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Proposed Transport Interchange and Retail/Office Units

Archaeological Assessment

Client: Muse Developments / Nexus / South Tyneside Council

NGR: 436402 567176

Local Planning Authority: South Tyneside Council

Planning Reference: Not available at present

Date of Report: April 2015

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Report No: MUS04

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Planning Summary

LPA	South Tyneside Council							
Application No.	TBA							
Case Officer	TBA							
Relevant Policies	NPPF	17	126-141	169	Paragraphs			
	South Tyneside Local Development Framework							
Curator	Tyne & Wear Museum Service – Jennifer Morrison							
Curator consulted	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Date			
Work undertaken to date	DBA	<input checked="" type="checkbox"/>	Geophys survey	<input type="checkbox"/>	Eval	<input type="checkbox"/>	Other	<input type="checkbox"/>
Known Heritage Assets	National	<input checked="" type="checkbox"/>	Regional	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>
Potential Heritage Assets	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>				
Potential impact on heritage assets	High	<input type="checkbox"/>	Medium	<input type="checkbox"/>	Low	<input checked="" type="checkbox"/>	None	<input type="checkbox"/>
Further information required	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Trial Trench Evaluation			
Condition required	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>				

Every effort has been made to ensure the accuracy of reporting and appropriateness of recommendations. This report is based on information available at the time of writing, from the sources cited. It does not preclude the potential for future discoveries to be made, or for other unidentified sources of information to exist that alter the potential for archaeological impact. Any opinions expressed within this document reflect the honest opinion of Prospect Archaeology. However, the final decision on the need for further work rests with the relevant planning authority.

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Executive Summary

Muse Developments / Nexus / STC are making a planning application for the redevelopment of a central area of South Shields south of Keppel Street between Fowler Street and the Metro railway line to the west. The site includes Burrow Street and Albemarle Street. The development is for a new Transport Interchange linking both bus and train stations together, as well as a new retail unit and public realm area to the existing Metro station, and is part of an overall Masterplan for South Shields town centre.

South Shields was the site of a Roman fort and civilian settlement, which was located further north on the headland. The Roman fort is part of the Hadrian's Wall World Heritage Site and is considered of international importance. Roman stonework has also been discovered in the central zone of South Shields, suggesting Roman activity extended over a large area. It is believed the foundation of a chapel here in the 7th century saw the settlement move southwards, focused on the chapel and monastery at the site of the present Church of St Hilda ca. 500m west of the proposed Transport Interchange. The current site has been occupied by a series of small retail buildings, some light industrial units, and prior to that in the late 19th century Albemarle Street and Burrow Street were dominated by terrace housing. Whilst the area suffered some bomb damage during WW II a number of heritage assets are listed in the vicinity, of which 22 Fowler Street (HER 9564), being directly adjacent to the site, would be most affected by the potential development.

The area between Fowler St and the railway embankment has been occupied by a succession of buildings through the post-medieval and modern periods. Map regression indicates a considerable change of use for the area over the last 150 years at least, hence some archaeological deposits could be expected in the area. Former redevelopment to the south of Keppel Street and to the rear of Fowler Street will probably have left deposits just below ground surface. Construction of the railway embankment will have impacted on archaeological deposits in its vicinity. It is possible that the clays have been reworked which would negate the potential for archaeological deposits to survive.

There are twenty-seven designated heritage assets within the proposed development site, but no scheduled monuments or registered parks and gardens within the study area. There are twenty-six Grade II listed buildings, within the study area.

The potential for archaeological survival in this area is considered low as a result of extensive development across the entire red-line area and limited impacts from the proposed development. No further archaeological work is recommended.

1.0 Introduction

1.1.1 This report considers the known or suspected archaeological remains lying within and adjacent to the proposed Development Site at NGR 436402 567176. The proposed development will occupy the area bounded by Fowler Street to the west (Plate 6), Keppel Street to the north, the railway embankment to the west, and Burrow Street to the south. The site currently has a mixed use: to the north adjacent to Keppel Street is the central Post Office (Plate 1), with a Sorting Office to the rear along William Street (Plate 9). Immediately south of the PO is a small rectangle of open ground previously home to a now demolished car garage, and between Albemarle and Burrow Street is car parking (Plate 10). The north side of Keppel Street, currently a series of bus-stops (Plate 7-8), will be landscaped as part of the facade of the Transport Interchange. One application will be made for the development as follows:

- A. The new Transport Interchange building, Metro station and passenger drop-off area, and two retail units with office accommodation at first and second floors, and pedestrianisation of its Keppel Street frontage.



FIGURE 1: SITE LOCATION (DRAWING 12569B_013_REV E)

2.0 Statutory and Planning Policy Context

2.1 National Policy

- 2.1.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012, coming into immediate effect and replacing all previous Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). Set out below is a summary of the relevant NPPF guidance in Section 12 'Conserving and enhancing the historic environment' as it relates to archaeology only.
- 2.1.2 Section 12 provides guidance on the treatment of archaeological remains within the planning process. Whilst it is recognised that important remains should be retained, the benefits of development may be considered to outweigh the benefit of retention, especially where remains of less than national importance are concerned. Early consideration of the potential for 'heritage assets' is advised.
- 2.1.3 Paragraph 129 states: In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- 2.1.4 In determining planning applications, local planning authorities should take account of:
- A. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - B. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - C. the desirability of new development making a positive contribution to local character and distinctiveness.
- 2.1.5 Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- D. the nature of the heritage asset prevents all reasonable uses of the site; and

- E. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - F. conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
 - G. the harm or loss is outweighed by the benefit of bringing the site back into use.
- 2.1.6 Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.
- 2.1.7 The Highways Act 1980 (and later amendments), The Electricity Act 1989, Water Resources Act 1991, Environment Act 1995 place a duty of care on the relevant government departments, agencies and companies to consider the historic environment whilst conducting their business.

2.2 Local Policy Guidance

- 2.2.1 The South Tyneside Local Development Framework (LDF) is the current Local Plan. It comprises a portfolio of statutory Development Plan Documents (the Core Strategy, the Development Management Policies Development Plan Document and the South Shields Town Centre & Waterfront Area Action Plan) and Supplementary Planning Documents. All documents have been adopted.
- 2.2.2 The emerging South Tyneside Local Plan is currently in the early stages of preparation, and will bring together the Council's LDF Core Strategy and Development Management Policies DPDs. Public consultation on strategic growth scenarios for the Borough was carried out through a questionnaire in June and July 2015, and adoption of the emerging Local Plan is anticipated for 2018. However, as this document is not at an advanced stage, it is not considered that significant weight can be attached to it in the determination of the application.

3.0 Assessment Methodology and Significance Criteria

3.1 Buried Heritage

- 3.1.1 The buried heritage (archaeology) has been considered through desk-based assessment and a site visit. A full list of referenced sources is provided and references are given. Staff at Tyne & Wear Historic Environment Record gave advice and information about known archaeological sites of interest in the vicinity of the study area, and where relevant these were further

investigated. Relevant primary and secondary sources held in the Tyne & Wear Record Office have been consulted. Additional sources consulted included:

- information available on a variety of internet sites including University of Leicester Historical Directories (www.historicaldirectories.org/), Access to Archives (www.a2a.org.uk) and the Archaeology Data Service (<http://ads.ahds.ac.uk/>); the Heritage Gateway (www.heritagegateway.org.uk) and data from Pastscape (www.pastscape.org.uk). A full list of sites accessed can be found in the Bibliography section
- cartographic sources held by the Ordnance Survey;
- A site visit and walkover survey was undertaken by Richard Lee on 24th March 2014.

3.1.2 The historical development of the site has been established through reference to these sources and is described in the Baseline Conditions section of this report. This has been used to identify areas of potential archaeological interest. Each area of archaeological potential has been assessed for its archaeological significance in geographical terms, although it should be noted that despite the national policy guidance's reliance on geographical significance, there is no statutory definition for these classifications :

- International – cultural properties in the World Heritage List, as defined in the operational guidelines for the implementation of the World Heritage Convention;
- National – sites or monuments of sufficient archaeological/historical merit to be designated as Scheduled Ancient Monuments. Other sites or monuments may also be considered of national importance but not appropriate for scheduling due to current use(s) or because they have not yet been fully assessed;
- Regional – sites and monuments of archaeological or historical merit that are well preserved or good examples of regional types or that have an increased value due to their group associations, regional rarity or historical associations.
- Local – sites and monuments of archaeological or historical interest but that are truncated or isolated from their original context and are of limited use in furthering archaeological or historical knowledge.
- Negligible – areas of extremely limited or no archaeological or historic interest. These commonly include areas of major modern disturbance such as quarries, deep basements etc.

3.1.3 The concluding chapter of this document summarises the findings, and provides an opinion on the potential for archaeological remains to be identified, the likely importance of such remains

should they exist and the likely impact of the proposed development. Recommendations for further work are provided.

3.2 Built Heritage

3.2.1 The built heritage assessment considers the impact of the proposed development on the setting of known built heritage assets.

3.2.2 The National Heritage List was consulted for details of designated heritage assets, and a site walkover was undertaken to visually inspect the site and inform the assessment. A photographic record was made of the views and setting of the application site.

