

**Garwood Street, South
Shields**

**Archaeology Desk-
Based Assessment**

Client: SOUTH TYNE BUILDING SUPPLIES
LTD

AB Heritage Project No: 63297

Date: 12/09/2024

Garwood Street, South Shields

Archaeology Desk-Based Assessment

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Project Number	63297
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EXECUTIVE SUMMARY

AB Heritage has been commissioned by South Tyne Building Supplies Ltd to produce an Archaeological Desk-Based Assessment covering proposed works on land at Garwood Street, South Shields, NE33 5AG. It has been requested as part of a forthcoming planning application.

The proposed development is for the construction of nine industrial units on the eastern half of the site, alongside associated car parking and bin storage. The proposed scheme of works also seeks to open up new vehicular access in the east of the site leading from Garwood Street.

This report has charted the historical development of the site and surrounding area from the Prehistoric period onwards. During the Roman period, the projected line of the Wrekendyke Roman road ran through the east of the site. Following this it appears that the site was open fields until the mid-19th century when exploitation of natural coal seams increased and rail lines were constructed to facilitate the transportation of goods. This increase in prosperity and jobs partly led to the suburban expansion of South Shields to the south, resulting in the construction of terraced housing across the site, on either side of the rail lines which ran through the centre of the site. During the mid 20th century, housing to the western half of the site was demolished and replaced with industrial buildings. By the late 20th century, a decline in the coal industry led to the demolition of the railway lines, as well as the demolition of all structures across the site. The site was levelled using the railway embankment and ballast, resulting in thick levels of made ground particularly on the eastern part of the site. The land at Garwood Street is now hardstanding and used as a storage location for building materials.

It is assessed that the chance of encountering Roman remains relating to Wrekendyke Roman road is Low, while the potential for encountering Modern remains within made ground is assessed to be Low. For all other periods it is considered that there is No Potential to encounter complex or significant archaeology.

There are consequently no further recommendations in terms of archaeology. All recommendations are subject to the approval of the Local Planning Archaeologist.

1. INTRODUCTION

1.1 Project Background

- 1.1.1 AB Heritage Limited has been commissioned by South Tyne Building Supplies Ltd to produce an Archaeology Desk-Based Assessment covering proposed works on land at Garwood Street, South Shields, NE33 5AG. It has been requested as part of a forthcoming planning application.
- 1.1.2 This report includes a description of the baseline conditions, from an examination of readily available sources on the history and archaeology of the site, identifying any known and potential archaeological receptors subject to potential impact. It proposes a suitable mitigation strategy for archaeology, where such works are deemed appropriate.

1.2 Site Location & Description

- 1.2.1 The proposed redevelopment site is located on land south of Smith Street and west of Garwood Street, South Shields, NE33 5AG. The site is centred on National Grid Reference (NGR): NZ 35635 65865 (Figure 1). The application site is presently used as a storage site for building supplies.
- 1.2.2 The site, which is located c.2m west of Garwood Street, c.8m south of Smith Street and c.10m east of Temple Town, is bounded immediately to the south by industrial buildings. The River Tyne is located c.285m west of the centre of the proposal site.



Plate 1. 2024 aerial image (Google Maps, 2024)

1.3 Geology & Topography

- 1.3.1 The eastern part of the site is on bedrock geology of the Pennine Middle Coal Measures Formation, a sedimentary bedrock of mudstone, siltstone and sandstone formed between 318 and 309.5 million years ago during the Carboniferous period. This is overlain by Glaciolacustrine Deposits, sedimentary deposit of Devensian clay and silt formed between

116 and 11.8 thousand years ago during the Quaternary period. The western part of the site is on bedrock geology of the Grindstone Post Member, a sedimentary bedrock of sandstone formed between 315.2 and 309.5 million years ago during the Carboniferous period.

