian pub architecture was destroyed in 1971.</p>  |

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| 12. | <p>Crossing over Neville Street and then Westgate Road, one goes up Grainger Street. The old <b>Wengers building</b> illustrates the face of most department stores, with Wengers itself closing in 1984. Now it is a 'vertical drinking' bar, often full of stag and hen parties. The council seems to think that Newcastle's role as a 'party town' is all plus. Perhaps not.</p> <p>Perhaps also we should use defunct retail outlets and other empty buildings not just for housing (eg <a href="http://www.thehomeonline.co.uk/living-over-the-shop/">http://www.thehomeonline.co.uk/living-over-the-shop/</a> ) but also positive uses such as <a href="https://www.positive.news/economics/uks-first-share-shop-opens-for-business/">https://www.positive.news/economics/uks-first-share-shop-opens-for-business/</a></p> <p>See also: <a href="http://socialinnovation.ca/">http://socialinnovation.ca/</a>; <a href="http://bucketworks.org/">http://bucketworks.org/</a>; <a href="http://www.shareexchange.coop/">http://www.shareexchange.coop/</a>.</p> |
| 13. | <p>Top left is the <b>old Town Hall and Exhibition Centre</b>, built between 1858-1863. It had deteriorated but it might be wondered whether it was allowed to go into decline as happened to the old Paramount Pictures/Odeon building in Pilgrim Street. This rather wonderful building was demolished in 1973 after the new Civic Centre opened. It was replaced by a truly nondescript office block. That was a plan in the 1920s to create gardens there.</p>   |
| 14. | <p>The 'old' <b>Newgate shopping mall</b>, with the <b>Swallow Hotel</b> above, was heralded at the time as part of the renaissance of Newcastle. It failed as dismally as has the more recent Eldon Gardens. There is no lasting revival simply through retail nor, for that matter, via big leisure complexes. At least the replacement building is within keeping to a much greater extent with its surroundings and minus the dark corridors of the former Newgate mall.</p>   |
| 15. | <p>In the distance is the rather tastelessly coloured <b>Newgate House</b>, the city's first 'modern' office block. For a period, it housed the Moores, then Presto superstore. The famous Mayfair Club was at one corner. Another old department store, Farnons, can also be seen.</p> <p>Newgate House itself has been replaced by the Gate leisure complex (image below), home to several characterless 'theme' restaurants and an equally dreary multiscreen cinema.</p> <p>The conversion into a hotel of the iconic Co-op building, constructed in 1932 in art deco style of the period, has been shortlisted for a prize (<a href="https://www.chroniclelive.co.uk/business/business-news/restoration-old-newcastle-co-op-12787826">https://www.chroniclelive.co.uk/business/business-news/restoration-old-newcastle-co-op-12787826</a>)</p> <p>Opposite the Gate is the drab frontage of Debenhams which is at least in colour and texture makes a rather feeble effort to respect its surroundings. The multi-storey car park fails in all respects.</p>    |
| 16. | <p><b>The north end of Grainger Street</b> leads to the Monument. It has now been pedestrianised. Mercifully the beautiful Central Arcade survives. The opening of yet more malls always threatens the future of businesses there, as do on-line sales. To the bottom left are entrances to the old Grainger Market, now home to assorted food outlets and cafes. Fruit and vegetable stalls survive, albeit in much smaller numbers, providing an outlet for produce minus massive plastic packaging and also in smaller quantities that groups such as older citizens and young 'singletons' buy.</p>  |
| 17. | <p>Turning west at the Monument brings one to the site of the biggest post-war planning disaster in Newcastle, <b>Eldon Square</b> three sides of which were demolished to make way for the utterly characterless Eldon Square shopping mall.</p>  |
| 18. | <p><b>New Eldon Square.</b> Part of the redevelopment was supposed to be a tall hotel to be designed by an architect of international standing. It never materialised.</p> <p>Apparently, the old Green Market was also meant to have been replaced by a glass structure that also never materialised.</p>   |

