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South Shields Masterplan

Archaeological Assessment

Client: Muse Developments & South Tyneside Council

NGR:

Local Planning Authority: South Tyneside Council

Planning Reference: TBA

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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 & South Tyneside Council are making a planning application for the redevelopment of a central area of South Shields. The Masterplan is part of a greater development scheme for South Shields town centre. The development is proposed for an area defined by King Street to the north, Fowler Street to the east, Crossgate to the south, and Station Road to the west. The development includes plans for a cinema and restaurants, retail units, supermarket and a multi-story car park, and involves some demolition of current buildings, and re-aligning of roads and pedestrian areas.

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 a chapel and monastery ca. 500m west of the proposed Transport Interchange.

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. South Shields has developed quickly since the 1800s as an industrial centre and was also populated with large residential areas of terrace housing, the foundations of which may be impacted in certain areas of this development. Industrial development may have truncated much of the town's historic past however and the subsequent demolition and re-building programmes are also likely to have impacted significantly on it. Proposed demolition and groundworks in some areas have the potential to impact on archaeological deposits including the graveyard of St Hilda's church, and the former Mill Dam which extends across the town centre

Although there is likely to have been significant truncation across the application site as a result of modern development and Second World War bombing, the potential exists for as yet unidentified heritage assets to exist. Site specific impact assessments will be required for each reserved matters application to determine the need for any evaluation or excavation to establish the presence or absence of archaeologically significant finds or features.

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 NZ 36076 67074. Muse Developments & South Tyneside Council area submitting an application for planning permission to the South Tyneside Council. The proposed Masterplan for South Shields town centre includes a mixture of retail units, supermarket, industrial units, public space, and car parking. The development is proposed for a number of locations within the central urban area and involves some re-modelling of the area with re-alignment of roads and pedestrian zones.



Figure 1: Site location (Drawing 12569B_1001_REVD Site location plan_A1)

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 geologies 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 proposed Masterplan is in the central South Shields urban area. The development area is defined by King Street to the north, Fowler Street to the east, Crossgate to the south, and the Ferry Street/Station Road roundabout to the west. The greater part of the development focuses on the area between King Street and Coronation Street, but also at the corner of Keppel Street, to the rear of Burrow Street, and along Charlotte Street. All of these streets are primarily occupied by commercial properties. Much of the area between Fowler Street and the railway embankment has been levelled and is now a large car park. To the south of the car park are a number of small industrial traders units.
- 4.2.2 The Masterplan does not include the development proposals for the Market Place New Central Library and Digital Media Centre, or the Transport Interchange, in South Shields, each of which have been addressed by a separate desk-based assessment (Prospect Archaeology 2015).

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 the former Swinburn Company brickworks 280m to the south-west of Garden Lane. 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 central South Shields 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 (HER 2591), 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 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, the site of the proposed new Transport Interchange, within the overall Masterplan, has been the central axis of the town since at least the 18th century 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 map shows the town settlement located on the axis of King Street (east/west) and Garden Street (north/south), although neither street is actually named as such. The central area of South Shields is already clearly recognisable as the modern settlement. The town's main street is King Street which leads onto the Market Place. What is currently known as Garden Street is shown as the primary north-south road linking into King Street, with buildings shown on either side of the road. To its east is an unnamed road, now known as Fowler Street, and its adjoining arable land. The church of St Hilda and its extensive graveyard (HER 16513) lies to the south of Market Place. On the west side of Fowler Street a narrow alleyway runs parallel to King Street. South of the alleyway is a field boundary which equates to Barrington Street to the west, and showing 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. The core of the town centre is the King Street, East Street, Chapter Row, and Barrington Road arteries.

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

5.3.13 Although of a later date this Tithe map shows less detail than its 1827 predecessor. 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.

[ORDNANCE SURVEY 1881 1:2500](#)

- 5.3.14 South Shields has by now become a highly industrial settlement dominated by the Stanhope and Tyne Railway line running through the central area. The King Street/Fowler Street junction is well established as the main fulcrum of the town's road system. The Town Hall is located in the centre of Market Place. The area to the west of Ferry Street, beyond the Town Hall, is occupied by Swinbourne's Glass works.
- 5.3.15 East Street has properties clustered along its full length, as does the block between Coronation Street and Chapter Row, with Barrington Street running through the centre.
- 5.3.16 The railway embankment extended further north across Keppel Street blocking its eastern extent, although a small thoroughfare, Gowland Street, leads north alongside the embankment onto Smithy Street.
- 5.3.17 The junction of Keppel Street and Fowler Street are densely populated with terrace houses. The area at the rear of Fowler Street, along Burrow Street and Albemarle Road is shown as open ground, although Oyston's Brick Field (HER 2382), including a Clay Pit, is located south of Burrow Street. The south boundary of the Brick Field is marked by a small lane with housing on its southside, which adjoins Garden Lane south.

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

- 5.3.18 By 1897 South Shields has become densely occupied by both commercial and domestic properties throughout its central core. South Shields railway station, 100m to the north of King Street, now dominates the town centre. A tram line is shown running along King Street and circling through the Market Square.
- 5.3.19 The area south of Keppel Street and west of Fowler Street has become densely populated with terrace housing. New streets have been added to the south of Burrow Street, named as Thomas Street, Charlotte Street, Franklin Street and Mount Terrace, all of which appear to be domestic properties. All of these streets and properties overlie the former Oystons' Brick Field and clay pit.
- 5.3.20 William Street extends south from Keppel Street and has twelve plots backing onto the railway embankment and facing eastwards. The railway embankment is still in place blocking Keppel Street at this time. On the opposite side of the embankment a Gas Holder (HER 14438) is shown for the first time next to the Garden Lane railway junction.

