



Harton Quay, South Shields

Archaeological Desk-Based Assessment

Client: Ryder Architecture

NGR: NZ 3594 6691

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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

Ryder Architecture have commissioned this desk-based assessment in support of a planning application for the construction of XXXX at Harton Quay, South Shields. The site is currently vacant and under grass with the exception of a sub-station and the lower part of a 19th century chimney.

South Shields was the site of a Roman fort (called *Arbeia*), established c. 160AD, and civilian settlement, which were located to the north-east on the headland known as The Lawe. The Roman fort is part of the 'Frontiers of the Roman Empire (Hadrian's Wall)' World Heritage Site and as such is of international importance. It is likely that a port existed on the riverbank, associated with the Roman settlement and a large cemetery of the same period is known to have extended to the east. Excavations within the area of the fort have revealed human activity dating back to the Mesolithic and the headland appears to have attracted settled communities from the Neolithic onwards.

The Roman fort continued to be occupied at least until the 5th century and probably beyond. The documented foundation of a religious house by Hild in the 7th century, believed to be in the vicinity of the later St Hilda's Church, would have created a new settlement focus at that time. St Hilda's Church is located approximately 130m north-east of the Site and could indicate the potential for early medieval activity in the immediate environs. The known boundary of the St Hilda's churchyard extends into the Site although there has been considerable industrial use of the Site since the church yard went out of use that may have removed or considerably truncated any human remains.

The Site lies within the area of the medieval town, although the precise form of any development is unknown. Positioned adjacent to the river and the Mill Dam, it is likely to have provided both residential and mercantile space for those engaged in fishing, trading and salt panning. The medieval Mill Dam is believed to have occupied the southern part of the Site. It could conceivably been the site of the medieval mill.

The 18th century Cookson's Glassworks was primarily positioned to the west of this Site, but the 19th century saw two glass ovens constructed in the northern part of the site. Other elements of the glassworks may also survive. Some truncation of deposits is likely as a result of the 20th century development of the Harton Colliery Staiths and their rail lines.

The site is located partially within the South Shields Conservation Area and consideration will need to be made in the design on the impacts on the Conservation Area. An opportunity exists to provide significant enhancements.

A programme of archaeological work will be required, commencing with monitoring of test pits for site investigations, This should be followed by evaluation excavation to allow a mitigation strategy to be developed.

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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 3626 6702. The Harris Partnership are preparing an application for planning permission to the South Tyneside Council. The proposed development is for a multi-storey car park (MSCP) south-west of the junction of Coronation Street and Garden Lane.

2.0 Assessment Methodology and Significance Criteria

2.1 Buried Heritage

2.1.1 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;

2.1.2 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.

2.1.3 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.

2.2 Built Heritage

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

2.2.2 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.

3.0 Site Description

3.1 Geology

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

3.2 Topography and setting

3.2.1 The development site is currently mainly under grass with the lower section of a former chimney towards the western boundary at the southern end, an electricity sub-station on the western boundary centrally and brick walls to the eastern boundary with Mill Dam, partially supported by concrete blocks and steel props. Grassed earth bunds surround the northern, western and southern sides. The site is irregularly shaped, centred on NZ 3594 6691. It is bounded to the north and west by Harton Quay and to the south and east by Mill Dam. The Coronation Street roundabout is located on at the north-east corner. The ground slopes from c. 10.5m aOD in the northeast down to c. 5.5m aOD in the southwest. A grassy mound lies

to the east of the substation. Concrete blocks prevent vehicular access and a number of rocks have been piled up adjacent to the entrance and the sub-station.

4.0 Baseline Conditions

4.1.1 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. Those features, monuments or finds entirely or partially within the redline boundary of the Site are marked in **bold**.

4.2 Designated Heritage Assets

4.2.1 In addition to the Mill Dam Conservation Area, which the site partly lies within, there are 19 designated heritage assets within 500m of the Site, all but one being a Grade II listed building. The exception is the Grade I listed Old Town Hall (NHL 1232158). The Site is not considered to contribute to the significance of this listed building and no impact is anticipated.

4.2.2 Within the Conservation Area, The Former Mercantile Marine Office (NHL 1232273, HER 4529), more commonly known as the Customs House, and the River Tyne, River Police Offices (NHL1232160, HER 8373) are located on Corporation Quay to the west of the Site. They were built in 1863 and 1886 respectively and are important symbol of the importance of South Shields as an independent port from Newcastle. At the rear of the Customs House is an extension built in 1873 as the Board of Trades Offices. The northern side of the Customs House and Board of Trades Offices lie directly opposite the site.

4.2.3 Two further listed buildings within the Mill Dam Conservation Area are located on the opposite side of Mill Dam to the application site. These two properties, Mill Dam (NHL 1231582, HER 4515) and 23, Mill Dam (NHL 1277489, HER 4516) directly overlook the Site from their upper windows, although at ground level they face the tall brick walls that provide the Site boundary. Mill Dam is early 19th century and currently in use as the Steamboat Public House. 23, Mill Dam is also early 19th century and is currently in the same ownership as the Steamboat pub, used as the pub's restaurant. All other buildings on the east side of Mill Dam in the conservation area are locally listed. Together with the listed buildings and cobbled street, they provide a tight urban feel.