- 1.3.2 The site is situated at c.4m above Ordnance Datum (aOD), though slopes to c.3m aOD in the east of the site. Based on historic maps, this coincides with the location of former railway lines and embankment and subsequent attempts at levelling the site in the late 20th century.
- 1.3.3 Available borehole data (with records obtained within the site boundary in 1987) indicate that made ground consisting of materials such as ashes, coal, bricks, ballast, clay and clinker is present across the site to the depth at least 1 to 9 metres (BGS, 2024)¹. The levels across the west of the site average a depth of c.3m of made ground (NZ36NE15483/2), while the centre of the site has made ground consisting of gravel at a depth of c.1m (NZ36NE15483/5). The east of the site has the largest levels of made ground, being located east of the former raised railway embankment. Within the eastern part of the site levels range from 1.4m (NZ36NE15483/6) to 8.9m (NZ36NE13828/W) within the centre of the eastern half of the site.

1.4 Overview of Proposed Development

- 1.4.1 The proposed development is for the construction of nine industrial units with associated parking and bin storage. It is also proposed that new vehicular access is created from Garwood Street (Figure 4). The units will range from 2 to 3 storeys in height (Figures 5-8). Although indicative foundational plans were not available at the time of writing, due to the depth of made ground across the site, it is expected that these will require pilings.
- 1.4.2 The proposed work is limited to the eastern portion of the site, as seen on Plate 2.



Plate 2. Proposed area of work, marked in yellow (Google Maps, 2024)

1.5 Planning Background

- 1.5.1 The proposed development site has been the subject of two planning applications since 1988:

¹ Borehole record references: NZ36NE13828/G; NZ36NE15383/9; NZ36NE15483/8; NZ36NE13828/W; NZ36NE15483/6; NZ36NE15483/5; NZ36NE15483/4; NZ36NE15483/5; NZ36NE15483/4; NZ36NE15483/3; NZ36NE15483/3; NZ36NE15483/1; NZ36NE15483/2

- ST/0212/88//UD – 16th March 1988: Proposed Car Parking Area. Decision: Grant Permission with Conditions.
- ST/0135/94//UD – 22nd February 1994: Proposed Car Park/Stock Yard with Fencing, Levelling and New Entrance. Decision: Grant Permission with Conditions

1.6 Consultation

- 1.6.1 Prior to the production of this report, Paul Williams (Managing Director, IBA Architects) engaged in discussions with David Cockcroft (Tyne & Wear Archaeology Officer) who provided comment on the known archaeological resource within the site boundary and identified the need for an Archaeology Desk-Based Assessment. Dr Cockcroft identified that, 'the site is located on the purported route of the Wrekendyke Roman Road (HER 277) as well as the route of the 19th century Harton Coal Company Railway (HER 2449) which became South Shields Branch of the North East Railway (HER 2288).'
- 1.6.2 Clare Lazzari (Heritage Consultant, AB Heritage) contacted Rachael Grahame (Tyne & Wear Archaeology Officer) via email on the 8th of August 2024. The purpose of the consultation was to discuss the scope of the report preliminary historical research and identified that a 500m search radius of HER data would be adequate to cover the known and potential archaeological resource in the area. The consultation also provided the opportunity for Ms Grahame to provide any additional comments on this. Rachael Grahame (Tyne & Wear Archaeology Officer) responded via email on the 13th of August 2024 and expressed that a 500m search radius of HER data would be sufficient.

1.7 Project Qualifiers

- 1.7.1 This report has been prepared under instruction and solely for the use of South Tyne Buildings Supplies Ltd, and any associated parties they elect to share this information with.
- 1.7.2 Measurements and distances in this report are approximations only and should not be used for detailed design purposes.
- 1.7.3 All work undertaken is based upon the professional knowledge of AB Heritage and relevant standards, technology and legislation at the time of writing. Changes in these areas may occur in the future, causing changes to the conclusions, recommendations or advice given. AB Heritage is not responsible for advising any parties on the implications of such changes.
- 1.7.4 This report utilises information obtained from third party sources. AB Heritage takes no responsibility for the accuracy of such information.
- 1.7.5 Where recommendations are provided these need to be approved by the Local Planning Authority and do not themselves comprise mitigation of impacts.