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| 19. | <p>The old <b>Monument</b> was once ignominiously surrounded by the traffic roundabout. Note the old cinema. In the late 1940s there were nearly 40 cinemas across the city centre. Now there are two, albeit with multi screens. One is the wonderful Tyneside Cinema down the alleyway south of the building in the picture, now a HSBC bank.</p> <p>Today, the Monument area has been pedestrianised and there are proposals to extend the zone along Blackett Street to the west. Many businesses oppose such schemes. Fenwick, owner of the big department store on nearby Northumberland Street, even threatened to leave Newcastle if it were pedestrianised. Yet it was a success as have been many similar schemes across the rest of Europe eg <a href="https://www.forbes.com/sites/carltonreid/2019/03/08/closing-central-madrid-to-cars-resulted-in-9-5-boost-to-retail-spending-finds-bank-analysis/?fbclid=IwAR1N9gD9FGfKXsOaOGq1-zvtQZOaYBK132VhOhDOJ_iGWn72NuWVPKXBImI#4d6c244455a7">https://www.forbes.com/sites/carltonreid/2019/03/08/closing-central-madrid-to-cars-resulted-in-9-5-boost-to-retail-spending-finds-bank-analysis/?fbclid=IwAR1N9gD9FGfKXsOaOGq1-zvtQZOaYBK132VhOhDOJ_iGWn72NuWVPKXBImI#4d6c244455a7</a><br/> <a href="https://globaldesigningcities.org/publication/global-street-design-guide/streets/pedestrian-priority-spaces/pedestrian-only-streets/pedestrian-streets-case-study-stroget-copenhagen/">https://globaldesigningcities.org/publication/global-street-design-guide/streets/pedestrian-priority-spaces/pedestrian-only-streets/pedestrian-streets-case-study-stroget-copenhagen/</a></p> <p>More generally:<br/> <a href="https://www.theguardian.com/cities/2018/sep/19/what-would-a-truly-walkable-city-look-like">https://www.theguardian.com/cities/2018/sep/19/what-would-a-truly-walkable-city-look-like</a><br/> <a href="http://www.petkovstudio.com/bg/wp-content/uploads/2017/03/Walkable-City.pdf">http://www.petkovstudio.com/bg/wp-content/uploads/2017/03/Walkable-City.pdf</a></p> |
| 20. | <p>From the junction, looking south down <b>Pilgrim Street</b>, there is a mix of the good, the bad and the downright ugly. The Odeon was originally a Paramount cinema in ‘Studio Era’ of Hollywood. It was a true picture palace, where many locals may have walked on carpet for the first time. English Heritage praising its “well composed facade and rich interior with Lalique glass fittings.” Its successor the Odeon fell — or was allowed to fall — into a bad state of disrepair. Given Listed status in 1999, it was de-Listed following a campaign by the Odeon group, which apparently hoped its resale value would increase without Listed status. Yet, when they moved on in 2002 to the Gate, no-one bought it.</p> <p>The site is now used on a temporary basis by Stack containers as what they call a “creative social hub” with bars, fast food outlets and some small businesses. The council has said there will be a retail, office and leisure complex of some sort on the site. See: <a href="https://investnortheastengland.co.uk/development-opportunities/east-pilgrim-street/">https://investnortheastengland.co.uk/development-opportunities/east-pilgrim-street/</a></p> <p>Commercial Union House sticks out across Pilgrim Street like a sore thumb, arguably now the city’s ugliest building. (<a href="http://manchesterhistory.net/architecture/1970/commercial.html">http://manchesterhistory.net/architecture/1970/commercial.html</a>)</p>   |
| 21. | <p><b>Junction of Pilgrim Street and Market Street.</b> Carlol House was built 1924-27 followed by the former Central Police, Fire Station and Magistrate's Court on 1931-33. Built with Portland stone columns, the building is Grade 2 listed.</p> <p>Further south is the site of the former Worswick Street bus station, off lower Pilgrim Street, now used for car parking. The Fire Station is apparently scheduled to become a boutique hotel.</p> <p>There might be a better model for the whole East Pilgrim Street quadrant in city centre eco redevelopments abroad eg <a href="https://ensia.com/articles/paris-is-building-the-eco-community-of-the-future-right-now-heres-how/">https://ensia.com/articles/paris-is-building-the-eco-community-of-the-future-right-now-heres-how/</a></p>  |