4.2.4 All other listed buildings within the search area are separated from the Site by other buildings and there would be no impact on their settings.

Table 1: Designated Heritage Assets within 500m of the Site

NHL Number	Name / Description	Grade
1231574	16, Barrington Street	II
1231582	Mill Dam	II
1232150	Marks and Spencer	II
1232151	67 and 69, King Street	II
1232152	Lloyds Bank	II
1232153	105 and 107, King Street	II
1232156	Church of St Hilda	II
1232157	Sundial to South-West of Church of St Hilda	II
1232158	Old Town Hall	I
1232160	River Tyne, River Police Offices	II
1232198	Barclays Bank	II
1232227	Four Gate Piers Immediately to West of Church of St Hilda	II
1232273	The Former Mercantile Marine Offices	II
1232320	Alum House Ham (Tyne Dock Engineering Company Limited)	II
1277144	St Hilda's Colliery Head Stocks	II
1277214	Entrance Building of the Former Theatre of Varieties	II
1277483	Trustee Savings Bank	II
1277489	23, Mill Dam	II
1440513	War Memorial Outside St Hilda's Church	II

4.3 Undesignated Heritage Assets

Prehistoric (before c. AD 70)

4.3.1 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 Mesolithic flints, Neolithic structures, Bronze Age artefacts and an Iron Age roundhouse, indicating the headland was attractive to communities from the earliest times.

4.3.2 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 360m to the east of the Site. Although undated, they have been interpreted as probably prehistoric (HER 866).

Romano-British (AD 70 – AD 410)

4.3.3 A fort known as *Arbeia* was established on the headland called The Lawe c. 700m 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. The full extent of the *vicus* and the location of a possible port / harbour are not known but the majority of Roman activity found in South Shields has been located further north on the headland.

- 4.3.4 The Roman road, known as *Wrekendyke*, connecting the fort to the main north-south route from Chester-le-Street to the Tyne, is shown passing nearby to the east, crossing Barrington Street, Chapter Row and East Street on a NE-SW alignment (HER 277). However, a series of water worn boulders were recorded on the corner of Oyston Street and Waterloo Vale and have been interpreted as a possible Roman ford (HER 1902) which would suggest the Roman road may pass further east.
- 4.3.5 A 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. 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)

- 4.3.6 The Roman fort appears to have continued to be occupied up to the 7th century (HER 915) with an Anglo-Saxon spear (HER 938) and 5th century burials (HER 916) providing further evidence for continuity after the Roman period ended. From the 7th century onwards, the focus for settlement appears to have moved south. Hild (later St Hild) was given a hide of land in 'Werhale' in 648 where she lived under monastic rule for a year before moving to Hartlepool where she became abbess. 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). The most likely location of the early monastery is on or near the current St Hilda's Church (HER 8078). No other records of this establishment exist and it is likely that it was largely destroyed by the Danes in the 9th century. The parish of Westoe, of which Shields was initially an appendage, was in the possession of the Prior and Convent of Durham in the late 11th / early 12th century.
- 4.3.7 The remains of two Viking boats are alleged to have been found within South Shields, one at Mile End Road (HER 1804) and the other at Denmark Street (HER 943). The provenance of these two discoveries is unproven.

- 4.3.8 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. The Mill Dam is believed to have extended from the current riverside area up as far as the Fowler Street / Keppel Street junction, therefore lying within the southern part of the proposed development site and provided a head of water to power a watermill (HER 947) which is believed to have lain in the immediate vicinity of the Site. 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’. Documentary records identify the watermill as Westoe Mill from at least 1347.
- 4.3.9 Shields was a borough town by 1235 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). 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**).
- 4.3.10 The town continued to grow through the medieval period. 17th century maps show the layout of the town extending north and south along the riverbank from the Mill Dam and eastwards along the Dam, with a windmill located on the hillside to the east of the town (Gardner 1654, reproduced in HER 945). This probably broadly reflects the medieval layout and the Site lay entirely within the medieval town. Salt panning was a major industry during the medieval period and would have required a waterside location (HER 946).
- 4.3.11 Ridge and furrow seen near the Church of St Hilda provides evidence that the area east of the riverside was largely agricultural in the early medieval / post-medieval periods (HER 12734). A 13th century record detailing an Inn and brewers at Shields has been linked to the field name ‘Beer Brewers Well’ on the 1768 Richardson map (HER 4486). The HER records a brewers well to the east of the Market Place (HER 4598) but it is thought this may be a misplaced location as it also mentions that it was rediscovered during the reconstruction of the Mechanics Arms Inn on Waterloo Vale in 1900. This would place the medieval brewery east of Waterloo Vale where the Mechanic’s Arms Inn, marked on the 1896 Ordnance Survey, was preceded by a Brewery on the 1858 map. There is no indication of such an establishment being present on the earlier maps where, as described above, Beer Brewers Well is marked to the south of Mill Dam.

- 4.3.12 A medieval bone ring with *fleur de lys* design was probably a chance loss near the waterfront (HER 941).
- 4.3.13 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). Again, this would have been in the immediate vicinity of the Site.