4.0 Site Description

4.1 Geology

4.1.1 1.1.2. The site is located in an area of mixed geology with on Roker Formation Dolostone and Pennine Middle Coal Measures, locally overlain with Glaciolacustrine Devensian clay and silt (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

4.2 Topography and setting

4.2.1 The site location is at the junction of Fowler Street and Keppel Street in central South Shields. The site drops away slightly from Fowler Street towards the railway embankment. The whole site slopes down from Mount Terrace to the rear of the Post Office building on Keppel Street (Plate 9). The area west of Fowler Street is occupied either by standing buildings or a flat car parking area (Plate 9). Some of the surrounding buildings are modern as a result of heavy bombing during the Second World War, however Fowler Street seems to have escaped some of the damage inflicted on other areas of the town. A number of historic fronted buildings survive in this area with 22 Fowler Street, at the junction with Keppel Street, being the most notable in South Shields. This building is immediately next to the proposed Transport Interchange at the corner of Fowler and Keppel Street (Plate 2). To the north rear of Albemarle Street there is an open area that appears unused since the demolition of the former structure which has left a level surface of compacted demolition (Plate 10). To the north of Albemarle Street is the Post Office and Sorting Office (Plate 1) with two smaller buildings on its east side. In front of these buildings, along Keppel Street, is the current bus station (Plates 7-8).

5.0 Baseline Conditions

5.1.1 Known and suspected archaeological remains are summarised and discussed in the following section. Monuments from the Tyne & Wear Historic Environment Record are identified by the HER signifier; entries from the National Heritage List are identified by NHL; records from the

National Monuments Record are identified by NMR and World Heritage Sites are marked with the prefix WHS).

5.2 Designated Heritage Assets

5.2.1 Designated heritage assets are described and assessed in a separate report prepared by Turleys

5.3 Undesignated Heritage Assets Prehistoric (before c. AD 70)

5.3.1 No prehistoric finds are recorded within the study area although there are records of prehistoric material from within the area of the Roman fort, including a roundhouse, indicating a pre-Roman Iron Age settlement in that location. Other prehistoric material has been found on occasion around the town suggesting settlement from at least the Neolithic.

5.3.2 The antlers and bones of an extinct Irish Elk were found in peat at a depth of 4 metres from current ground level, at a brickworks 280m to the south-west of the site. Although undated, they have been interpreted as probably prehistoric (HER 866).

Romano-British (AD 70 – AD 410)

5.3.3 A fort known as Arbeia was established on the headland called The Lawe to the north east of the application site in c. AD 160. It is protected as part of the World Heritage Site 'Frontiers of the Roman Empire (Hadrian's Wall)' (WHS 1000098) for its military role of protecting the mouth of the River Tyne and as a supply base for the 17 forts along Hadrian's Wall (<http://www.twmuseums.org.uk/arbeia/about-us.html>). The World Heritage Site Buffer Zone around the fort also protects the later civilian settlement (*vicus*) and cemetery that extend south and west from the fort. Whilst the full extent of the *vicus* and the location of a possible port / harbour are not known, there have been relatively few finds of Roman material found in the vicinity of the application site. The harbour location has been suggested to be at Mill Dam for topographical reasons although no clear evidence of this has been identified.

5.3.4 A road known as *Wrekendyke*, connecting the fort to the main north-south route from Chester-le-Street to the Tyne, passes within 500m of the application site. It has been entirely built over where it passes through the town centre and is not expected to survive here (HER277). A large number of reused Roman stones along Corporation Road and decorating the roundabout may indicate the former presence of significant Roman activity in the vicinity (HER 5189 & 5190). These stones have 'lewis' holes in them indicating they were lifted by an early crane system as well as chisel facing and drill holes. Water-worn boulders located to the north-west of the site at the corner of Waterloo Vale and Oyston Street and may indicate the location of a ford

(HER1902). A single 4th century coin is the only other definite Roman find within the search area (HER 1903), although a pottery vessel of unknown provenance may have a Roman origin (HER 922) and an undated stone bearing Greek inscriptions may also date from that period (HER 940).

Post-Roman – Medieval (5th – 16th centuries)

- 5.3.5 It is recorded that St Aidan established a church in South Shields in AD647 and placed it in the charge of St Hilda. The most probably location of the early church is the site of the current Church of St Hilda (HER8078). The 9th century historian Bede recorded that St Aidan gave St Hilda land to the north of the River Tyne and “a monastery lying towards the south, not far from the mouth of the river Tyne, at that time consisting of monks, but now...inhabited by a noble company of virgin, dedicated to Christ...” (HER 274). No other records of this establishment exist and it is likely that it was largely destroyed by the Danes in the 9th century. However, the parish, formerly known as Westoe, was recorded in the possession of the prior and convent of Durham in the 12th century and there is evidence for a Saxon building below the present nave (<http://www.communicate.co.uk/ne/sthildassouthshields/index.phtml>). The establishment of the monastery seems to coincide with the abandonment of the fort as the centre of settlement at South Shields. The focus shifted to the Mill Dam, a tidal inlet, and the riverside area whilst the area of the fort became open fields until the 19th century.
- 5.3.6 The town was certainly extant by the mid-13th century, known at that time as *Suthseles*. Disputes are recorded between South Shields and Newcastle over trading rights (Turner & Townsend 2009). Sea and river fishing are also recorded in the 12th century, although the precise location of fisheries is unknown (HER 4485) and despite an order being made between the town of Newcastle and the Prior and Convent at Durham in the 13th century that South Shields should have no quays and no ships berthing there, by the 15th century there were numerous fish-houses and staithes constructed (HER 945).
- 5.3.7 The town continued to grow through the medieval period, centred on the Mill Dam inlet, which fed the corn mill, and extending north and south along the riverside. 17th century maps show this layout, with the church located on the hillside to the east of the town (Gardner 1654, reproduced in HER 945). Salt panning was a major industry during the medieval period, and would have required a waterside location.
- 5.3.8 In addition to the water mill at Mill Dam, 16th century records indicate the presence of a windmill nearby and in the same ownership (HER 948). Post-medieval and modern development and reclamation have removed all trace of the early layout and altered the topography. Ridge and

furrow seen near the Church of St Hilda provides evidence that this area east of the riverside was largely agricultural in the early medieval / post-medieval periods (HER 12734).

Post-medieval – Modern (17th century onwards)

5.3.9 The post-medieval and modern development of South Shields is largely industrial in nature. Salt panning was an important local industry but through the 18th century, glass manufacturing developed on the river front and the town expanded eastwards into the current market site. The market place was established by the Prior and Convent of Durham in 1767, to replace a street market that had been held in the town for many years. The Old Town Hall was constructed by the Prior and Convent of Durham at this time to provide a market hall, manorial court and offices but incorporates an earlier market cross (HER 4597). Certainly the cross is depicted on Richardson's 1768 Plan of South Shields and Westoe (reproduced in HER 945). It is unknown whether there was centralised planning elsewhere in the town at this time, although it is clear the focus for industrial activities such as glassmaking and salt panning relied heavily on a waterfront location. There was also a need for access to shipping for the distribution of coals from the County Durham mines. Newcastle attempted to restrict South Shield's trading capabilities throughout the post-medieval period but the town had a monopoly of salt production on the east coast. In fact, much of the trouble with trading on the Tyne was a result of Newcastle's lack of action to make the river navigable for larger ships, which allowed the Wear to dominate until after it was significantly improved in the 1860s (<https://theses.ncl.ac.uk/dspace/bitstream/10443/192/2/ross82v2.pdf>).

5.3.10 In the post-medieval and modern periods, the archaeological potential of an urban site is better understood through concentrating on the study site itself and immediately adjacent buildings. The Fowler Street and Keppel Street junction has been the central focus of the town since at least the 18th century. These two streets form the primary axis around which the rest of the town centre has developed, moving from a rural to an urban character during that time.

5.3.11 Cartographic evidence provides a useful summary of changes to the site and its environs. Only the earliest and large scale maps and plans available are discussed in the following paragraphs.

TITHE MAP 1827 SOUTH SHIELDS

5.3.12 The built environs of the settlement is shown extending eastwards from the banks of the River Tyne. The map shows the town developing along King Street (east/west) and Garden Street (north/south), although not actually named as such initially. What is currently known as Garden Street links King Street to its north with the arable fields to the south. To its east is an unnamed road, now known as Fowler Street, shown primarily as arable land. Fowler Street is shown linked

into East King Street, and not into Chapter Row as it currently is. Chapter Row is shown as terminating at (modern) Garden Lane, without extending east into Keppel Street. A field boundary extends westwards which equates to Barrington Street, with one single structure on what will be the modern junction of Fowler Street/ Keppel Street. A field boundary, shown with trees, equates to the south side of Albemarle Street.

[Plan of the Township of Westoe, 1841, in the Chapel of St Hilda, South Shields Parish of Jarrow](#)

5.3.12 This map shows the town arranged around a crossroads, with the east-west axis probably being King Street, and the north-south axis possibly being Fowler Street. The Stanhope and Tyne Railway is shown to the west of the nucleated settlement. Little other detail is present here other than numbered field plots.