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| 22. | The original 'free', then 'central', <b>public library</b> , a beautiful building was constructed in 1881, with the old Carlol Tower demolished to make way for it. This library building was knocked down in the 1960s partly to make way in turn for the new John Dobson street. It was replaced by an ugly concrete and steel structure designed by Sir Basil Spence (he of the Quayside plan). The use of concrete balconies around the building reflected the 'vertical city' concept. They were windswept and under-used. The carbuncle was demolished in 2007. The new one is a long glass box. In both cases and unlike the original it is far from clear where to enter the building. Note stores that have now disappeared: Littlewoods and C&A   |
| 23. | <p><b>Northumberland Street</b> used to be the main thoroughfare and consequently was routinely choked with traffic. For a period in the 60s there had to be a footbridge for pedestrians. Now it is pedestrianised for all its length despite opposition from Fenwick store (see above). However, the architecture is now a messy mix and the street somewhat 'down at heel'. It is just another 'faceless' high street dominated by chain stores on the 'Clone Town' model (<a href="https://neweconomics.org/2007/06/clone-town-britain">https://neweconomics.org/2007/06/clone-town-britain</a> ).</p> <p>There have been a number of proposals to revitalise the street eg <a href="http://newcycling.org/wp-content/uploads/NorthumberlandSt_JLGibbons.pdf">http://newcycling.org/wp-content/uploads/NorthumberlandSt_JLGibbons.pdf</a> More generally, see: <a href="https://b.3cdn.net/nefoundation/1da089b4b1e66ba2b3_v8m6b0c0w.pdf">https://b.3cdn.net/nefoundation/1da089b4b1e66ba2b3_v8m6b0c0w.pdf</a></p> <p>Still Newcastle escaped the fate of Gateshead's centre, a veritable 'Tesco Town' (sometimes known as a 'trolley town because of the dominance of supermarkets and lots of abandoned trolleys: <a href="https://friendsoftheearth.uk/sites/default/files/downloads/tesco_every_little_hurts.pdf">https://friendsoftheearth.uk/sites/default/files/downloads/tesco_every_little_hurts.pdf</a></p> |
| 24. | <p><b>Northumberland Street</b> pedestrianised, with at least one improvement: the green wall at M&amp;S. See: <a href="https://www.forbes.com/sites/houzz/2013/12/30/6-busted-green-roof-myths/#611e7ead3384">https://www.forbes.com/sites/houzz/2013/12/30/6-busted-green-roof-myths/#611e7ead3384</a> ; <a href="https://www.treehugger.com/about-treehugger/raising-the-green-roof.html">https://www.treehugger.com/about-treehugger/raising-the-green-roof.html</a> ; <a href="http://www.greenroof.hrt.msu.edu/benefits/index.html">http://www.greenroof.hrt.msu.edu/benefits/index.html</a> ; <a href="https://www.dezeen.com/tag/green-walls/">https://www.dezeen.com/tag/green-walls/</a> ; <a href="https://inhabitat.com/a-milan-shopping-center-is-now-home-to-the-worlds-largest-living-wall/?variation=c">https://inhabitat.com/a-milan-shopping-center-is-now-home-to-the-worlds-largest-living-wall/?variation=c</a> ; <a href="https://www.verticalgardenpatrickblanc.com/realisations/europe/paris">https://www.verticalgardenpatrickblanc.com/realisations/europe/paris</a> ; <a href="https://theecologist.org/2018/aug/15/living-walls-resilient-trend-misspallen">https://theecologist.org/2018/aug/15/living-walls-resilient-trend-misspallen</a> ;</p>  |
| 25. | The old <b>Callers store</b> before and after the 1969 fire. The replacement building demonstrates the mediocrity of much architecture along Northumberland Street and indeed most of Newcastle. Compare with the Grainger-Dobson area.   |
| 26. | <p><b>Top of Northumberland St in days of trolleybuses.</b> Newcastle upon Tyne trolleybus system started in October 1935, gradually replacing the trams. The Newcastle system was a large one, with a total of 28 routes, and a maximum fleet of 204 trolleybuses. It finished in October 1966.</p> <p>There are actually many arguments in favour of tram-based systems eg <a href="https://bathtrams.uk/arguments-for-trams/advantages-of-trams-over-buses-in-towns/">https://bathtrams.uk/arguments-for-trams/advantages-of-trams-over-buses-in-towns/</a> . One is the far lower pollution from steel wheels compared to tyres. See also: <a href="https://www.wired.co.uk/article/trams-edinburgh-manchester-uk-transport-system">https://www.wired.co.uk/article/trams-edinburgh-manchester-uk-transport-system</a> ; <a href="https://www.centreforcities.org/case-study-library/case-studies-improving-transport/">https://www.centreforcities.org/case-study-library/case-studies-improving-transport/</a> and <a href="https://www.lancaster.ac.uk/cemore/?publications=mobility-a-new-urban-design-and-transport-planning-philosophy-for-a-sustainable-future">https://www.lancaster.ac.uk/cemore/?publications=mobility-a-new-urban-design-and-transport-planning-philosophy-for-a-sustainable-future</a></p>  |