Post-medieval (17th – 18th century)

- 4.3.14 Post-medieval and modern development and reclamation have removed all trace of the early layout and altered the topography. The Ballast Hills to the east of the medieval town (HER 4483, 4484) are shown on 18th century maps. Chalk, shingle and sand were frequently transported north in ships returning from taking coals to London to provide stability to the cargo-free vessels. This material was then dumped near the docks to allow the next cargo of coal to be loaded. Richardson's 1768 map shows these are 'Rubbish Hills' south of the Mill Dam and 'Ballast Hills' to the north. North of the Mill Dam inlet, a court record of 1670 refers to a ballast quay (HER 4487) on the opposite side of the bridge to the water mill, believed to be in the location of the later Cookson's Quay and therefore in the immediate vicinity of the Site.
- 4.3.15 The post-medieval and modern development of South Shields is largely industrial in nature. Salt panning was an important local industry, with saltpans labelled on the 1774 Trinity House Map, but through the 18th century, glass manufacturing developed on the river front from 1707 (HER 2340). The first glasshouse was established by Onesiphorus Dagnia (of the Ouseburn Glassworks in Newcastle) in 1707 and in 1757 was mortgaged to John Cookson, whose father, Isaac, had set up a glasshouse for him 1737. John Cookson and his partner, Thomas Jeffries, made crown glass at the glass house on Bill Quay, South Shields. In addition to glass, the family had interests in salt pans and a ballast quay ([https://www.gracesguide.co.uk/John_Cookson_\(1712/13-1783\)](https://www.gracesguide.co.uk/John_Cookson_(1712/13-1783))).
- 4.3.16 The marketplace 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 (HER 4593). 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>).

- 4.3.17 During the 17th century, there are numerous references to a bridge across the Mill Dam (HER 4599). This bridge, possibly called Deanbridge, may have replaced the earlier ford (HER 1902). It is described as built in timber and only just wide enough for a single vehicle. The Mill Dam and bridge separated the town into 'over-' and 'under-dammers', with the area to the north known as Fishergate and that to the south as Panngate, emphasising the importance of different industries in different parts of the town.
- 4.3.18 Also shown on 18th century maps were a windmill (HER 7833) and brickyard (HER 7834), both located south of Mill Dam and east of the 'Rubbish Hills'. North of Mill Dam, a tilery (HER 2590 / 7832) and Mr Thompson's timber yard (HER 4590) were present. All had gone by the early 19th century. The South Shields Pottery was a going concern in 1790 but no other details are available (HER 8490).

Early Modern Period (19th – early 20th century)

- 4.3.19 The early modern period is best discussed with closer reference to the specific site as detailed maps and documentary records are available and the potential is better understood without reference to the wider environs. The following discussion is therefore limited to those sites that have specific bearing on the Site's potential. A detailed account of the early modern development of the Site is provided in the Map Regression below.
- 4.3.20 A report on the state of the town in 1845 notes that the Mill Dam area was mainly occupied by glass-makers and further states

"The town consists generally of a long irregular street running parallel with the river and close to it. From this street, a number of lanes and narrow streets branch off, on the one side leading to the river, on the other, to a range of low hills, which extend the whole length of the town in a direction parallel to the river.

These hills, with the exception of that part of the range which is nearest to the sea, are artificial, consisting either of accumulations of ashes and refuse from the salt-pans which formerly existed in the place, or of heaps of gravel brought hither as ballast by the colliers" (The Commissioners 1845).

- 4.3.21 The Cookson Glassworks remained in the Cookson family until the mid-19th century when it passed to R W Swinburne and Company. A wagonway, later known as the Ballast Railway, was constructed in c. 1832 to carry glass waste away from, and coarse sand, used for

grinding, to the glassworks (**HER 2427**). It was powered by a stationery steam engine (located at Derby Terrace) on the lower section and horses in the upper section until locomotives were introduced in 1879. The arrangement of the glassworks in 1858 shows there to have been two cones within the northwestern part of the Site, and in the southern area were a variety of ancillary structures including the Flattening House, a cratemakers workshop, timber house, an office, laboratory, smithies, a picking house, a store house and four chimneys. This area of chimneys and the Flattening House were accessed via a lane called Mill Dam Place that entered from the south. The main entrance to Swinburne's Glassworks on New Road (already present running north-south through the centre of the site in 1827) had the offices to the south and a porter's lodge to the north. To the east of this road, in the area formerly occupied by the cemetery, was a stone yard. The Site also appears to take in the eastern edges of the Crown Glass House and Furnaces & Blowing House

- 4.3.22 Swinburne's supplied half the glass for the Crystal Palace constructed for the Great Exhibition of 1851 but the business closed in 1865. It was rescued in 1868 by Charles Mark Palmer and traded as the Tyne Plate Glass Co until it finally closed in 1891, the site to be taken over by the Harton Coal Co who demolished much of the works (https://www.gracesguide.co.uk/R._W._Swinburne_and_Co). The surviving chimney (**HER 4983**) is dated to 1865, the year in which Swinburne's Glassworks closed. It is a locally listed building and sits within the Mill Dam Conservation Area.
- 4.3.23 The closure of the Tyne Plate Glass Company in 1891 and sale of the site to the Harton Coal Co, resulted in the demolition of most of the buildings on the site sometime after 1896 when the glass works is labelled 'disused' on the Ordnance Survey map. Staith House (**HER 5677**), was constructed to provide washing and locker facilities for the engine drivers and coal handlers. This locally listed building was demolished in 2016, having fallen into serious disrepair, but the brick façade on Mill Dam has been retained as a significant feature within the Conservation Area.
- 4.3.24 The Harton Coal Company's interest in the site was for direct access to shipping from the colliery. The Harton Low Staiths (also called Harton Colliery Staiths (New)) were opened in 1904, providing a unique facility loading coal into ships by steam cranes. In 1914 electrically powered conveyor belts were introduced (see Plate 1).