[ORDNANCE SURVEY 1915 1:2,500](#)

- 5.3.21 Whilst no significant changes are shown in the central area of South Shields, this map gives further detail with some plots named. A number of public houses cluster along East Street adjacent to the Market Place. St Hilda's church graveyard is now called Mill Dam Valley, with an Engineering Works to its south, on Coronation Street. A Methodist Chapel (HER 4595) is named and borders East Street and Chapter Row. An Engineering Works is named on St Hilda's Lane and Cornwallis Street, with a Picture Palace indicated on Barrington Lane. A Court building, with a Fire Engine house behind it, is now located next to the Railway Embankment on Keppel Street with the Post Office shown directly opposite.
- 5.3.22 Fowler Street was widened ca.1900 and 4-8 Fowler Street (HER 9537) was built 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](#)

- 5.3.23 This map shows little change from the map of twenty-three years previous. Little or no detail is shown in relation to specific plots and houses but South Shields is depicted as it was in 1915.

[ORDNANCE SURVEY 1955 1:2,250](#)

- 5.3.24 The tramline along King Street and the Market Place is no longer shown on this map. A Printing Works now dominates Chapter Row and Barrington Street, with a warehouse on the Chapter Row/ East Street corner. The former Court Building is now named Police Station and Court Buildings with the Fire Station adjoin it. The plot on William Street, backing onto the railway embankment, is shown empty with the previous 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 numbered. All of the properties south of Keppel Street and west of Fowler Street are residential. Considerable changes in ground levels are shown around the railways at the Harton Low Staiths although this will have little impact as it is mostly beyond the redline boundary of the application.

[ORDNANCE SURVEY 1967 1:10,560](#)

- 5.3.25 By 1967 there are some changes are apparent: the railway embankment is cut back to its present extent, finishing at Keppel Street which is now extended westwards to join with Chapter Row. The railway line is bridged over Keppel Street. The area west of Fowler Street is shown as a vacant plot, with the terrace housing having been removed probably at the same time the railway

embankment/Keppel Street changes were made. 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. Another Garage and further domestic properties are indicated on St Hilda Street to the west of the Municipal Buildings on Fowler Street. The new Coronation Street removes the curve out of the former (old) street and moves the new road approximately 20m to north. A single small building is shown on Oyston Street to the north of the Gas Holder.

ORDNANCE SURVEY 1976 1:10,000

5.3.26 By 1976 a number of changes are apparent. The Post Office building is now present on Keppel Street built over the north end of William Street and blocking its access into Keppel Street. Opposite the Post Office building in Keppel Street the current bus stop zone is in place and reconfiguring the south side of East Smithy Street. The buildings along William Street, parallel with the railway embankment, now appear to be light industrial units. The south-side of Burrow Street indicates a space, behind Fowler Street, that is used as a car park. The Library and Museum has been built to the east side of the Fowler Street and Keppel Street junction.

5.3.27 The new Crossgate road has been built during the previous decade and creates direct access with the west side of the town centre to Station Road. The road is bridged by the railway midway along Crossgate which links into Fowler Street opposite the Municipal Buildings. A number of buildings are shown along the north side of Crossgate although without any indication of their use.

ORDNANCE SURVEY 1986 1:10,000

5.3.28 No significant changes are shown on this map. There may be a change to some of the buildings along Charlotte Street but the detail on the map isn't clear enough to be certain. The removal of a car Garage on the Albemarle/William Street corner may also have occurred.

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

6.0 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 disturbance following the WWII bombing of 1941, and some of the construction programme that followed the re-building of the terraced housing plots has itself also now been demolished.
- 6.1.2 The central South Shields area 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. A Roman presence has been alluded to at the Garden Lane/Oyston Street car park (Plate 1) in the form of a possible ford (HER 1902) and re-used Roman Stones at the Church of St Nicholas (HER 5189). The potential to answer the Roman research questions presented is however 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 (HER 8078). 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 from the river Tyne in a diagonal north-easterly direction across South Shields possibly as far as Keppel Street. The Mill Dam was located during excavations on Coronation Street (Archaeological Services 2006) and described as 'the foundations of a substantial industrial structure with contaminated ground water at a depth of 0.8m below ground level'.
- 6.1.5 The research questions presented for the post-medieval and early modern (19th century) periods relate largely to agricultural and domestic issues. It is noted, however, that extensive rebuilding following the 1941 WWII 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.
- 6.1.6 The proposed Masterplan development will involve demolition and ground disturbance along Chapter Row (Plate 2), and the north side of Coronation Street, as well as on Keppel Street, and Charlotte Street. Demolition and groundworks on Chapter Row may uncover the former Methodist Chapel.

- 6.1.7 The development plan for the proposed Leisure Site/Cinema at the Barrington/Cornwallis Street junction (6, Fig. 3/Plate 7-8) is for construction just beyond what is understood to be the eastern edge of St Hilda's Graveyard (HER 16513). Previous changes to the existing sewerage network on Coronation Street (Plate 3), within 100m of the Masterplan (Building 6, Fig. 3), have uncovered the graveyard and human burials below the street (Archaeological Services 2006, OA North 2011). It is thought that plague victims were buried beyond the graveyard's acknowledge boundary. Whilst it is unlikely that this development will impact on the graveyard the possibility cannot be ruled out should the burial ground extend beyond its generally acknowledged boundaries.
- 6.1.8 The development on King Street (Plate 4) is close to some of the Designated Heritage Assets. The proposed development structures 7 & 8, (Fig. 3) are either side of NHL 1232151, Grade II Listed building, but will not directly impact on it. The building at 16 Barrington Street (NHL 1231574) will be directly affected by the street re-alignment and pedestrianisation and is listed on the South Shields 365 Masterplan (building B, Fig 3) as a building to be retained whilst demolition takes place along Barrington Street and Cornwallis Street.
- 6.1.9 Immediately east of the proposed Transport Exchange a new retail outlet (13, Fig. 3, Plate 5) is to be built directly next to/adjoining 22 Fowler Street (HER 9564), which is acknowledged as one of South Shields most important historic buildings. 200m to the south of this location the proposed structures 14 and PFS (Fig. 3) are to be built directly on top of former terraced housing, whilst 04 will be built directly over Oyston's Brick Field and Clay Pit (HER 2382) which may be impacted during the construction process. The present day Charlotte Street/Hilda Street (Plate 6) junction is located above the former terraces on what was once Garden Lane.