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| 27. | <p><b>Percy Street</b> then and now. Note the sterile Eldon Gardens development, top right, whose failure illustrates the limits of ‘regeneration through retail’. In the bottom left picture can be seen the old Haymarket pub and ABC Cinema (closed in 1984). The new university building on the site illustrates the takeover of city centres and campuses alike by property groups such as INTU. It also spotlights how universities are banking their futures on continued high numbers of students from regions such as East Asia, a very risky gamble in the long term.</p>  |
| 28. | <p>Old <b>Handyside Arcade on Percy Street</b>. This was home to a variety of stores, include the Ultima Thule bookshop, set up by Tom Pickard. They could not afford the rents in modern malls. The famous Club A’GoGo was upstairs: <a href="http://www.readysteadygone.co.uk/club-agogo-newcastle-2/">http://www.readysteadygone.co.uk/club-agogo-newcastle-2/</a>.</p>   |
| 29. | <p><b>Haymarket bus station</b>. The current one is the third on the site, sharing it with the expanded Marks and Spencer store. Mid-left there is the rather unappealing office block that sprouted above the Haymarket Metro station. Buses today are considerably more comfortable and accessible than those of 1968, though the case for fully electrifying the fleet remains overwhelming (<a href="https://www.vox.com/energy-and-environment/2017/10/24/16519364/electric-buses">https://www.vox.com/energy-and-environment/2017/10/24/16519364/electric-buses</a> and <a href="https://core.ac.uk/download/pdf/81119712.pdf">https://core.ac.uk/download/pdf/81119712.pdf</a> ). Construction work on the Metro system started in 1974 with the first section starting operations in 1980. The Pelaw-Sunderland section commenced services in 2002 (<a href="https://nexus.org.uk/history/how-metro-was-built">https://nexus.org.uk/history/how-metro-was-built</a> ). It was once much more integrated with the buses but deregulation and privatisation destroyed what basically was a good public transport system. Both were particularly bad public policy failures (<a href="https://weownit.org.uk/privatisation-fails/buses">https://weownit.org.uk/privatisation-fails/buses</a> and <a href="https://www.huffingtonpost.co.uk/daniel-zeichner/tory-buses-deregulation-30-years_b_12638816.html?guccounter=1&amp;guce_referrer=aHR0cHM6Ly93d3cuZ29vZ2xlLmNvLnVrLw&amp;guce_referrer_sig=AQAAABLkn5OKRWRYWsaAMcXBRWfE_wh6dPQggI9ju0M4HxePB_YFj9JSqxjakARLF1kx0Gn7XlwtgdVn8_ipBjr0J1-JNiMOpW8gGaSxoUqpZsiCEXjy9OHCvniIHtJCuw02eNdr-l4JF6aDoSw7eQyM_kYu5OUPRG--k_ki0zd_nNL">https://www.huffingtonpost.co.uk/daniel-zeichner/tory-buses-deregulation-30-years_b_12638816.html?guccounter=1&amp;guce_referrer=aHR0cHM6Ly93d3cuZ29vZ2xlLmNvLnVrLw&amp;guce_referrer_sig=AQAAABLkn5OKRWRYWsaAMcXBRWfE_wh6dPQggI9ju0M4HxePB_YFj9JSqxjakARLF1kx0Gn7XlwtgdVn8_ipBjr0J1-JNiMOpW8gGaSxoUqpZsiCEXjy9OHCvniIHtJCuw02eNdr-l4JF6aDoSw7eQyM_kYu5OUPRG--k_ki0zd_nNL</a> ). Re-integration is an urgent need eg <a href="http://www.citytransport.info/Integ.htm">http://www.citytransport.info/Integ.htm</a> .and <a href="https://bettertransport.org.uk/blog/better-transport/Integrated-transport">https://bettertransport.org.uk/blog/better-transport/Integrated-transport</a>. See also: <a href="https://www.curbed.com/2017/9/20/16317036/best-transportation-ideas-cities-transit">https://www.curbed.com/2017/9/20/16317036/best-transportation-ideas-cities-transit</a></p> |
| 30. | <p><b>Barras Bridge</b>. There is actually a bridge under the road, the old crossing of Pandon Dene. Note the improvements for pedestrians between King’s Walk and St Thomas church. INTU can be seen at work again while instead of measures that really will cut air pollution essentially much reduced traffic) there is the absurd moss wall set up by Northumbria Water.</p>  |
| 31. | <p><b>Expansion of Newcastle University and the then Newcastle Polytechnic</b> (now Northumbria University). University architecture in the 60s, as in the case of the Herschel building to the left, was often ugly and way out of appropriate scale.</p>   |