Plate 1: Harton Low Staithes, South Shields 1948 © Historic England (EAW014535)

4.3.25 St Hilda's Churchyard (HER 16513) expanded following the infilling of the Mill Dam and raising of ground levels in 1816-1818. However, the increasing population resulted in further problems of capacity and strict rules were implemented to limit the number of burials per grave and ensure a reasonable depth of burial (no less than 4½ feet). Burials other than in existing family plots were curtailed from 1st July 1855. Archaeological interventions to the south of the current cemetery have recovered remains of 18th and 19th century burials on the north side of Coronation Street (Archaeological Services 2006, OA North 2011, PCA 2019). In addition to the burials, the eastern church yard wall was recorded and a cobbled surface beyond that, suggesting that by the 19th century, at least, there was no burial beyond the churchyard to the east. The early 19th century ground-raising deposits were seen to have been truncated by the realignment of Coronation Street in the 1970s. The upper burial horizon identified was at c. 6.36m OD (top of grave slab), although as the land slopes down

towards the river, this is likely to drop. Excavations south of Coronation Street and in the roundabout did not extend to this depth and encountered no archaeology other than the ground levelling deposits (PCA 2019).

4.4 Modern Development, Site visit

4.4.1 In the later 20th century, the Site continued in use for the coal wagons into the 1980s, only being cleared of rail lines in the 1990s. From the middle of the first decade of the 21st century, the northern part of the Site was used as a surface car park. In the early 2010s the same area was used as a compound for the redevelopment of Harton Low Staiths. It has since been left undeveloped and unused for any formal purpose.

4.4.2 Nansi Rosenberg visited the site on 25th November 2020. The site was unoccupied and grass was growing through the abandoned gravel surface in the northern area. A mound of earth was noted between the sub-station and the wall on Mill Dam. Evidence for working was noted on some stones piled up next to the entrance. Along Mill Dam, a former entrance was evident in the ground surface, although the opening itself was infilled with bricks in keeping with the wall to south. The southern section of the boundary wall is understood to have been rebuilt in the 1980s.

4.5 Map / Photo Regression

Plan of the Townships of South Shields & Westoe in the County of Durham from a survey by Mr Richardson of Darlington 1768

4.5.1 This map provides a detailed look at the layout of the town prior to the major redevelopment that saw the Mill Dam built over and the reconstruction of the church. The Site is located to the north of the western end of Mill Dam. It is insufficiently detailed or accurate to precisely locate the site, but an area marked 'Glebe' would have belonged to the church and may equate to the later triangular section of church yard that extends into the Site. A small building near the bridge across the Mill Dam inlet may or may not fall within the site. It is conceivable that this was the watermill.

Tithe Map 1827 South Shields

4.5.2 The Mill Dam had been built over and the Site is shown to be partly occupied by Mr Cookson's Glass Works and partly by the church yard. No glass cones are shown within the northern part of the Site so it is assumed these were a later development.

Ordnance Survey 1858- 1:568

4.5.3 South Shields had by now become a highly industrial settlement and as described above, the site was largely part of Swinburne's glassworks, with a stone yard occupying the eastern area and two glass cones in the north-western part of the Site. 'Mill Dam Landing' is bounded to the north by a saw mill, engine house and timber house belonging to Swinburne's Glass

Works. What later became Harton Low Staiths is labelled Cookson's Quay. A small lane, Mill Dam Place, provides access from the end of Mill Dam into the rear of the crate makers workshop and an area of chimneys. The entrance to the rail tunnel is shown on the quay side of the Crown Glass House.

Ordnance Survey 1896 1:500

4.5.4 The Glass Works is marked as disused but has expanded across the former 'New Road' to incorporate the area of the former stone yard. Coronation Street (now Mill Dam) is identified as such. There is no labelling to explain the different uses of parts of the glass works, Mill Dam has been shortened and appears to have new walls. It is labelled with the word 'Mud'. The 1865 chimney is shown. The former Cookson's Quay is now Harton Collieries Staiths (New).

Ordnance Survey 1915 1:2,500

4.5.5 Most of the glassworks buildings have been demolished and rail lines are beginning to dominate the Site. Buildings are present along Coronation Street south of the tunnel. These include Staiths House.

Mill Dam February 1939 by Celia Amy Flag © South Tyneside Council (STH0001660) (Plate 2)

4.5.6 The Wagon Repair Shop is in the foreground with the glasswork's chimney behind. The wall that forms the Site boundary is clearly not the same as that visible in this photograph. The conveyors on the staiths are visible beyond the wagon repair shop.

Harton Low Staithes, South Shields 1948 © Historic England (EAW014535) (Plate 3)

4.5.7 This aerial shot shows the arrangement of railways, the tunnel entrance, Staith House and the wagon repair shop. The Mill Dam has been infilled / covered over.