7.0 Conclusions

- 7.1.1 South Shields has relatively low potential for archaeological investigation, primarily due to modern uses, probable industrial pollution, and in some areas due to low impacts from the proposed development. However, the potential for archaeological activity over as wide an area as this application covers cannot be discounted and where surviving, archaeological finds and features could benefit our understanding of the development of South Shields from prehistory onwards.
- 7.1.2 The greatest potential for archaeological investigation is likely to be where demolition is taking place, new building foundations are been created, and some depth is likely to be reached. Particularly notable in this respect is the proposed new building 6 (Fig. 3) on the north side of Coronation Street which could potentially impact on St Hilda's graveyard which is known to

extend eastwards along Coronation Street. The exact limit of the graveyard is uncertain but archaeological evidence suggests that it extends beyond its recognised limits.

- 7.1.3 Site specific impact assessments will be required for each subsequent reserved matters application in order to determine the need for any evaluation or excavation to establish the presence of absence of features of archaeological significance.

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8.2 Cartographic / Archival Sources

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8.3 Digital Sources

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9.0 Figures

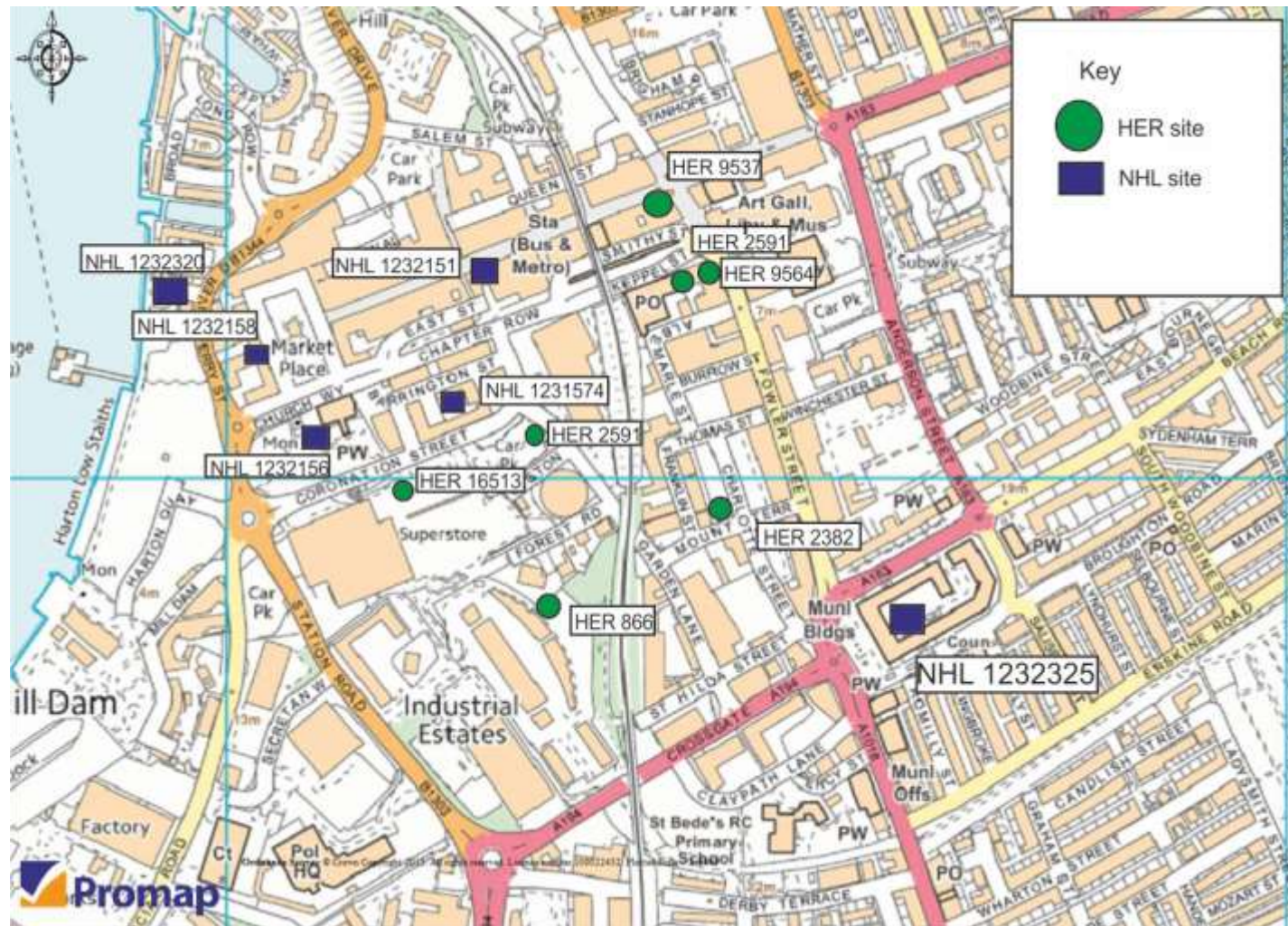


FIGURE 2: SITE LOCATION AND KNOWN HERITAGE ASSETS

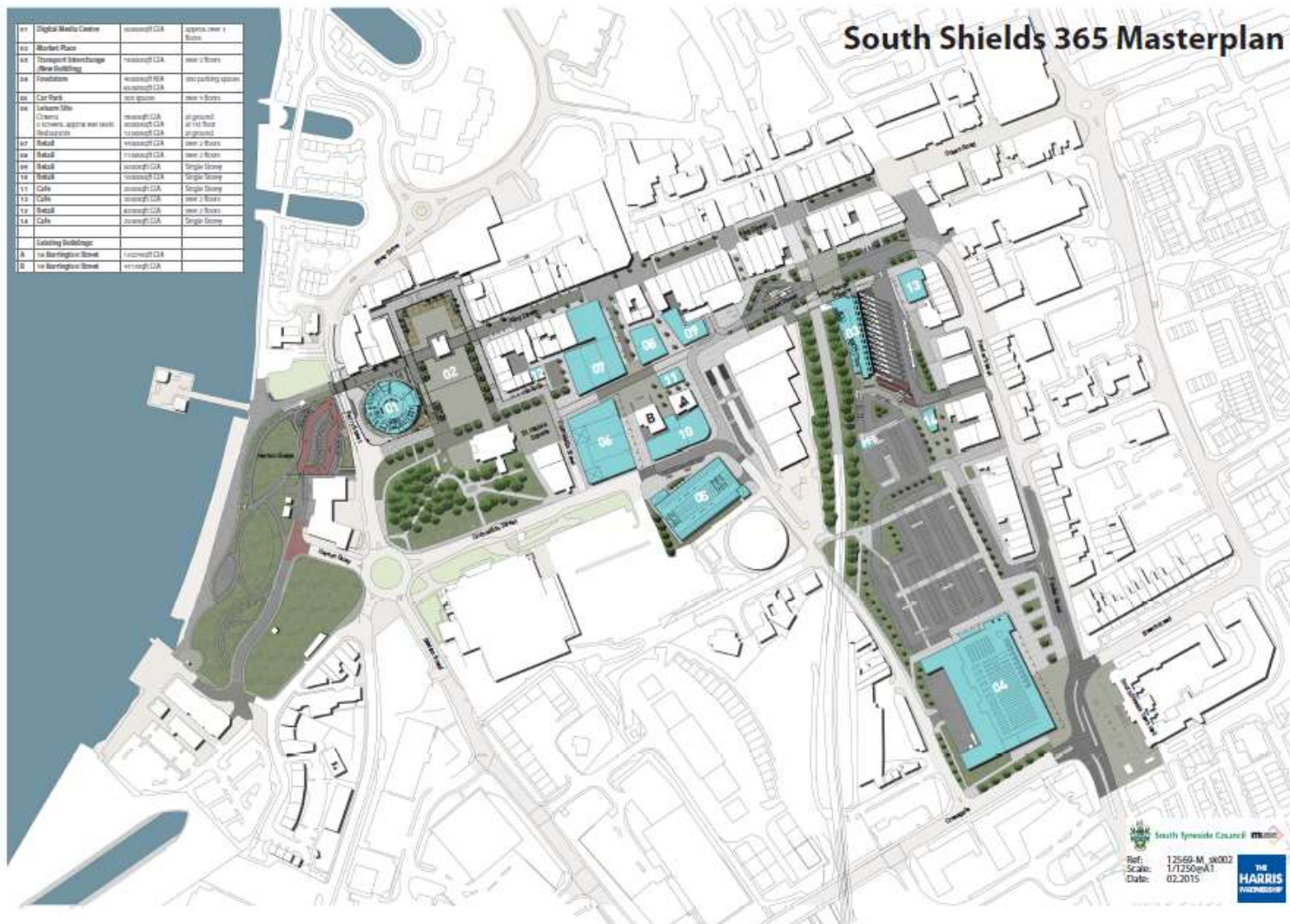


FIGURE 3: SOUTH SHIELDS 365 MASTERPLAN AND PROPOSED DEVELOPMENT



FIGURE 4: 1827 TITHE MAP



FIGURE 5: 1841 PLAN OF THE TOWNSHIP OF WESTOE IN THE COUNTY OF DURHAM

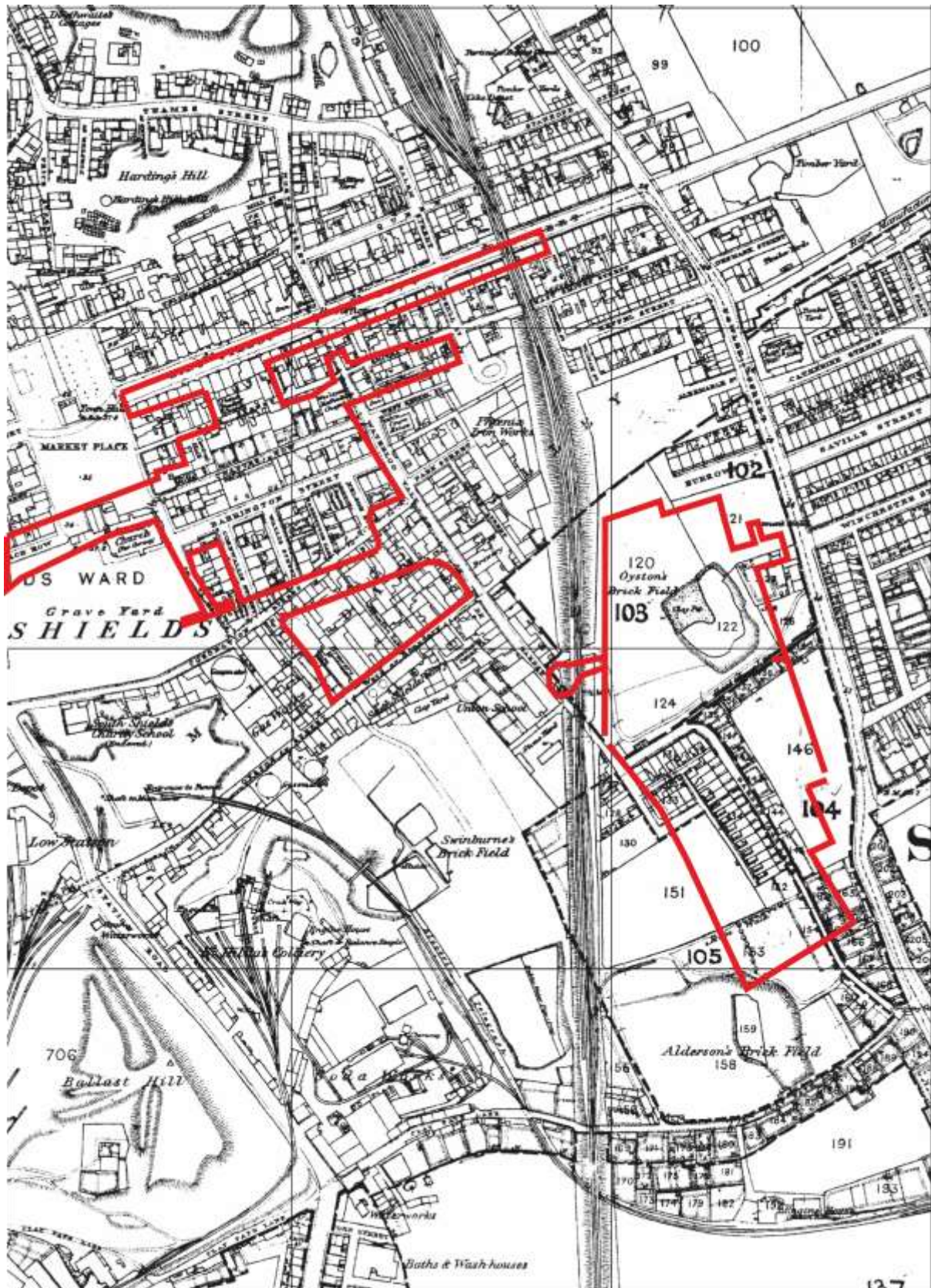