[ORDNANCE SURVEY 1881 1:2500](#)

5.3.13 The Fowler Street/Keppel Street junction is well established at this point. On the corner of the junction, 22 Fowler Street is already evident, the property (HER 9564) most likely to be affected by the Transport Interchange development. A row of eight individual plots face onto Keppel Street, with a small side road, which becomes William Street, giving access to the rear of the properties. To the west of the access road are two further small lots adjacent to the railway embankment. Eight further properties front onto Fowler Street with a cluster of four smaller plots to the rear. Albemarle Street leads west off Fowler Street opening onto an open area to the rear. Albemarle Street is shown with eight properties facing south.

5.3.14 The area immediately adjacent to (south-west) Burrow Street is named as Oyston's Brick Field, and Clay Pit. The location of these features will be impacted by the south-west corner of the new Transport Interchange, however it is possible that modern truncation has already removed any archaeological deposits.

5.3.15 The railway embankment was larger at this time, extending further north across Keppel Street, and blocking its west extent, although a small thoroughfare, Gowland Street, leads north alongside the embankment onto Smithy Street.

[ORDNANCE SURVEY 1897 1:2,500](#)

5.3.16 By 1897 the development site has been fully occupied by terrace housing along both Albemarle Street and Burrow Street. All properties are shown backing onto a rear alleyway dividing them centrally. William Street extends south from Keppel Street and has twelve plots backing onto the railway embankment and facing eastwards. The north side of Keppel Street has 13 properties

facing south, some with possible front gardens, although these will be built over when Keppel Street is widened. The railway embankment is still in place across Keppel Street at this time.

ORDNANCE SURVEY 1915 1:2,500

5.3.17 No significant changes are shown in the central area of the application site. This map shows the proposed development area, primarily Albemarle and Burrow Street, occupied by terrace housing. Eight plots are shown facing onto Keppel Street (the current location of the Post Office), and fifteen plots are on the south side of Albemarle Street, divided by a back alley, with outdoor toilets on most plots. Albemarle Street (north facing) and Burrow Street (south facing) show a similar arrangement. Burrow Street (north facing) is a longer street extending further west towards the railway embankment and includes twelve housing plots, with outdoor toilets, and four other plots of indeterminate use. A back alley divides the rear of the Burrow Street properties from the Thomas Street properties. William Street, parallel to the railway embankment, has 12 plots facing east-west and backing directly onto the railway embankment. William Street is shown leading directly through onto Keppel Street.

5.3.18 Fowler Street was widened ca.1900 and 4-8 Fowler Street (HER 9537) was constructed, now the Casa Rosa restaurant, located at on the north side of the Keppel Street/Fowler Street junction, directly opposite the proposed development site. Following site clearance 21 Fowler Street (HER 9564) was built in 1908, and the property still retains its historic façade, one of very few buildings in South Shields to do so.

ORDNANCE SURVEY 1938 1:10,560

5.3.19 This map shows little change from the map of twenty-three years previously. Little or no detail is shown in relation to specific plots and houses but all of the relevant streets are depicted as they are in 1915. The east and west plots of Albemarle Street south are shown as empty.

ORDNANCE SURVEY 1955 1:2,250

5.3.20 Little change is in evidence on this map, with the street plan looking almost identical to former mapping. The alleyway that divides the properties between Burrow Street and Thomas Street appears to have been enlarged, or had its use changed as there is access from its west end and a potentially larger internal space between the properties, leading through onto Keppel Street to the north. The plot on William Street, backing onto the railway embankment, is shown empty with the former structures having been removed. Two public houses are indicated at either end

of Albemarle Street, the Globe Inn to the east, and the Royal Arms to the west. Properties on all the streets are now shown numbered.

ORDNANCE SURVEY 1967 1:10,560

5.3.21 There is significant change to the site by 1967. The railway embankment is cut back to its present extent, finishing at Keppel Street, and Keppel Street extends eastwards to join with Chapter Row. The area west of Fowler Street is shown as a vacant plot, with the terrace housing probably having been removed at the same time the changes were made to the railway embankment and Keppel Street. A Garage is indicated on the plot at the junction of Albemarle Street and William Street. Directly to its west a cluster of properties are shown on the south corner of William Street. The block between Burrow Street and Thomas Street is shown with a dividing area between the two sides of street facing properties.

ORDNANCE SURVEY 1976 1:10,000

5.3.22 By 1976 there are considerable changes to the development area. The Post Office buildings are present on Keppel Street, which are built over the north end of William Street and thereby blocking its access into Keppel Street. Opposite the Post Office building in Keppel Street the current bus stop zone is in place and impacting on the south side of East Smithy Street. The buildings along William Street, parallel with the railway embankment, appear to be light industrial units, the former terrace housing having been demolished. The south-side of Burrow Street indicates a space, behind Fowler Street, that is used as a car park. The properties along the west side of Fowler Street remain the same, with Riddicks occupying 21 Fowler Street at the junction with Keppel Street.

ORDNANCE SURVEY 1985

5.3.23 There is almost no change apparent in the Fowler Street-Burrow Street-Albemarle Street site. Since then the primary change has been the removal of the car garage on the Albemarle/William Street corner to the rear of Fowler Street.

TABLE 1 : KNOWN HERITAGE ASSETS IN THE VICINITY OF THE SITE

HER No.	Name / Description	Status	Period
274	South Tyneside Anglian Monastery		Early medieval
277	Wardley, Wrekendyke Roman road		Roman
866	South Shields Animal Bones		?Prehistoric
922	Pottery vessel		Unknown
940	Greek inscribed stone		Unknown
941	Bone ring		Medieval
943	Viking boat, Denmark Street		Unknown

945	South Shields Town		Medieval
948	Windmill		Med–Post-Med
1135	Bigges Main to Wallsend Waggonway		Post-medieval
1902	Oyston Street, possible ford		?Roman
1903	River Drive, coin of Valerian I (4 th C)		Roman
2288	Brandling Junction Railway, South Shields Branch (later NER)		Early Modern
2290	Stanhope & Tyne Railway (NER, Pontop & South Shields Branch)		Early modern
2331	South Shields to Sunderland Road		Early Modern
2337	Fairle’s Dock		Early Modern
2339	Market Spring Lane or Forsythe’s Dock		Early Modern
2340	Cookson’s or Swineburn’s Glassworks		Post-medieval
2341	Subscription Brewery		Early Modern
2342	Bottle Works		Early Modern
2351	Ballast Hill		
2352	Corn Mill		Early Modern
2353	Low Station		Early Modern
2355	St Hilda’s Colliery	LB II	Early Modern
2358	Ballast Hill		Early Modern
2359	Glass Works		Early Modern
2379	Brick and Tile works, German Street		Early Modern
2380	Rope Manufactory		Early Modern
2381	Phoenix Iron Works		Early Modern
2382	Oyston’s (Alderson’s) Brick Field		Early Modern
2383	Rope Walk		Early Modern
2384	Anderson’s Brick Field		Early Modern
2427	Ballast Railway / Harton Coal Company Railway		Early Modern
2444	Brewery		Early Modern
2445	Ship Repairing Yard		Early Modern
2446	Saw Mills		Early Modern
2453	Wagon Building Works		Early Modern
2454	Ship Repairing Yard		Early Modern
2455	Brewery		Early Modern
2456	Harton Colliery Staithes (Low Staith)	LL	Early Modern
2457	Stone Quay Boiler Works		Early Modern
2460	Goods Station		Early Modern
2461	Gas Works		Early Modern
2462	South Shields Station	LB II	Early Modern
2590	Tilery		Post-medieval
2591	Mill Dam		Post-medieval
4484	Ballast Hills		Post-medieval
4485	Salmon Yares (12 th C)		Medieval
4487	Ballast Quay		Post-medieval
4488	Broad Landing, Wharf		Post-medieval
4500	16 Barrington Street	LB II	Early Modern
4501	Trustees Savings Bank	LB II	Early Modern
4517	Barclays Bank, King Street	LB II	Modern
4521	Marks & Spencer, 82-84 King Street	LB II	Early Modern
4523	67 & 69 King Street	LB II	Early Modern
4524	Lloyds Bank, King Street	LB II	Early Modern