2. AIMS & METHODOLOGY

2.1 Aims of Report

- 2.1.1 Early assessment of the implications of proposed development on the heritage resource is key to informing reasonable planning decisions. Indeed, NPPF 200 requires local planning authorities to request descriptions on the significance of any heritage assets affected by a proposal, including any contribution made by their setting. This states that:

‘The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance’.

- 2.1.2 This assessment therefore has the following objectives:

- To take account of the following research questions detailed in the North-East Regional Research Framework (NERF):
 - R2: What can archaeology tell us about Roman roads and communication routes in NE England?
 - Pmed11: Industrialisation – Early railways: the North-East was a world leader in the development of early railways. This needs to be recognised in on-going research; three avenues have been defined. First, investigation should focus on the earliest wagon-ways and pre-locomotive hauled lines, as well as activity at the terminals of early railways, specifically the development of coal staithes. Second, existing landscape features along the course of known early wagon-ways require survey, including railway formations, track-beds and gradients.
- To provide sufficient evidence on the heritage of the site and any potential impacts on such a resource, to inform the Local Planning Authority’s decision-making process in relation to the current planning application; and
- To develop appropriate recommendations / mitigation responses, where necessary, to assist the work of the planning team.

2.2 Methodology

Study Area

- 2.2.1 Following an assessment of the available data and in consultation with Rachael Grahame (Tyne & Wear Archaeology Officer), a 500m study area was assessed to be suitable in order to capture the potential and known archaeological resource within the site and surrounding area.

Standards & Guidance Used

- 2.2.2 The assessment has been carried out in line with the Chartered Institute for Archaeologists’ *Standard and Guidance for Historic Environment Desk-Based Assessment* (2017).

Selection and Assessment of Sources

2.2.3 In line with para 3.3.6 and Annex 1 of the Chartered Institute for Archaeologists' *Standard and Guidance for Historic Environment Desk-Based Assessment*, this report considers appropriate sources of information and a rationale behind their use. These have been detailed in Table 1:

Table 1: Examination of Appropriate Sources

SOURCE	TYPE OF EVIDENCE	CONSULTED	COMMENT
Tyne and Wear Historic Environment Record	The primary source of information concerning the current state of archaeological and architectural knowledge in this area. Contains published and unpublished archaeological and historical sources, including any previous investigations undertaken within the study area.	08/08/2024	A HER dataset covering a 500m study area was received on the 15 th of August 2024.
Consult Tyne and Wear Planning Archaeologist / Conservation Officer	Early discussion with the Local Planning Authority Planning Archaeologist and / or Conservation Officer is key to understanding the significance of an area and creating a tailored approach most appropriate to assessment of a site.	08/08/2024	See Section 1.6
Site Walkover	This task allows for development of a greater understanding of any known or anticipated archaeological issues of the site, including information on areas of past truncation within the site boundary.	09/09/2024	Clare Lazzari (Heritage Consultant, AB Heritage) visited the site on the 9 th of August 2024.
National Heritage List for England	Information on statutory and non-statutory designated sites, including Listed Buildings and Scheduled Monuments.	08/08/2024	None are recorded as within the site or the 500m study area?
Tyne and Wear Archives	Readily accessible information on the site's history from readily available historic documentary sources, maps and photographs.	07/08/2024	Tyne and Wear Archives did not hold any records that would be pertinent to this report.
Archaeology Data Service	The ADS is a digital repository for heritage records that supports the long-term digital preservation of such data to support future research, learning and teaching.	07/08/2024	The ADS repository did not contain information which was not already available in the HER data.
Heritage Gateway	An extensive database allowing for cross-search of over 60 resources on England's local and national historic sites, buildings and archaeology, including images of listed buildings.	05/08/2024	