FIGURE 6: ORDNANCE SURVEY 1881

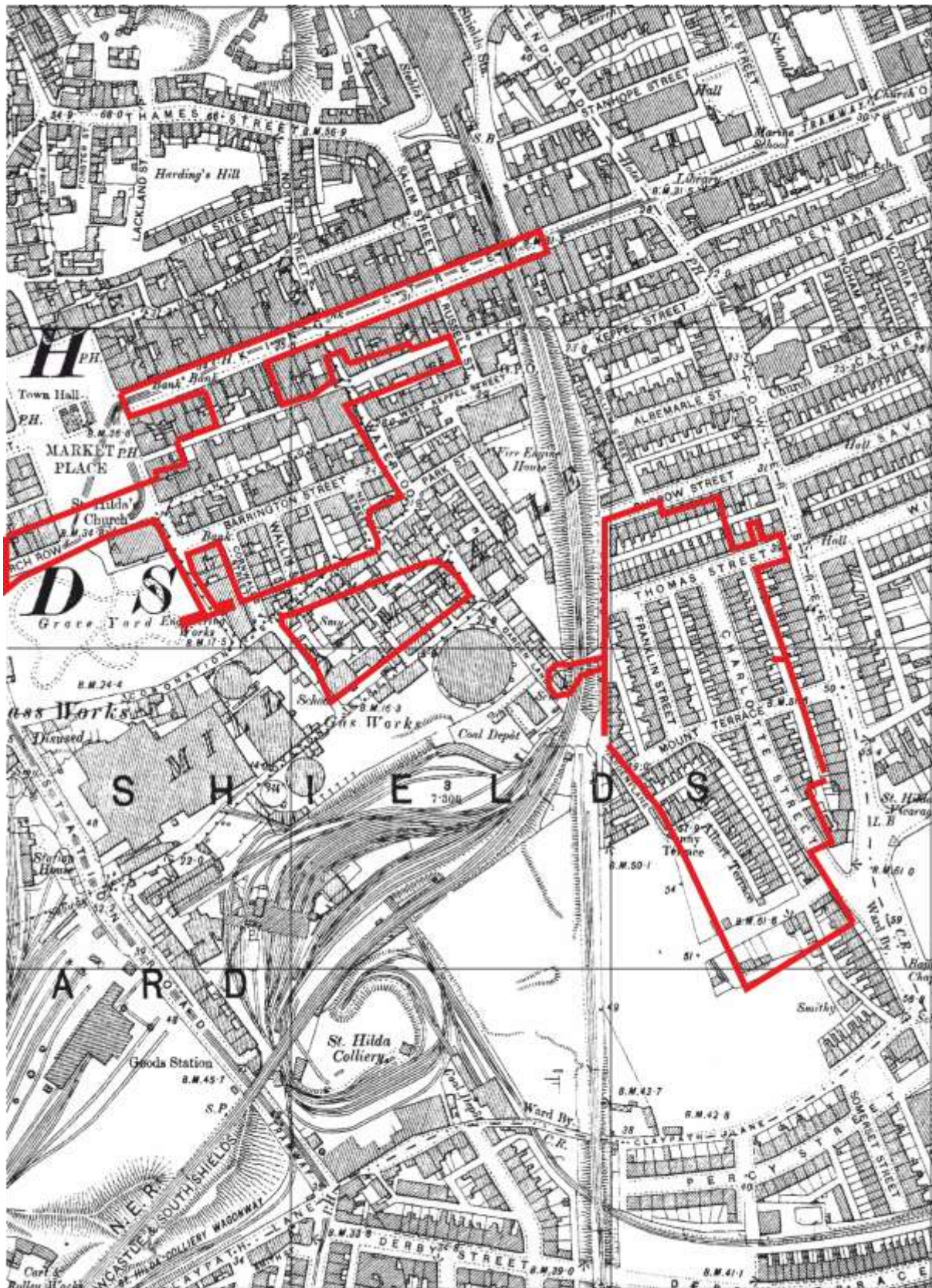


FIGURE 7: ORDNANCE SURVEY 1897

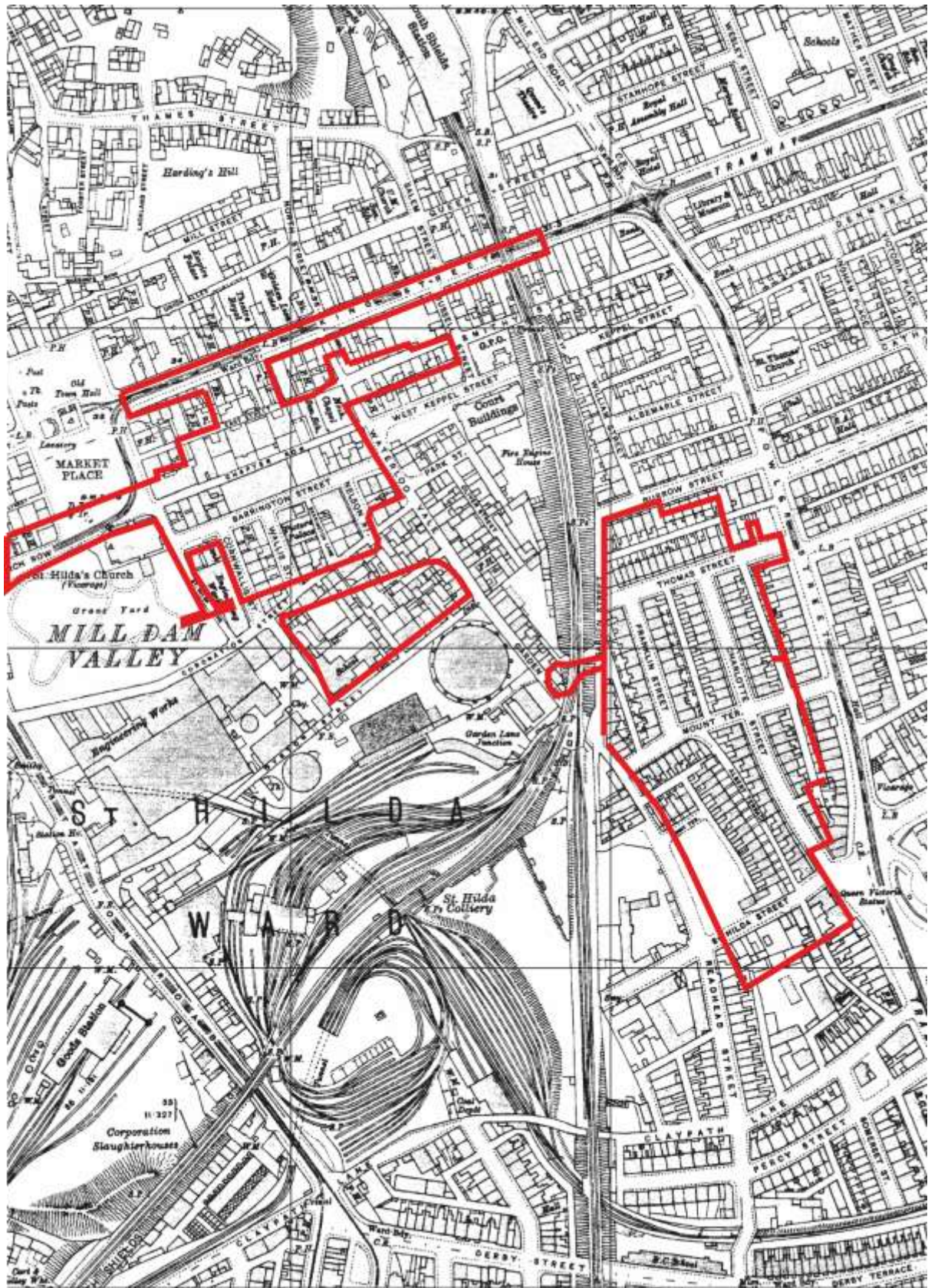


FIGURE 8: ORDNANCE SURVEY 1915

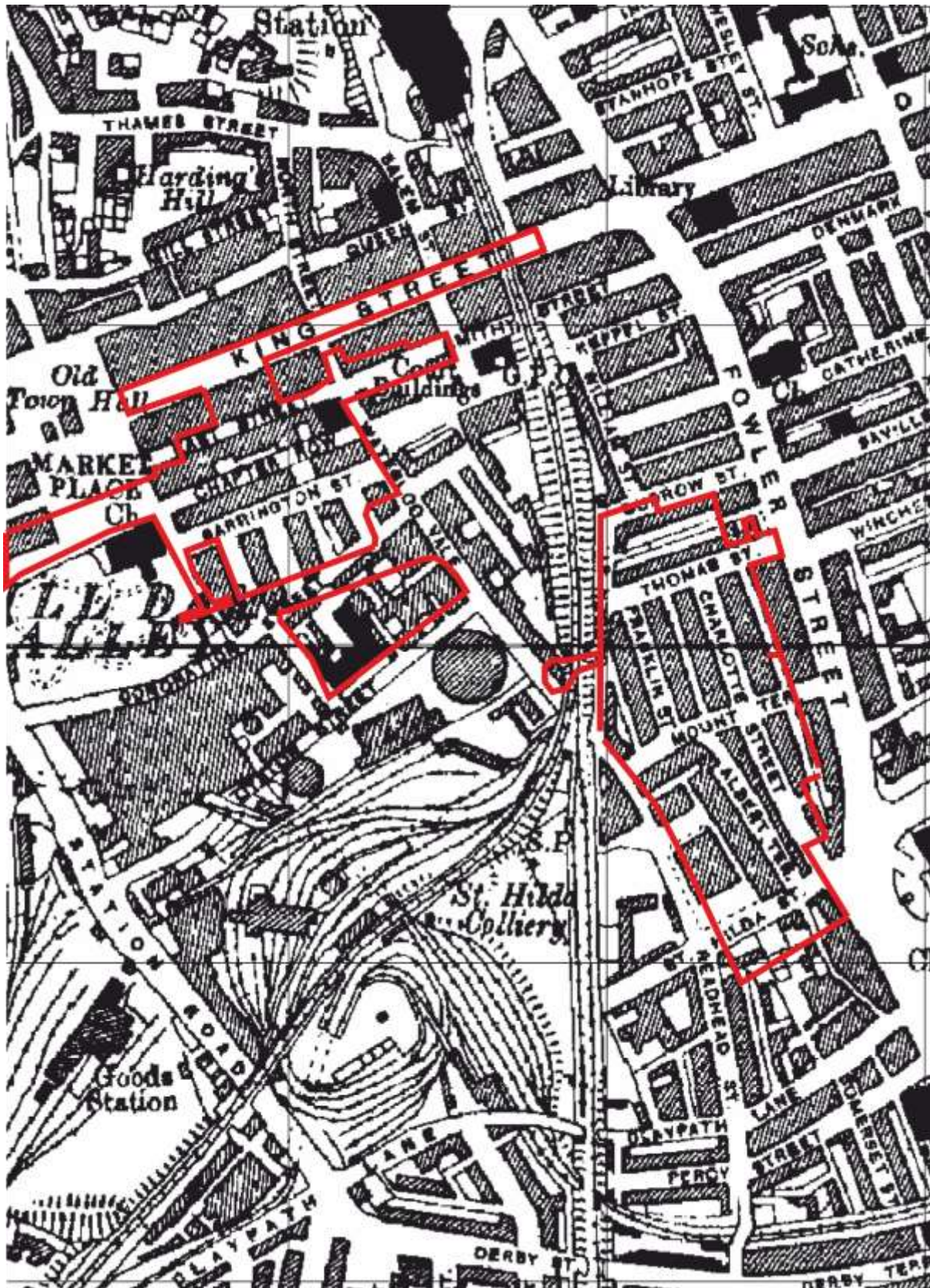


FIGURE 9: ORDNANCE SURVEY 1938

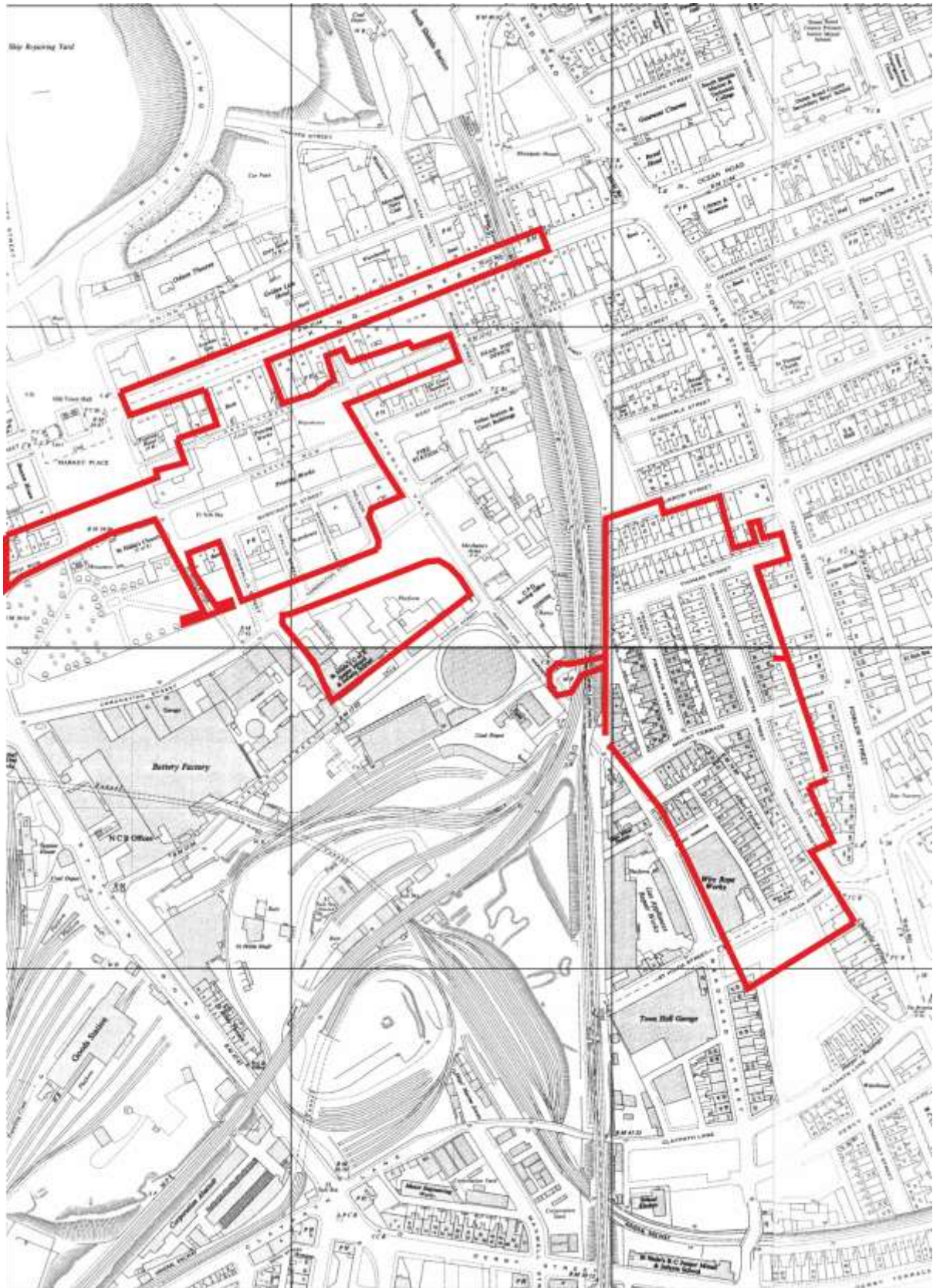


FIGURE 10: ORDNANCE SURVEY 1955



FIGURE 11: ORDNANCE SURVEY 1967



FIGURE 12: ORDNANCE SURVEY 1976

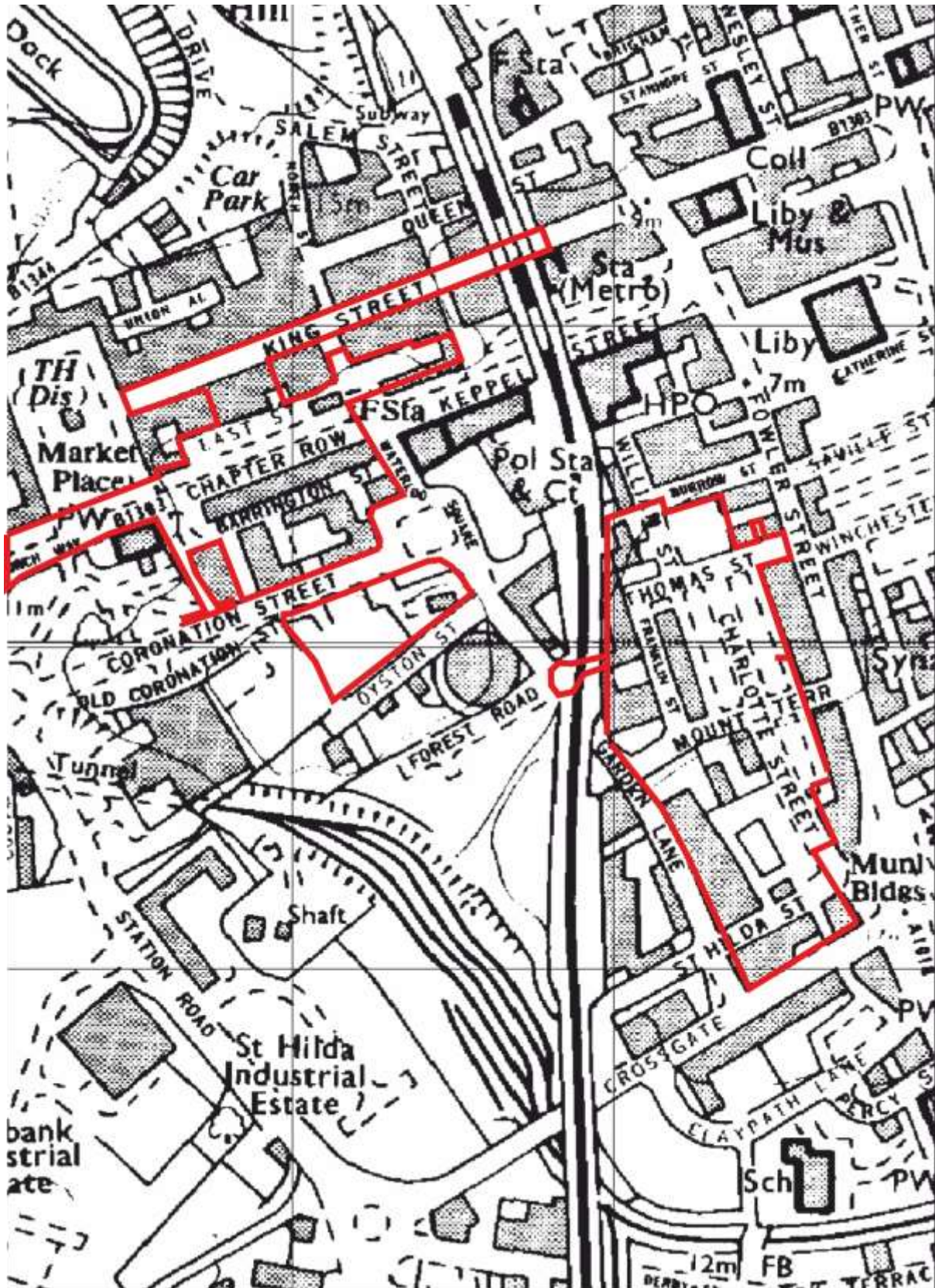


FIGURE 13: ORDNANCE SURVEY 1986

10.0 Plates



PLATE 1: THE GARDEN LANE-OYSTON STREET CAR PARK AND GAS RING.



PLATE 2: LOOKING WEST ALONG CHAPTER ROW



PLATE 3: VIEW EAST ALONG CORONATION STREET



PLATE 4: LOOKING EAST ALONG KING STREET



PLATE 5: VIEW FROM BURROW STREET TOWARDS REAR OF KEPPEL STREET POST OFFICE



PLATE 6: VIEW SOUTH ALONG CHARLOTTE STREET



PLATE 7: LOOKING EAST ALONG BARRINGTON STREET



PLATE 8: LOOKING TOWARDS CORNWALLIS STREET/BARRINGTON STREET