4527	The Scotia Public House, Mile End Road	LB II	Modern
4529	Customs House, Mill Dam	LB II	Early Modern
4590	Mr Thompson's Timber Yard		Post-medieval
4593	Market Place		Post-medieval
4595	Primitive Methodist Church		Early Modern
4597	Market Cross		Post-medieval
4598	Brewer's Well		Post-medieval
4599	Mill dam bridge / Deanbridge		Post-medieval
5189	Re-used Roman stones, Church of St Nicholas		Roman
5190	Roman stones, Coronation Street		Roman
5677	Staith Master's House, Mill Dam	LL	Early Modern
7832	Tilery, Mill Dam		Post-medieval
8078	Church of St Hilda	LB II	Post-medieval
8079	Sundial, Church of St Hilda	LB II	Post-medieval
8088	Queen Victoria statue?	LB II	Modern
8081	Gate piers, Church of St Hilda	LB II	Post-medieval
8083	East wall of train shed, Mile End Road	LB II	Modern
8084	Museum & Art Gallery	LB II	Early Modern
8085	Marine School	LB II	Early Modern
8087	Tyne Dock Engineering Co. Ltd	LB II	Early Modern
8113	Victoria Hall, 119 Fowler Street	LB II	Early Modern
8490	Pottery		Post-medieval
8511	Corporation Quay	LL	Early Modern
9533	National Westminster Bank, 40 King Street	LL	Early Modern
9534	Edinburgh Building, 20-24 King Street	LL	Early Modern
9537	4 to 8 Fowler Street	LL	Early Modern
9538	Stag's Head Public House, 45-47 Fowler Street	LB II	Early Modern
9541	The Quadrant, 55-67 Mill Dam	LL	Early Modern
9549	Pillar box, Market Place / King Street	LL	Early Modern
9551	Pillar box, King St / Ocean Rd / Mile End Rd	LL	Early Modern
9556	The Waterfront Public House, Mill Dam	LL	Early Modern
9560	Ship and Royal Public House, No 1 Ocean Road	LL	Early Modern
9562	Burtons Menswear, 64 King Street	LL	Modern
9564	Riddicks, 22 Fowler Street	LL	Modern
9566	HSBC Bank, 21 Fowler Street	LL	Modern
10899	Man with donkey sculpture, Ocean Road		Early Modern
10938	Lion Statue, Ocean Road	LL	Early Modern
11137	Merchant Navy Memorial, Mill Dam	LL	Modern
11190	War Memorial, Church of St Hilda		Modern
11726	Barrage balloon site, Mill Dam		Modern
11976	Seaman's Mission, Holborn House, Mill Dam	LL	Modern
11981	Street shrine, Waterloo Vale		Modern
12734	Ridge and furrow, Church of St Hilda		Med-Post Med
13370	35-37 King Street		Early Modern
14394	Mural, Commercial Road	LL	Modern
14395	Ferry Landing, Ferry Street	LL	Modern
14396	29-33 King Street		Early Modern
14397	100-108 King Street	LL	Modern
14398	Bridge Public House, 30 King Street		Early Modern
14431	Bridge, River Drive	LL	Modern
14438	Gas holder, Oyston Street	LL	Early Modern
15362	Mosque, Baring Street		Modern

15397	Freemasons Hall, Ingham Street	Early Modern
15751	Recreational Hall	Early Modern
16513	Coronation Street, St Hilda's graveyard	Post Med

6.0 Archaeological Assessment

6.1.1 An archaeological research strategy for South Shields was prepared in 2004 and, although planning policies have changed since it was written, it remains valid in determining the approach to archaeological investigation on this site (South Tyneside MBC et al 2004). There has been considerable modern disturbance, with the demolition of the terrace housing that previously covered the development lot. Some of the structures that followed the re-building of the terraced housing have themselves also now been demolished.

6.1.2 The site has negligible potential to answer questions relating to the prehistoric occupation of South Shields.

6.1.3 There is also limited evidence for Roman period occupation, which is known to have been focused on the fort and vicus sites to the north. The potential to answer the Roman research questions presented is considered low.

6.1.4 The location of the Saxon monastery is not yet known although it is believed to be on or near the Church of St Hilda. The main secular focus during the medieval period would appear to be near the Mill Dam (HER 2591), a tidal inlet, on the riverside. The Mill Dam inlet is thought to extend as far East as the development site in a diagonal line south-west to north-east. Parallel to the inlet, Oyston's Brick field (HER 2382) was located underneath the Burrow Street and William Street junction.

6.1.5 The research questions presented for the post-medieval and early modern (19th century) periods relate largely to agricultural and domestic. However, the site has been occupied since at least the 18th century and is likely to have some relevance in understanding the commercial and residential nature of the pre-industrial town. It is also noted, however, that extensive rebuilding following the 1941 bombing and late 20th century redevelopment of the town centre is likely to have had a negative effect on the survival of pre-modern features.

7.0 Impact Assessment

7.1.1 The proposed development will involve significant demolition and ground disturbance of the area between Fowler Street and the railway embankment. The north and west part of the area is proposed for the site of the new Transport Interchange building and a greater depth of

disturbance can be anticipated here. The central area of the site will be levelled for bus parking. The potential for archaeological survival in this area is considered low.

- 7.1.2 The greatest impact will be along the south side of Keppel Street (No's 3, 5, and 7), the current location of the Post Office, and along William Street, as these buildings will be demolished and the new Transport Interchange constructed here. The Transport Exchange is planned as two-storey building, hence the foundation deposits will be deeper. Excavation to any depth could reveal the foundations of the former terrace housing, however their construction in the 18th century may already have truncated any former archaeological deposits.
- 7.1.3 Demolition will also occur at the existing Metro station on King Street, and properties on Burrow Street and Albermarle Street. Erection of a new Transport Interchange, comprising new interchange building, Metro station, bus station, retail unit and passenger drop-off area and separate retail unit with office accommodation at first and second floors.
- 7.1.4 The foundations for the new bus parking bay are unlikely to have significant impact on archaeological levels. The landscaping of the area in front of the new Transport Interchange, north-facing across Keppel Street, is expected to have minimal impact on archaeological deposits. There is again, however, the potential for foundations of former 18th C building on the north side of Keppel Street to be uncovered during the construction process if they haven't already been truncated by previous development.

8.0 Conclusions

- 8.1.1 The site has relatively low potential for archaeological investigation, primarily due to modern uses, and in part due to low impacts from the proposed development. No further archaeological work is recommended.

9.0 Bibliography

9.1 Documentary Sources

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9.2 Cartographic / Archival Sources