Ordnance Survey 1956 1:1,250

4.5.8 The building at the southern end of Coronation Street is identified as the wagon repair works. The rail lines have again multiplied and encircle a mound, presumably of either coal or ballast.

Ordnance Survey 1973-75 1:10,560

4.5.9 The mound is cut by further rail lines.

Ordnance Survey 1986 1:10,000

4.5.10 No significant change.

Current mapping

4.5.11 The site has been cleared of all buildings with the exception of the 1865 chimney, and the electricity sub-station has been constructed. Public realm works have been undertaken along the former staiths.

Table 2 : HER entries within 500m 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

5.0 Assessment

5.1 Proposed Development

5.1.1 The proposed development is for mixed use retail and leisure development...

5.2 Designated Assets

5.2.1 The Site partly falls within the limits of the Mill Dam Conservation Area. At present, the conservation area boundary includes the extent of the former Staith House and the 1865 chimney. Clearly, Staith House has been demolished although its façade has been retained. The brick wall along Mill Dam provides a sense of enclosure although only sections are believed to be original. The chimney is a partial survival but the land to the east, included in the conservation area, does not contribute to the conservation area in any appreciable way.

5.2.2 The current appearance of the Site as open unused land does not reflect the historic appearance of this area and whilst it does provide views towards the Customs House from Harton Quay, this is not considered essential to the significance of the conservation area. Development will retain the brick boundary wall on Mill Dam and will need to build on the urban feel of the conservation area in that direction whilst also respecting the more maritime nature of the riverside area. Sympathetic design in the area offers an opportunity to enhance the conservation area and improve the setting of both parts.

5.3 Undesignated Assets

5.3.1 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).

5.3.2 The area has negligible potential to answer questions relating to the prehistoric occupation of South Shields based on present evidence.

5.3.3 There is also relatively limited evidence for Roman period occupation, which is known to have been focused on the fort and vicus sites to the north. Whilst it is likely that the Romans would have had a port at South Shields, and the location of this is unknown, a position closer to the fort and vicus is perhaps more likely than at Mill Dam, although the possibility cannot be completely ruled out.

- 5.3.4 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 on the Mill Dam and the riverside. 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’. The Site lies on and immediately adjacent to the basin and as such the potential for the Mill Dam itself and medieval / post-medieval activity located around the tidal inlet is high. Whether such remains have survived later industrial use of the Site is unknown but the potential is greatest at the southern end where the Site avoided use for the railway and retained buildings into the 20th century.
- 5.3.5 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.
- 5.3.6 Previous changes to the sewerage on Coronation Street have uncovered the graveyard and human burials below the street (Archaeological Services 2006, OA North 2011, PCA 2019). The eastern side of the site lies within former church land and, given the problems of capacity, it seems highly likely it would have been used for burials. It was a stone yard by the 1850s when St Hilda’s graveyard had gone out of use. The potential exists for human remains to be present below 6.36m aOD.
- 5.3.7 More recent impacts from redevelopment of the Site are likely to have had a significant impact on the survival of archaeological remains. However, it is not clear whether levels have been built up which could, potentially, have aided the preservation of earlier remains.

6.0 Conclusions

- 6.1.1 Whilst conservation area and its setting will be affected by the proposed development, it is not considered an unreasonable or negative impact. NEED MORE DETAIL
- 6.1.2 The Site is likely to have been central to the settlement of South Shields from the medieval period onwards, potentially as early as the 7th century. The presence of the Mill Dam at the southern end raises the possibility of dockside activities, or potentially, the watermill to have been located here. In the eastern side of the site, the potential for human remains is recognised, although if present they are likely to have suffered severe truncation from the railway and associated tunnel. The remains of 19th century glass ovens are potentially present in the north-western part of the site.

- 6.1.3 A programme of archaeological evaluation is recommended, commencing with monitoring of geotechnical test pits. This should be followed by evaluation excavation and, should evidence for archaeological survival be confirmed, a mitigation strategy should be prepared, potentially involving some area excavation and/or design solutions to limit impacts on archaeological deposits.