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| 32. | <p><b>Junction of Barras Bridge, Claremont Road and old A1.</b></p> <p>The expansion of the universities as well as the construction of the new Civic Centre and A167 motorway cost a lot of working class housing. It has also created massive student ghettos in several parts of town, some of which become deserted outside of term time. Building large concentrations of student accommodation does not necessarily solve this problem though it frees up older terraces for reoccupation for families. Houses along Jesmond Road have also been converted to offices and other non-residential uses.</p> <p>My visit to Newcastle came one year after the opening of the new Civic Centre, with the old Town Hall abandoned to its fate. Started in 1956 the Civic Centre was completed in 1967. Its size reflected an assumption that past trends (eg growth of local services) would continue into future and would need lots of employees to deliver them. Now parts of it are effectively being sold off eg <a href="https://www.theguardian.com/cities/2017/nov/15/britain-council-civic-centre-sell-off-newcastle-durham-county-hall-swanse-plymouth">https://www.theguardian.com/cities/2017/nov/15/britain-council-civic-centre-sell-off-newcastle-durham-county-hall-swanse-plymouth</a></p> |
| 33. | Final destination of 1968 walk: Claremont Road, with Daysh Building and Claremont Tower  |
| 34. | <b>Part Two: Some issues</b>   |
| 35. | <p><b>Changing Newcastle: for better or worse.</b> History of change but why and with what outcomes for whom.</p> <p>Beware some ‘common sense eg new roads will cure traffic congestion’. But, also beware tunnel vision and designs fads, not least treating people and communities as just ‘units’ Picture of demolition of old terrace houses being demolished in Cruddas Park area. Picture of replacement Noble Streets flats which quickly turned out to be new slums that had to be knocked down. No real progress there! Many of the new tower blocks also proved disastrous, a story well told in the BBC TV serial ‘Our Friends in the North’: <a href="https://www.bbc.co.uk/news/uk-england-tyne-37003161">https://www.bbc.co.uk/news/uk-england-tyne-37003161</a> See also: <a href="https://sandyirvineblog.wordpress.com/2017/09/21/our-friends-in-the-north/">https://sandyirvineblog.wordpress.com/2017/09/21/our-friends-in-the-north/</a></p>  |
| 36. | <p><b>Image of Monument with Lord Grey looking down on changing Newcastle.</b> Note that, at any time, there could other courses of action, some spotlighted later in the presentation Political vision and will have been central to the frequent taking of wrong roads. As will also be discussed later, there have been coercive forces pushing choices in certain directions but other cities, under similar pressures, have done far better eg Bristol and, with regards to energy initiatives, Kirklees eg <a href="http://bristolgreencapital.org/who-we-are/european-green-capital-award/">http://bristolgreencapital.org/who-we-are/european-green-capital-award/</a>. Many cities abroad such as Oslo, Helsinki, Paris, Barcelona and especially Ljubljana demonstrate the backwardness of successive Newcastle city councils under Conservative then Labour administrations, including a period of Liberal Democrat rule. See, for example: <a href="http://ec.europa.eu/environment/europeangreencapital/winning-cities/2016-ljubljana/">http://ec.europa.eu/environment/europeangreencapital/winning-cities/2016-ljubljana/</a> and <a href="https://www.freiburg.de/pb/,Len/372840.html">https://www.freiburg.de/pb/,Len/372840.html</a></p>   |
| 37. | <p><b>Who decides?</b> Is it the council? The Council has been mainly in Labour hands since the 1960s, with a period of Liberal Democrat rule 2004-2011. The main drivers of recent change have been the ‘Going for Growth’ Programme of 2000 and more recently the Core Strategy. Some of the misguided goals and processes in such schemes are critiqued here: <a href="https://www.annaminton.com/groundcontrol">https://www.annaminton.com/groundcontrol</a> . For Green Party critiques of them and related programmes, see: <a href="https://newcastleupontyne.greenparty.org.uk/resources.html">https://newcastleupontyne.greenparty.org.uk/resources.html</a></p>  |
| 38. | <p><b>Other Forces</b> eg National Planning Policy Framework; central government grants to local councils; landowners and investors (eg Reuben Brothers and East Pilgrim Street); volume builders; and Highways England + ‘infrastructure lobby’</p>   |

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| 39. | <p><b>Case studies of change</b></p> <p><b>Quayside:</b> The Co-op building was saved and converted to Malmaison Hotel, surrounded by what some might see as new 'Legoland' architecture. To the west is, somewhat in the style of Albert Speer massive edifice of the Law Courts.</p> <p><b>Monument:</b> First there is the old traffic island, as in 1961. The whole area was pedestrianised (with 'shared street' outside Emerson Building (Waterstones). Nb comparative blandness of new Monument Mall building to right.</p>   |
| 40. | Many people rightly feel that a major loss was the destruction of the old <b>Royal Arcade</b> at the foot of Pilgrim Street, replaced by the awful Swan House office block and roundabout.   |
| 41. | Destruction of Royal Arcade for <b>Swan House and Central Motorway</b> , creating deeply unpleasant walkways and underpasses for pedestrians, especially unattractive at night   |
| 42. | Old <b>Newcastle University</b> (formerly King's College wing of Durham University) compared to new Business School, which could be anywhere in the world. The transformation of the main campus is quite remarkable, now wheelchair friendly throughout and with lots of new planting   |
| 43. | <b>1946 Percy Parr Plan:</b> Newcastle would have carved up for dense network of new roads. The pro-car bias has lived on however. Cf <a href="https://www.theguardian.com/commentisfree/2019/mar/07/cars-killing-us-driving-environment-phase-out">https://www.theguardian.com/commentisfree/2019/mar/07/cars-killing-us-driving-environment-phase-out</a>  |
| 44. | <p><b>Lost Opportunities? Lucky Escapes?</b></p> <p>In 1962 an ambitious plan was put forward for big lake on Town Moor, most of which is badly degraded, having been the site an opencast mine during World War 2. However, the Freeman of the City retain a negative stranglehold on the area. See: <a href="https://sandyirvineblog.wordpress.com/2016/05/31/newcastles-town-moor-green-it/">https://sandyirvineblog.wordpress.com/2016/05/31/newcastles-town-moor-green-it/</a> In the 1960s there was a plan for St James with monorail, a flight of fancy for which no real need.</p> <p>In 1967, Sir Basil Spence plan for the All Saints office complex along the Quayside, only one of which (near Tyne Bridge) was built. More bizarrely, in 1969 there was a proposal for a concrete deck over Tyne. The view is looking eastwards. In 2007 another plan proposed double deck motorway, including cable cars, across Tyne, roughly in the St Anthony area. The theme has always been facilitating road traffic rather than containing it.</p> |
| 45. | This is the 1997 plan to build new 70,000 seater football <b>stadium</b> on Leazes Moor with St James kept for other sports. A public outcry stopped it.   |