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9.3 Digital Sources

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10.0 Figures

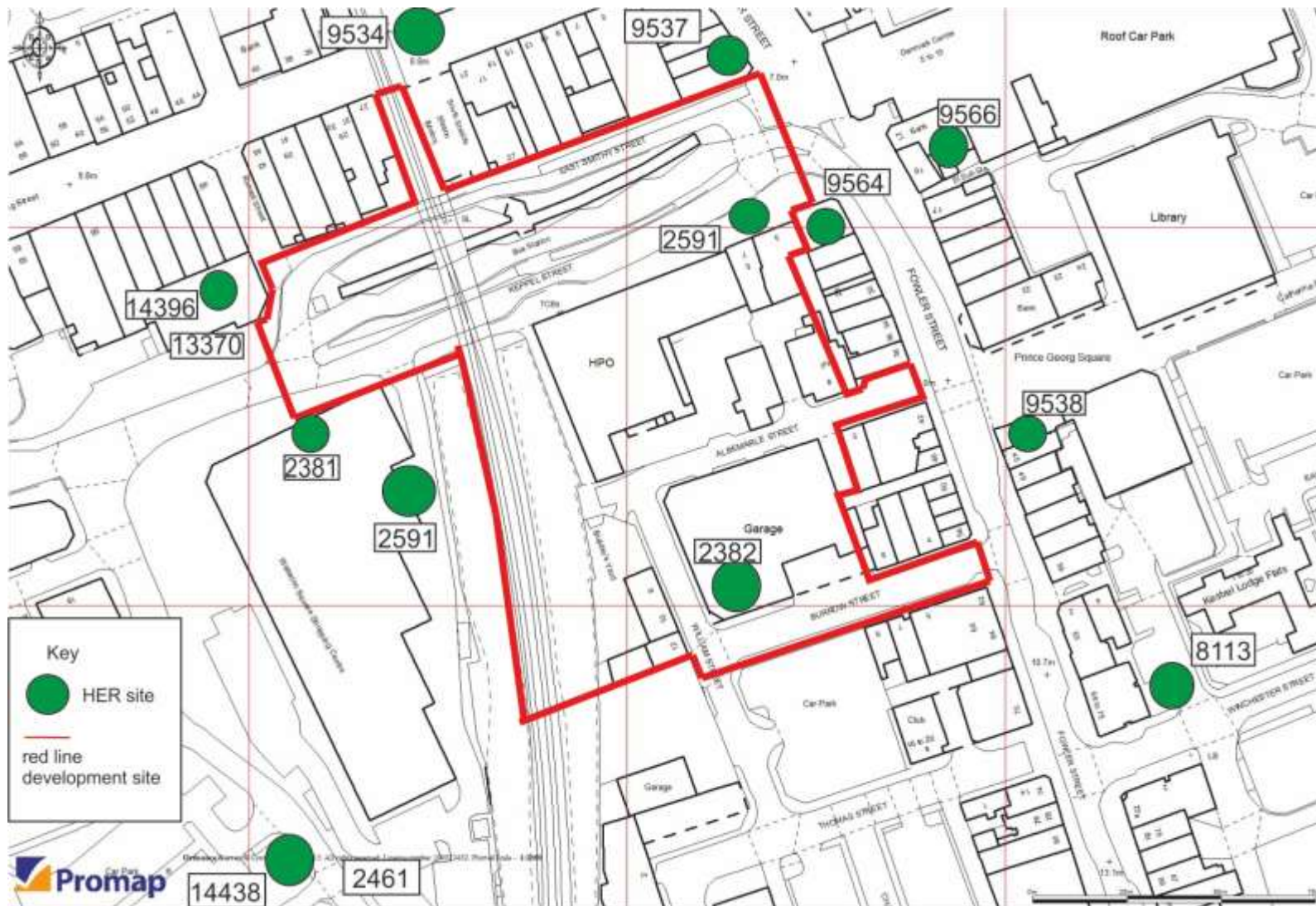


FIGURE 1: SITE LOCATION AND KNOWN HERITAGE ASSETS

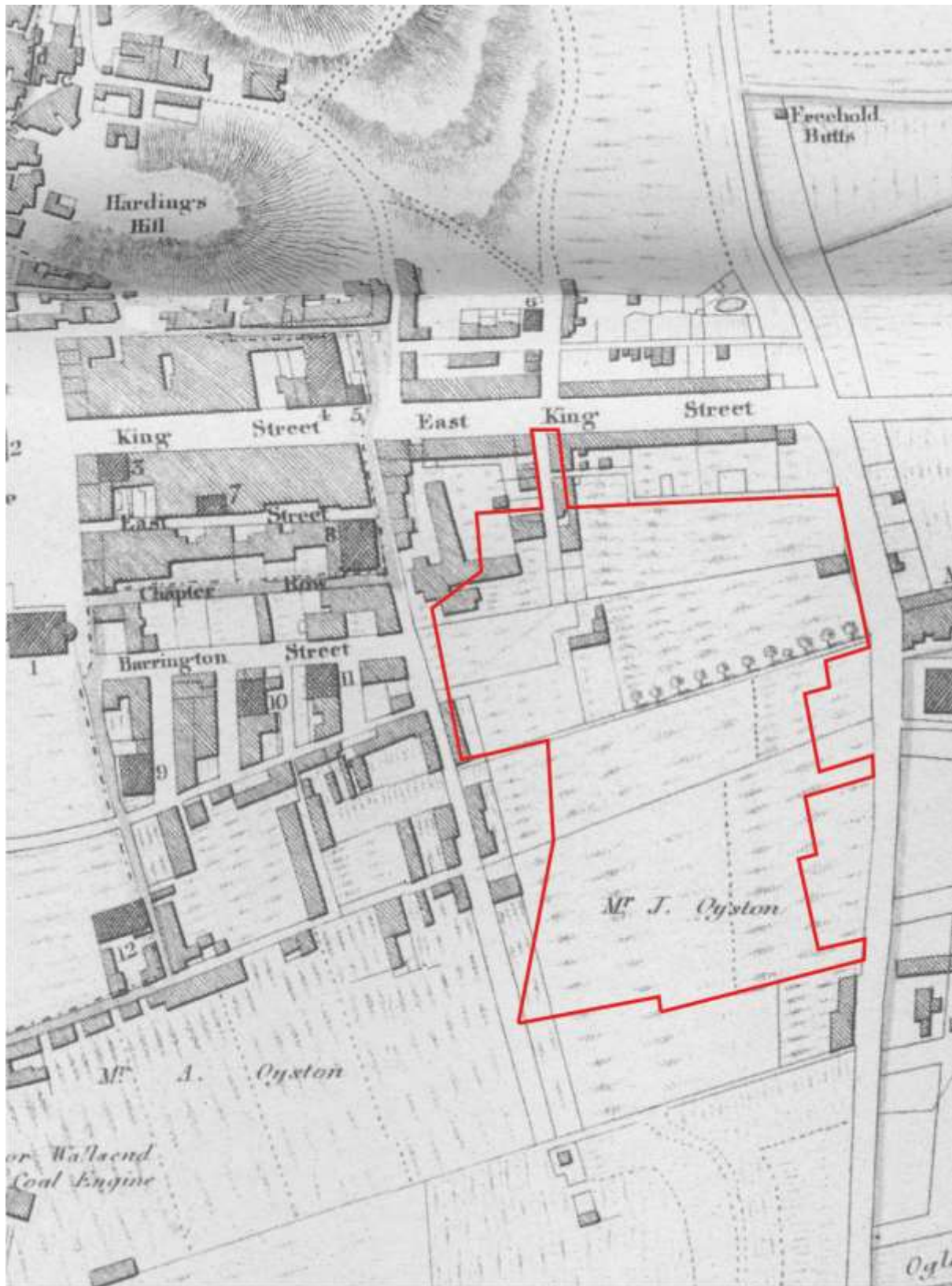


FIGURE 2: 1827 PLAN OF SOUTH SHIELDS

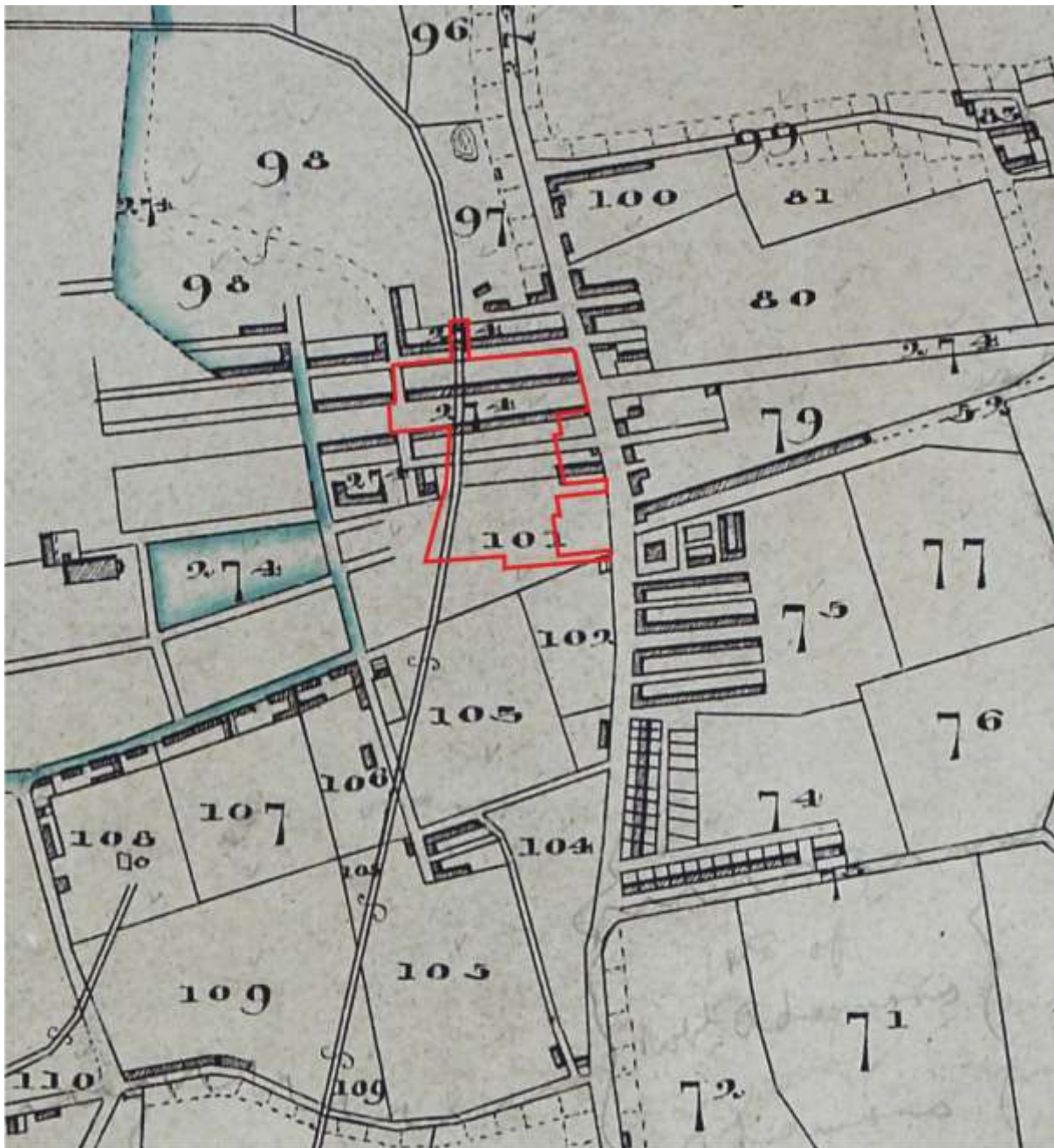


FIGURE 3: 1841 PLAN OF THE TOWNSHIP OF WESTOE IN THE COUNTY OF DURHAM