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8.0 Figures

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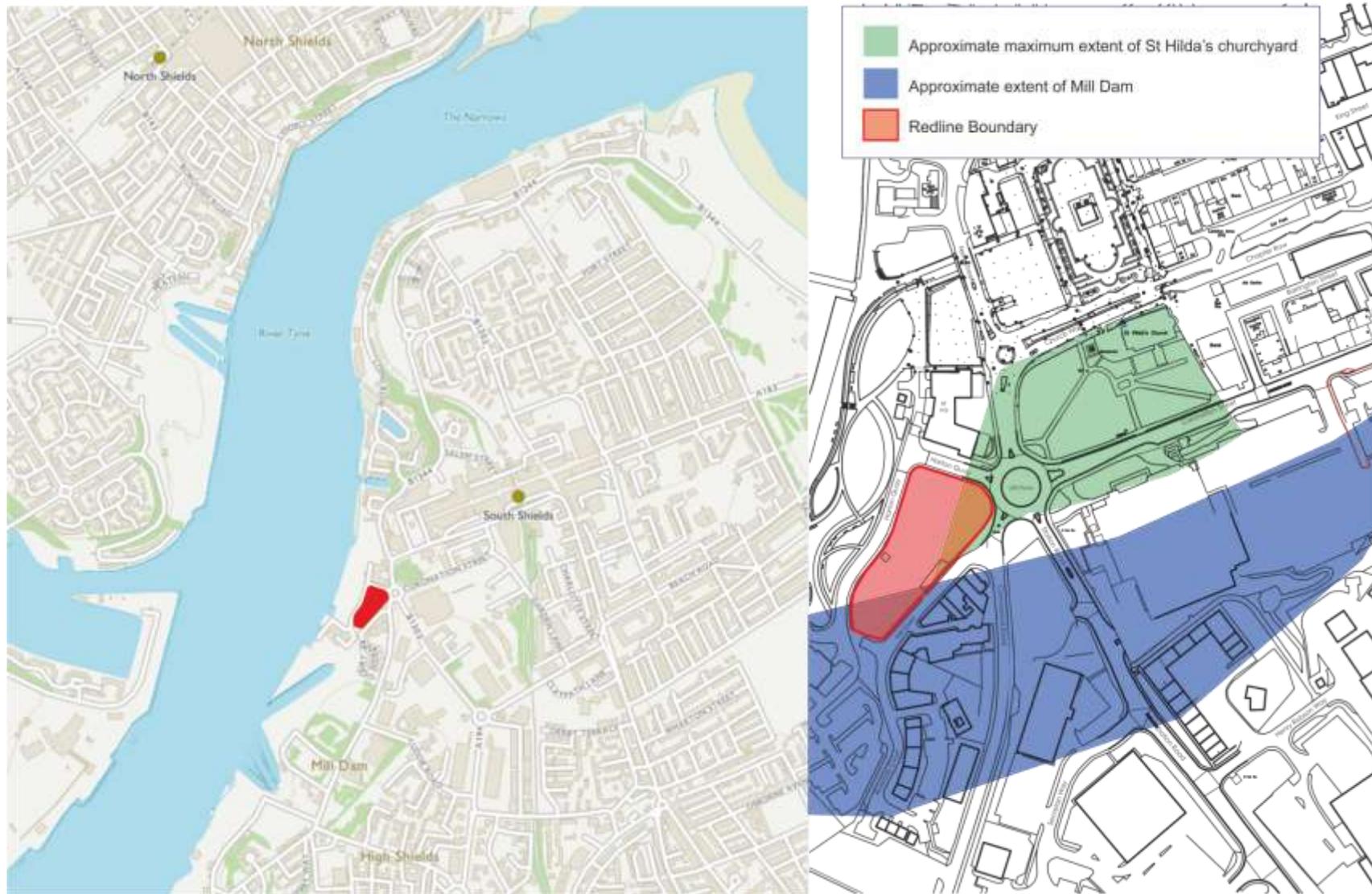