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| 46. | <p>The real architects of the 'new' Newcastle were 'city boss' Labour's <b>T Dan Smith</b> and the UK first chief city planner <b>Wilfred Burns</b>. The title of Burns' book says it all. He rejected all pleas to save the old Eldon Square from destruction. Smith was something of a curate's egg. He originally proposed 'Operation Revitalise' to renovate old housing rather than demolish it, thereby conserving long established community network. His first plans were thwarted by the then Tory government with Sir Keith Joseph, then Minister for Housing and Local Government, wanting new construction. There again, he was a director of the building giant Bovis, becoming chairman in 1958. The infatuation with what Labour Prime Minister Harold Wilson called the "white heat" of new technology, eg systems built tower blocks, was quite common in the 1960s. The 'Buchanan Report' further encouraged the notion of separated levels and the 'vertical city'. Compared to some cities, Newcastle got off lightly. T Dan Smith did do a number of good things. He stopped Lloyds Bank building a skyscraper right in the middle of Grey Street and laid the foundations of what became the Metro system. The Tyne interceptor sewer was another plus. He was right to see that the old 'smokestack economy' had no future, even if he had no vision if a sustainable alternative. For a comparison with what happened in other cities, see: <a href="https://www.theguardian.com/books/2010/may/15/britain-lost-cities-gavin-stamp">https://www.theguardian.com/books/2010/may/15/britain-lost-cities-gavin-stamp</a> and <a href="https://konigbooks.uk/products/the-rape-of-britain">https://konigbooks.uk/products/the-rape-of-britain</a></p> |
| 47. | <p>Smith often talked on Newcastle being the new "<b>Brasilia of the North</b>". At one meeting I attended, he also called for a "<b>Venice of the North</b>" but with motorways not canals. Apparently, he also said he would make a 'Manhattan' out of Newcastle city centre. By the way, Brasilia was a failure too: <a href="https://www.ft.com/content/52a967d0-409d-11e2-8f90-00144feabdc0">https://www.ft.com/content/52a967d0-409d-11e2-8f90-00144feabdc0</a><br/>This is well worth watching: <a href="https://www.amber-online.com/collections/t-dan-smith/interview-with-t-dan-smith-pt1/">https://www.amber-online.com/collections/t-dan-smith/interview-with-t-dan-smith-pt1/</a></p>  |
| 48. | <p><b>Plan</b> for 'Venice of the North' (T Dan Smith) except with motorways. Part of Jesmond cemetery was cleared for the Coast Motorway that never got built. Part of Brandling Park was destroyed by the A167 motorway. St James boulevard follows the line of one proposed motorway but the Percy St one mercifully remained on the drawing board. See: <a href="https://www.skyscrapercity.com/showthread.php?t=999987">https://www.skyscrapercity.com/showthread.php?t=999987</a></p>   |
| 49. | <p>Catering for cars means that there have to be places for them to be parked. Here are the <b>Manors and Percy St multi-storey car parks</b>. Actually, the former has long been under-used but such edifices blight several parts of the city.</p>  |
| 50. | <p>Despite all the road construction, Newcastle still suffers from major traffic congestion as well as air pollution, land loss, social fragmentation, and noise. The plans illustrate the pitfalls of the 'rebound effect and (new) induced traffic, taking us back to square one at great cost. See: <a href="https://www.oecd-ilibrary.org/environment/the-rebound-effect-in-road-transport_8516ab3a-en">https://www.oecd-ilibrary.org/environment/the-rebound-effect-in-road-transport_8516ab3a-en</a> and, more generally, <a href="https://www.lancaster.ac.uk/cemore/?publications=mobility-a-new-urban-design-and-transport-planning-philosophy-for-a-sustainable-future">https://www.lancaster.ac.uk/cemore/?publications=mobility-a-new-urban-design-and-transport-planning-philosophy-for-a-sustainable-future</a></p>   |