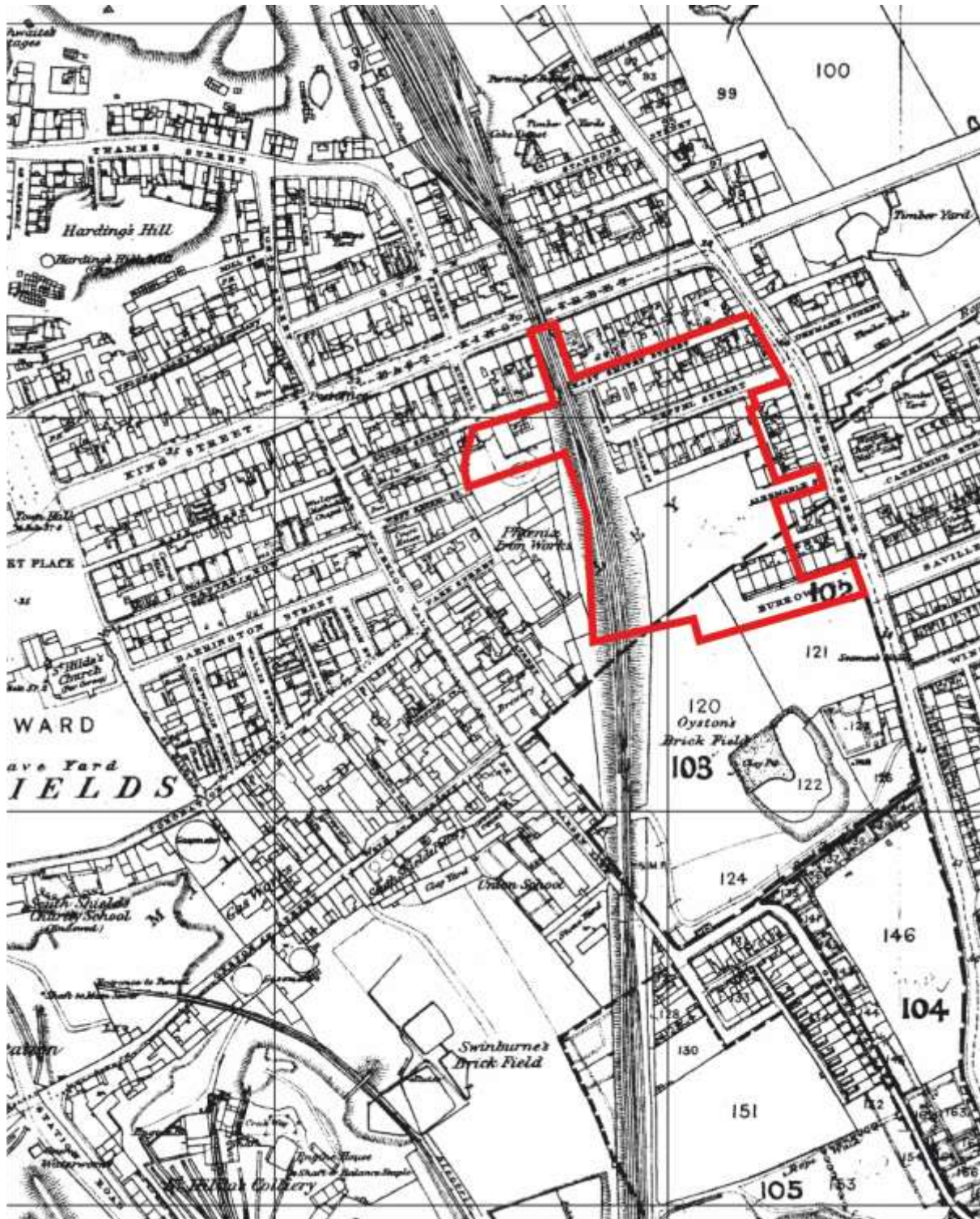


FIGURE 4: ORDNANCE SURVEY 1881

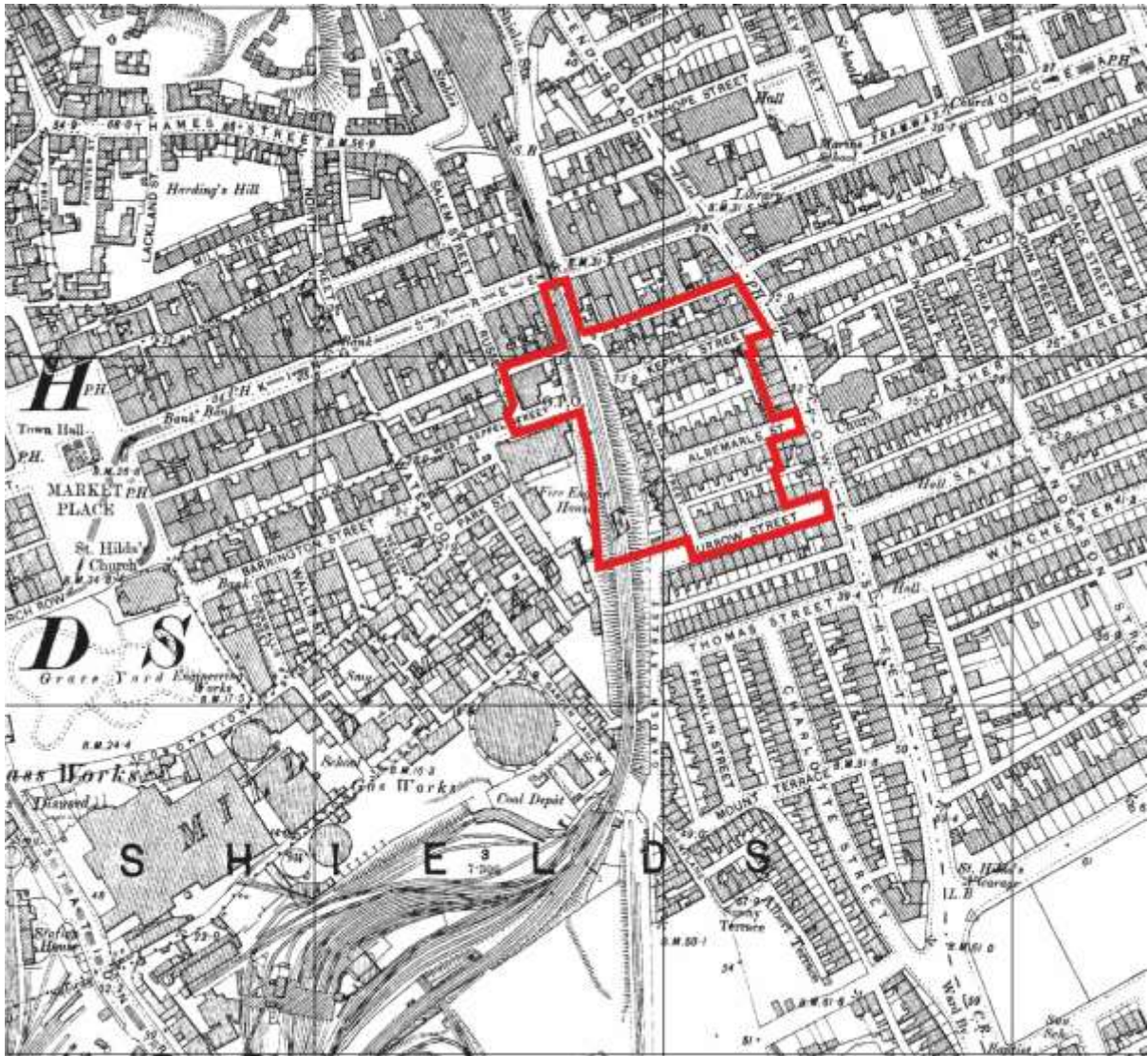


FIGURE 5: ORDNANCE SURVEY 1897

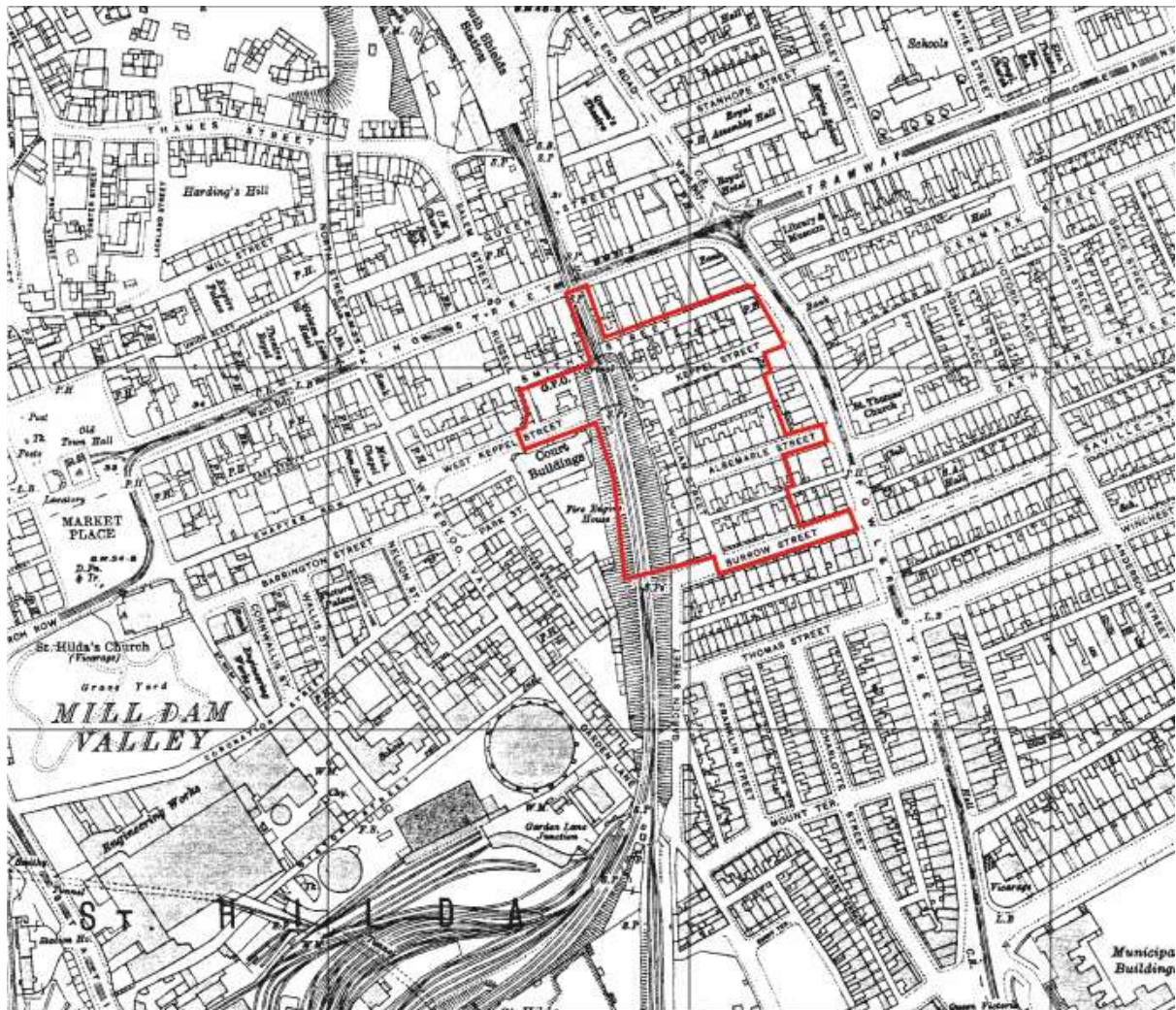


FIGURE 6: ORDNANCE SURVEY 1915

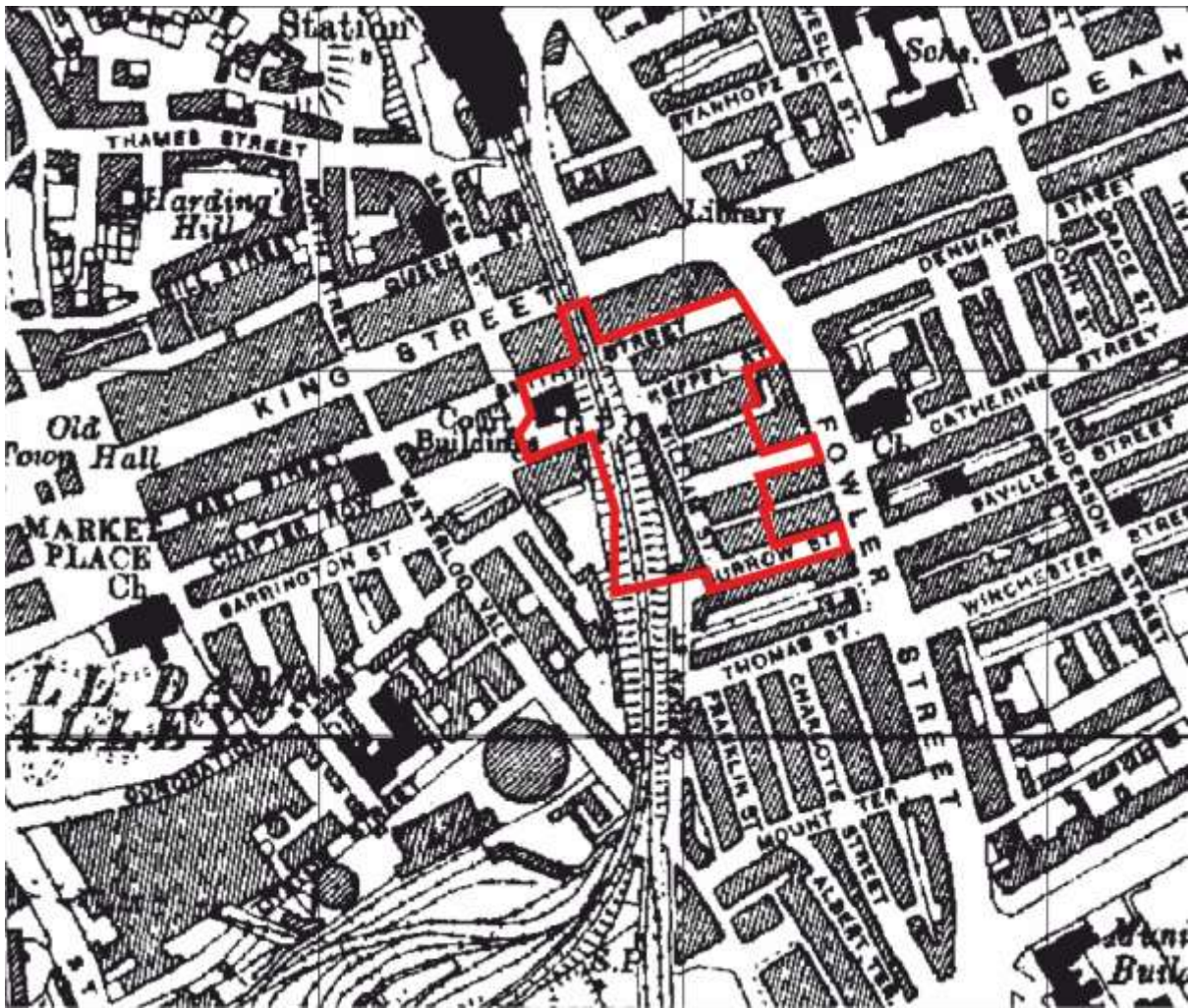


FIGURE 7: ORDNANCE SURVEY 1938

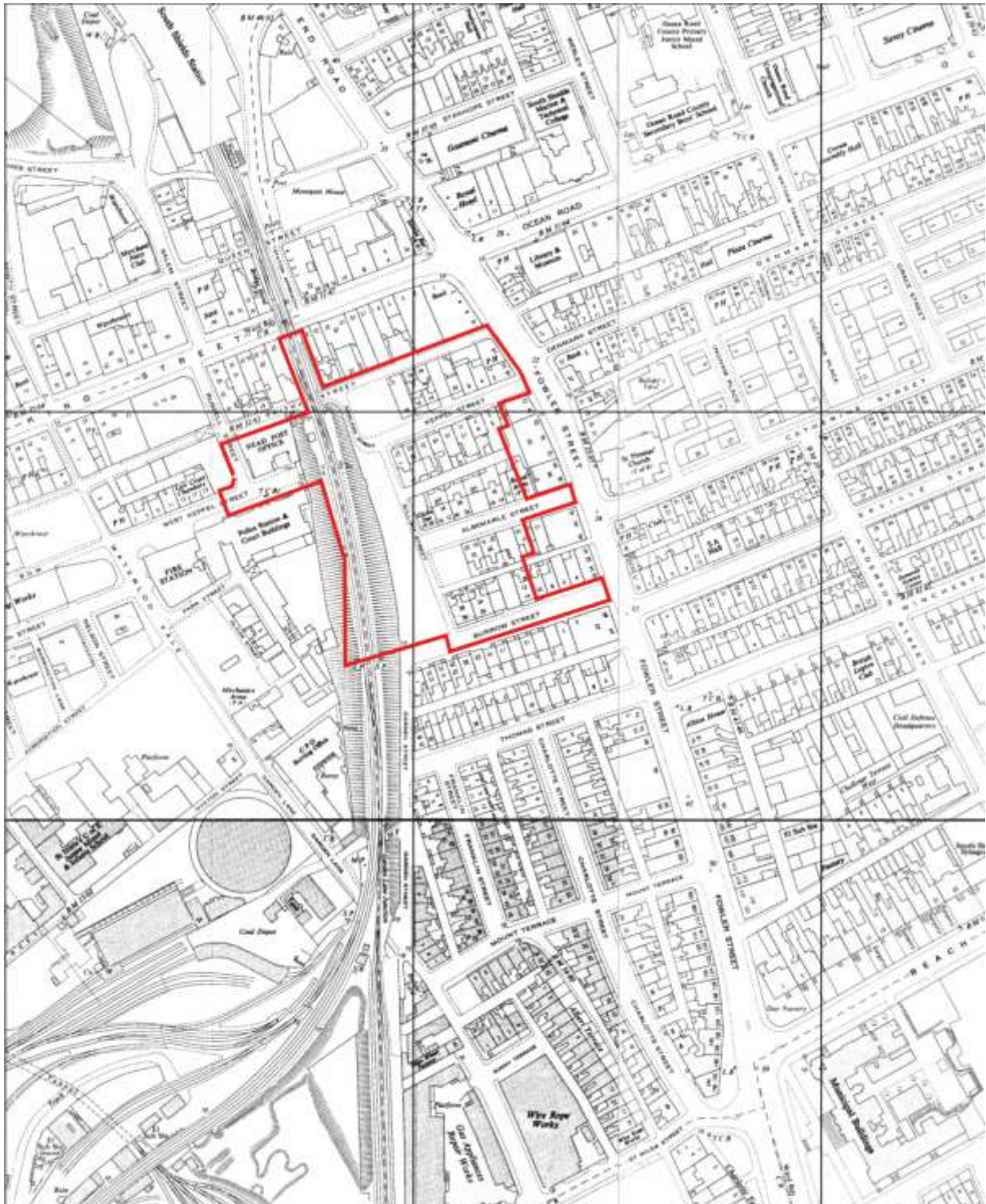


FIGURE 8: ORDNANCE SURVEY 1955



FIGURE 9: ORDNANCE SURVEY 1967