Figure 2: Designated Heritage Assets



Figure 3: Undesignated Heritage Assets

Figure 4: Proposed Development



Figure 5: Richardson's Plan of the Townships of South Shields & Westoe 1768



Figure 6: 1827 Tithe Map



Figure 7: Ordnance Survey 1: 2,500 1858-81

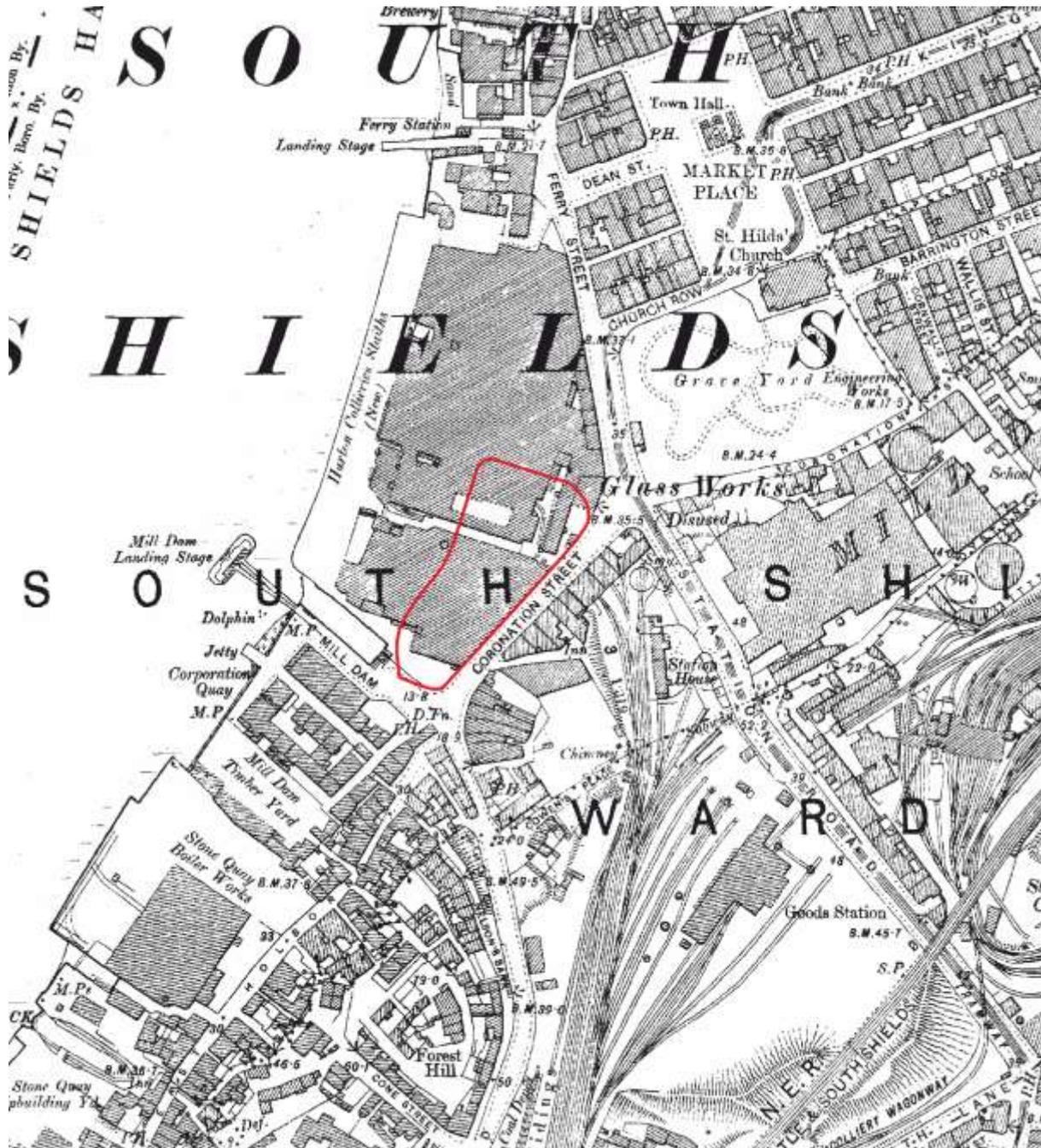


Figure 8: Ordnance Survey 1897-98

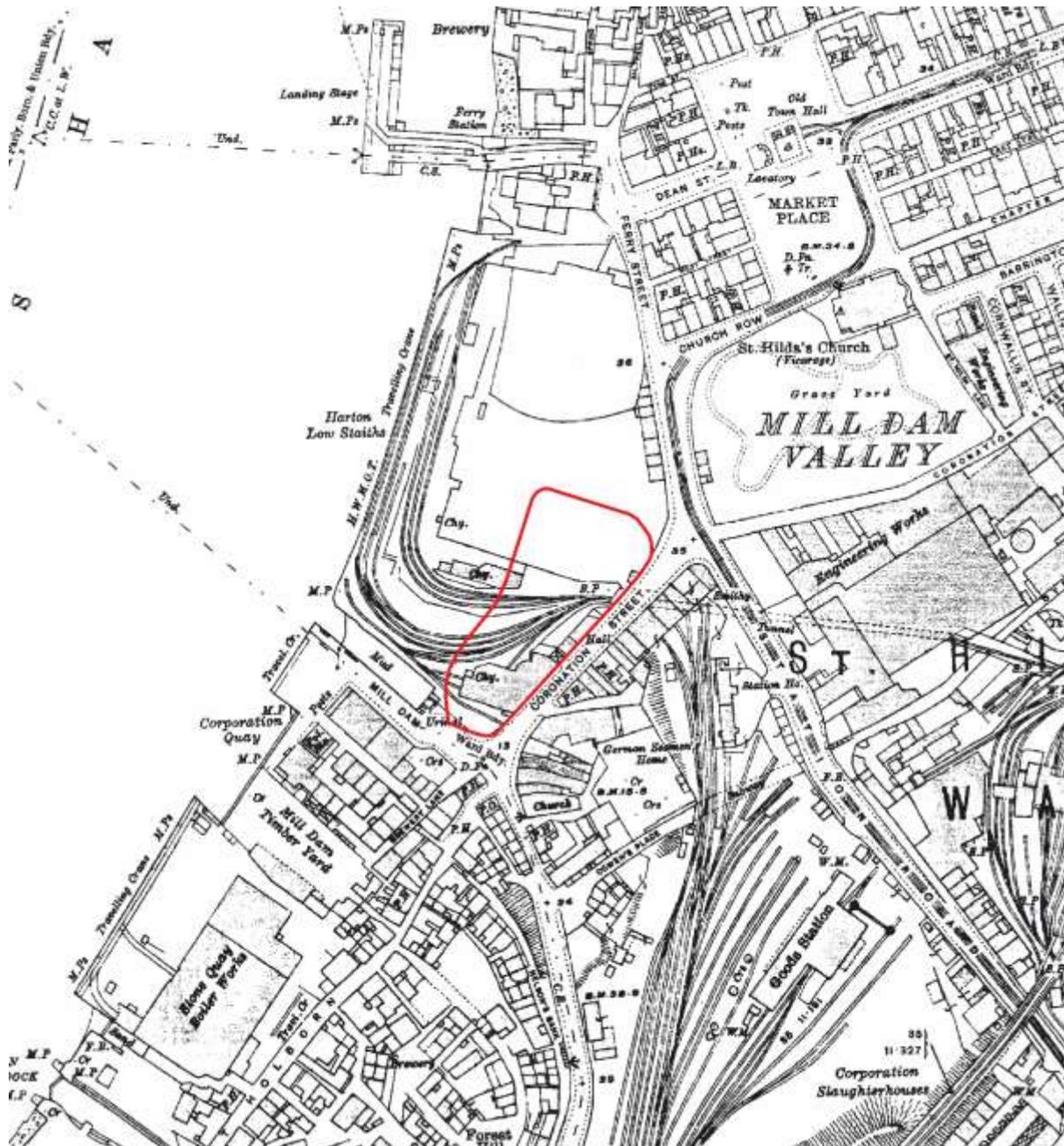


Figure 9: Ordnance Survey 1915

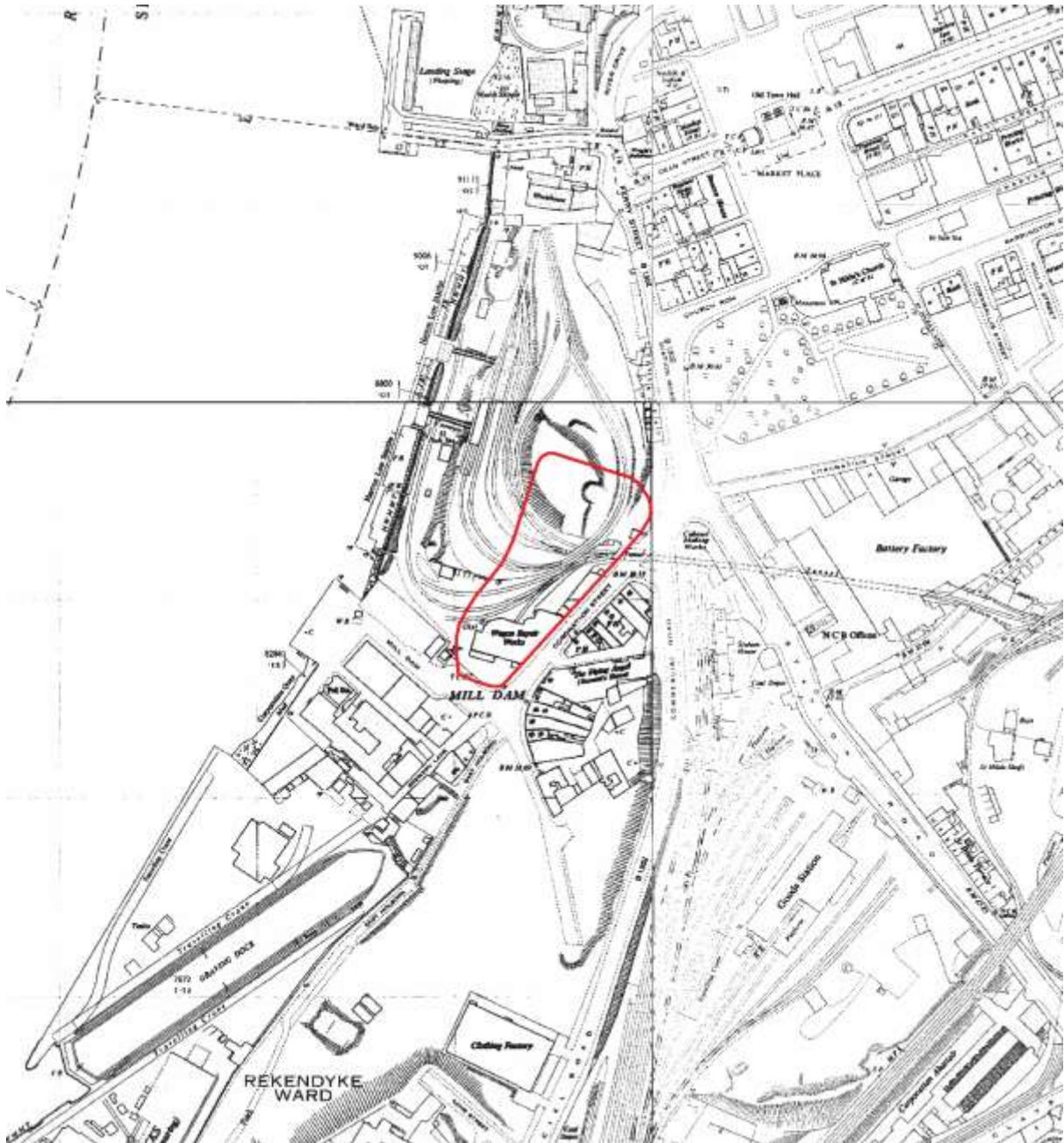


Figure 10: Ordnance Survey 1955-56



Figure 11: Ordnance Survey 1973-75

9.0 Plates



Plate 2: Looking northeast from Corporation Quay. The listed Steamboat pub is located to the right of the chimney. All other buildings beyond the brick boundary wall, except Asda and the modern building to the left of the picture, are locally listed and within the conservation area.



Plate 3: Looking west with the Customs House to the left of the picture



Plate 4: Supports for the facade of the former Staiths House



Plate 5: Looking northeast. The stonework marks the position of the former Mill Dam Dock / Landing



Plate 6: 1865 chimney from the south. The date stone can be seen mid-way up the unrendered top section