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| 51. | <p>This vision of a future in which activities are segregated in different levels had developed in the work of Le Corbusier in the inter-war years but took hold post-war. A key work was 'Motopia' by Geoffrey Jellicoe from the end of the 1950s (<a href="https://www.smithsonianmag.com/history/motopia-a-pedestrian-paradise-154650693/">https://www.smithsonianmag.com/history/motopia-a-pedestrian-paradise-154650693/</a>)</p> <p>In reality, it transmogrified into luxury towers for the very well-heeled eg <a href="https://www.versobooks.com/blogs/2995-elite-takeovers-of-the-vertical-city">https://www.versobooks.com/blogs/2995-elite-takeovers-of-the-vertical-city</a></p> <p>It has become a fetish in China eg <a href="https://www.theguardian.com/cities/2014/oct/30/china-obsession-vertical-cities-skyscrapers-urbanisation-megacity">https://www.theguardian.com/cities/2014/oct/30/china-obsession-vertical-cities-skyscrapers-urbanisation-megacity</a></p> <p>Often such designs create more problems than they solve. Certainly, in Newcastle it created some quite unattractive areas, with pedestrians forced to cross over roaring traffic in some cases. The Killingworth Towers also illustrate the gulf between what might work on paper and earthly realities.</p> |
| 52. | <p>Plan for <b>Percy Street underpass and pedestrian deck</b>. Note promised international hotel in middle top right at west end of Blakett Street. It never transpired though the 'vision' was used to sell the Eldon Square redevelopment.</p>   |
| 53. | <p>The 60s were also a highwater mark of the '<b>brutalist</b>' trend, with lots of rough concrete and an inhuman scale. It was as ugly as it was alienating, with zero sympathy for pre-existing architecture and landforms. See: <a href="https://www.independent.co.uk/news/uk/politics/euston-arch-declares-war-on-brutalist-architecture-john-hayes-a7393846.html">https://www.independent.co.uk/news/uk/politics/euston-arch-declares-war-on-brutalist-architecture-john-hayes-a7393846.html</a></p> <p>Concrete manufacture is a major source of greenhouse gases. See: <a href="https://www.theguardian.com/cities/2019/feb/25/concrete-is-tipping-us-into-climate-catastrophe-its-payback-time-cement-tax">https://www.theguardian.com/cities/2019/feb/25/concrete-is-tipping-us-into-climate-catastrophe-its-payback-time-cement-tax</a></p>   |

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| 53 | <p><b>The Future?</b></p> <p>Remember that trend is not destiny and that, as Naomi Klein has observed, climate breakdown changes everything as will an alarming number of other ecological time bombs, all now fast ticking eg</p> <p><a href="https://www.unenvironment.org/resources/global-environment-outlook-6?utm_campaign=Weekly%20Digest&amp;utm_source=hs_email&amp;utm_medium=email&amp;utm_content=70803083&amp;hsenc=p2ANqtz--WX2ykR8j39a2Q171Jx9TZgNNajAz807RkTT5a3C0GTDAZrYzGwGbGX8_x9pu3iHfAO-PDLzfuZWaXGjeSAG5A81t4pA&amp;hsmi=70803083">https://www.unenvironment.org/resources/global-environment-outlook-6?utm_campaign=Weekly%20Digest&amp;utm_source=hs_email&amp;utm_medium=email&amp;utm_content=70803083&amp;hsenc=p2ANqtz--WX2ykR8j39a2Q171Jx9TZgNNajAz807RkTT5a3C0GTDAZrYzGwGbGX8_x9pu3iHfAO-PDLzfuZWaXGjeSAG5A81t4pA&amp;hsmi=70803083</a> ;</p> <p><a href="https://wwf.panda.org/knowledge_hub/all_publications/living_planet_report_2018/">https://wwf.panda.org/knowledge_hub/all_publications/living_planet_report_2018/</a> ;</p> <p><a href="https://www.peakprosperity.com/blog/114741/collapse-already-here">https://www.peakprosperity.com/blog/114741/collapse-already-here</a> ;</p> |
| 54 | <p><b>Visualisations</b> of plans for Percy Street and Haymarket bus station (TL), Eldon Square and Blackett Street (TR), Northumberland Street (BL) and bottom of Westgate Road outside Union Rooms (BR). All seem to assume calm, sunny weather while in the final one there seem to be no older citizens in Newcastle in the future!</p>   |
| 55 | <p><b>New developments.</b></p> <p>Now being constructed:</p> <ol style="list-style-type: none"> <li>1. <b>Hadrian's Tower</b> on St James Boulevard, perhaps pointing to plans for a new generation of skyscrapers (TL);</li> <li>2. the <b>Helix</b>, formerly Science City, development on the site of the old S&amp;N brewery (TR);</li> <li>3. the temporary <b>Stack containers</b> on Pilgrim Street (BL) and</li> <li>4. the proposed '<b>Whey Aye</b>' <b>ferris wheel</b>. Planned as Europe's biggest wheel, the Whey Aye would be Europe's biggest. Transportation there would be mainly car-based and the surrounding area would be covered in cafes, burger joints. souvenir shops and so forth.</li> </ol> <p>The past proposal follows in the footsteps of Boris Johnson's parallel efforts at 'regeneration through attractions' (including events as well as more permanent delights). Most have failed. (<a href="https://www.theguardian.com/books/2017/sep/20/nincompoopolis-the-follies-of-boris-johnson-by-douglas-murphy-review">https://www.theguardian.com/books/2017/sep/20/nincompoopolis-the-follies-of-boris-johnson-by-douglas-murphy-review</a> )</p>                                       |
| 56 | <p><b>Newcastle 2065.</b></p> <p>From study by academics at Newcastle University ('Newcastle City Futures'). It includes proposals for a HS2 train link to Newcastle airport as well as NE as a whole. Note the new city airport and the Dubai style towers. There is little sign of how climate change and general limits to growth will shape the future (see references below).</p> <p>Even that most repeated of predictions, that we will all live longer and longer, seems to be questionable, long before climate breakdown and so forth their toll eg <a href="https://www.theweek.co.uk/95659/why-is-uk-life-expectancy-falling">https://www.theweek.co.uk/95659/why-is-uk-life-expectancy-falling</a></p>   |
| 57 | <p><b>Final slide!</b></p>  |