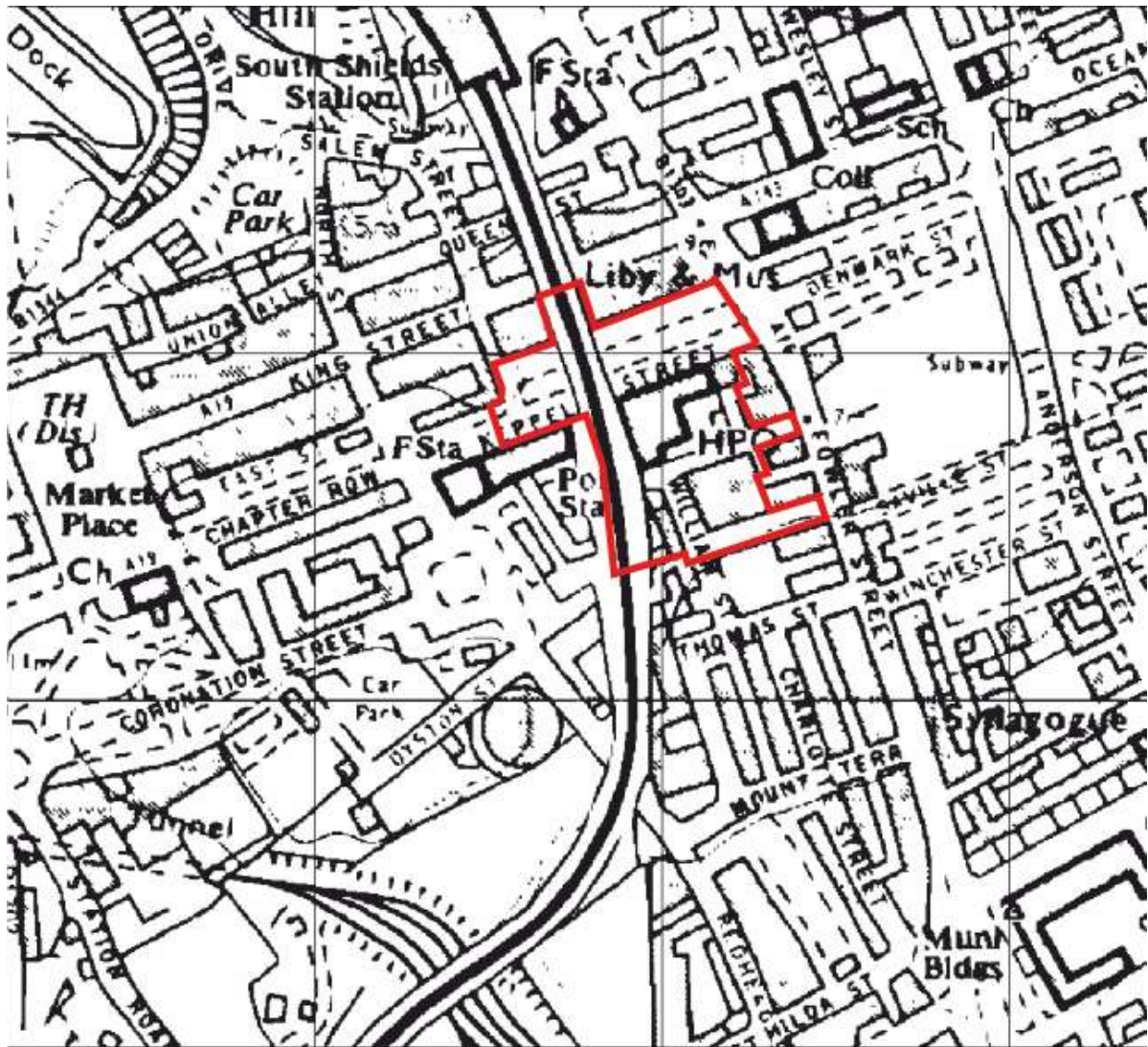


FIGURE 10: ORDNANCE SURVEY 1976

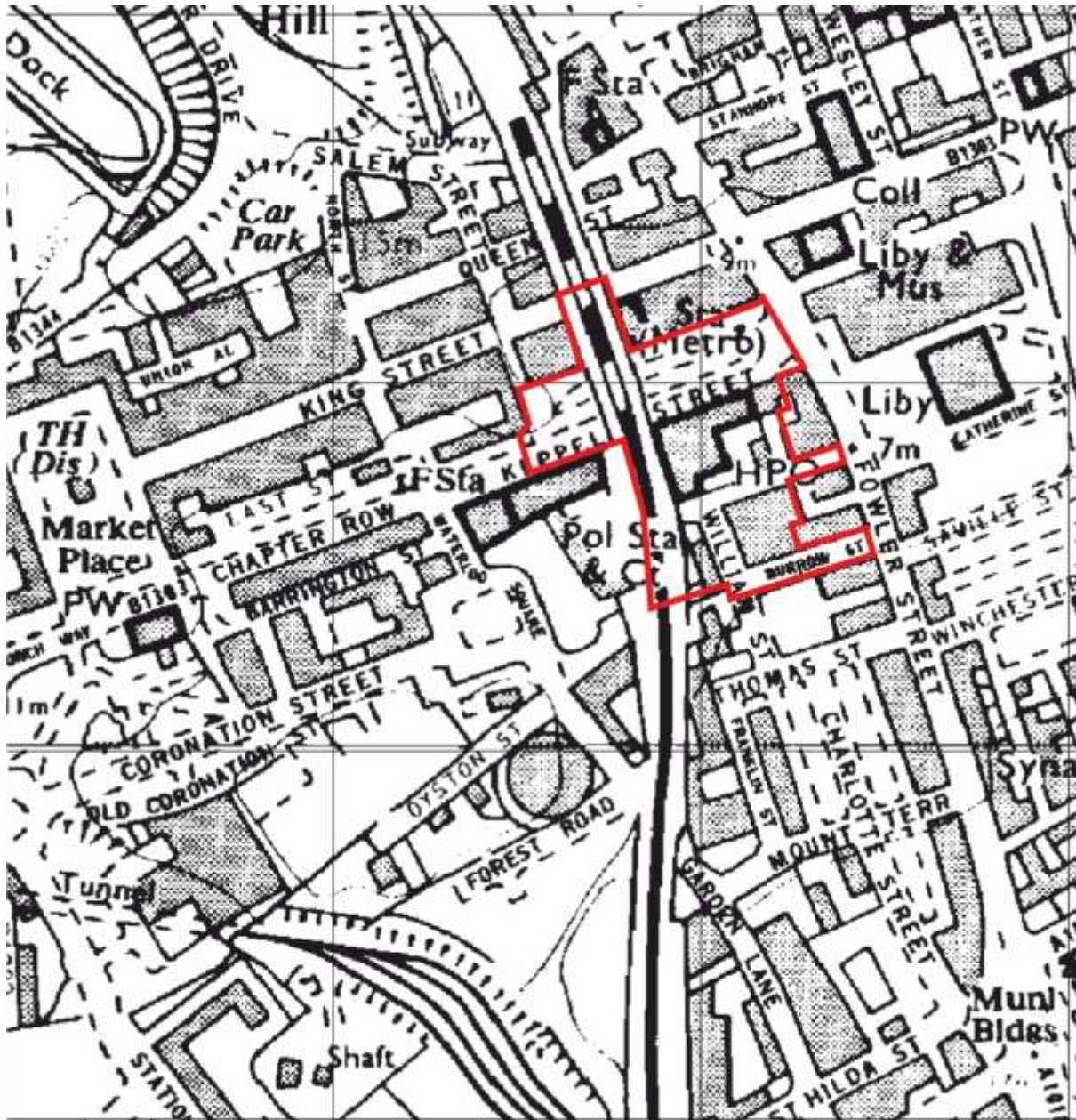


FIGURE 11: ORDNANCE SURVEY 1986

11.0 Plates



PLATE 1: LOOKING WEST ALONG KEPPEL STREET, WITH POST OFFICE TO THE LEFT



PLATE 2: THE JUNCTION OF FOWLER STREET, LEFT, AND KEPPEL STREET, RIGHT.



PLATE 3: VIEW DOWN FOWLER STREET, WITH ALBEMARLE STREET TO THE LEFT



PLATE 4: LOOKING DOWN ALBEMARLE STREET FROM FOWLER STREET



PLATE 5: VIEW INTO BURROW STREET FROM FOWLER STREET



PLATE 6: VIEW ALONG FOWLER STREET FROM JUNCTION WITH KEPPEL STREET



PLATE 7: VIEW EASTWARDS ALONG KEPPEL STREET TOWARDS FOWLER STREET JUNCTION



PLATE 8: VIEW SOUTH ACROSS KEPPEL STREET TOWARDS THE POST OFFICE



PLATE 9: VIEW NORTH FROM CHARLOTTE STREET WITH REAR OF FOWLER STREET TO THE LEFT



PLATE 10: VIEW FROM BURROW STREET LOOKING SOUTH