PTO

## Appendix:

### some evidence that conventional projection of more growth & more development are false:

The economy alone is looking shaky all of its own accord eg <https://www.nytimes.com/2018/12/10/style/2019-financial-crisis.html>  
<https://www.theguardian.com/business/2018/dec/11/imf-financial-crisis-david-lipton>

Many of the high-tech and cornucopian projections probably will never come to pass and the actual future, if human civilisation survives, will be a smaller, slower, more localised but healthier and happier one. The key thing is not to indulge in fantasies but to take a multitude of steps now to build a more sustainable and resilient city. On the dangers, perhaps a decisive turning point in human history, see, for example:

<https://www.penguinrandomhouse.com/books/586541/the-uninhabitable-earth-by-david-wallace-wells/9780525576709/> ;

<https://www.theguardian.com/commentisfree/2018/nov/14/earth-death-spiral-radical-action-climate-breakdown> ;

<https://www.theguardian.com/environment/2018/oct/08/global-warming-must-not-exceed-15c-warns-landmark-un-report>;

<https://www.esquire.com/news-politics/a22627850/global-water-crisis/>;

<https://www.independent.co.uk/environment/climate-change/society-will-collapse-by-2040-due-to-catastrophic-food-shortages-says-study-10336406.html> ;

<https://www.telegraph.co.uk/news/earth/agriculture/farming/6828878/Britain-facing-food-crisis-as-worlds-soil-vanishes-in-60-years.html> ;

<https://www.who.int/air-pollution/news-and-events/how-air-pollution-is-destroying-our-health> ;

<https://phys.org/news/2018-06-world-plastic-environmental-crisis.html> ;

[https://www.euractiv.com/section/circular-economy/special\\_report/the-global-race-for-raw-materials/](https://www.euractiv.com/section/circular-economy/special_report/the-global-race-for-raw-materials/) ;

<https://ig.ft.com/sites/business-book-award/books/2009/longlist/why-your-world-is-about-to-get-a-whole-lot-smaller-by-jeff-rubin/> ;

<https://www.resilience.org/stories/2018-04-11/the-end-of-growth-seven-years-later/> ; <https://www.peakprosperity.com/crashcourse> ;

#### More positively:

<https://steadystatensw.wordpress.com/2017/06/26/positive-steps-to-a-steady-state-economy/> ; <https://www.routledge.com/A-Future-Beyond-Growth-Towards-a-steady-state-economy-1st-Edition/Washington-Twomey/p/book/9781138953024> ;

[https://steadystate.org/wp-content/uploads/EnoughIsEnough\\_FullReport.pdf](https://steadystate.org/wp-content/uploads/EnoughIsEnough_FullReport.pdf) <http://www.journeytothefuture.ca> ;

<http://londonpublishingpartnership.co.uk/the-post-growth-project/>

; <http://biophilicities.org> ;

<https://neengland.greenparty.org.uk/www/NEgreens/The%20North%20East%20Green%20Party%202014%20Euro%20Manifesto.pdf>