SOURCE	TYPE OF EVIDENCE	CONSULTED	COMMENT
North East Regional Research Framework Agenda	Regional Research Frameworks have been developed in each region as part of the Regional Research Frameworks initiative promoted by English Heritage in collaboration with local authorities, in order to provide an effective yet flexible structure for decision making regarding future archaeological research.	15/08/2024	The North East Research Framework (NERF) was used to inform the archaeological and historical background to this report.
Geotechnical Information	Using information gained from the British Geological Survey this report includes information on the below ground geology of the site to better understand the potential for past activity.	15/08/2024	
Local Archaeological & Historic Societies	Using the British Association for Local History (https://www.balh.org.uk/) list of local societies, checks were made with relevant organisations where there was a specific and obvious benefit to consulting local expertise on the archaeology / history of the proposed development site.	15/08/2024	The South Shields Historical Society website and the South Tyneside History website (South Tyneside Libraries) were accessed. These were consulted to provide a greater understanding of local history.

2.2.4 For reporting purposes, any relevant archaeological information gathered from the above sources has been allocated AB numbers, which can be viewed in the Cultural Heritage Features Gazetteer (Appendix 1).

Assessment of Archaeological Potential

2.2.5 This Archaeology Desk-Based Assessment contains a record of the known historic environment resource of the area. It also assesses the potential for archaeology to survive within the limits of the site, using the following scale:

- No Potential - Clear evidence of past impacts / site sterilisation
- Low - Very unlikely to be encountered on site
- Medium - Features may occur / be encountered on site
- High - Remains almost certain to survive on site

2.2.6 In relation to buried archaeological remains, where a site is known or there is a medium or above potential for archaeology to survive, full impact assessment will be undertaken.

Assessment of Receptors Significance

2.2.7 Assessment of the heritage significance of a receptor is judged upon various factors, including any existing designation, plus information on any relevant architectural, archaeological or historical factors. Considering these criteria each identified feature is assigned a level of significance in accordance with a five-point scale (Table 2, below).

Table 2: Assessing the Significance of a Receptor

SCALE OF SITE SIGNIFICANCE	
VERY HIGH	The highest status of site, e.g., Scheduled Monuments (or non-designated assets of schedulable quality and importance), or other designated / non-designated assets that can be shown to have exceptional qualities in their fabric or historical associations. Receptors of known or likely clear national importance, including extremely well-preserved historic landscapes, whether inscribed or not, with exceptional coherence, time depth, or other critical factors.
HIGH	Other designated / non-designated archaeological sites or assets with strong and coherent survival of key factors, such as extent / condition / context associations, providing clear evidence of occupation / settlement, ritual, industrial activity, etc. Examples may include archaeological remains that contribute significantly to research priorities, burial sites, deserted medieval villages, Roman roads, dense finds scatters, etc.
MEDIUM	Evidence of human activity that retains clear archaeological value, albeit with lesser coherence and / or merit than listed above. Such features will have the potential to contribute to research objectives and may include more ephemeral and / or degraded settlement activity to that listed above, defined historic field systems, finds scatters more dispersed in nature, or deposits with the potential for the recovery of meaningful environmental data..
LOW	Assets with very little or no surviving archaeological interest. Examples include destroyed antiquities, structures of almost no architectural / historic merit, buildings of an intrusive character or relatively modern / common landscape features such as quarries, drains and ponds etc.
UNCERTAIN	Insufficient information exists to assess the importance of a feature (e.g. unidentified features on aerial photographs).

- 2.2.8 The significance of known assets is typically determined by reference to existing designations. **Where a receptor's value covers a range of the above possibilities or, for previously unidentified features or archaeological potential, no designation has yet been assigned, the significance of a receptor was based on professional judgement.** For example, for some types of features there is no consistent value. While all nationally registered, Listed Buildings can range in scale and importance from a single milestone to the site of St Paul's Cathedral. For this reason, adjustments are made on a case-by-case basis.

Impact Assessment

- 2.2.9 The degree of impact upon the heritage resource is determined based on professional judgement as to the level of effect from a proposed development on the baseline conditions of the site and the cultural heritage resource identified. The criteria for assessing the level of impact will be expressed against a five-point scale comprising Very High, High, Medium, Low and Uncertain.
- 2.2.10 Overall, the degree of change will then be assessed in terms of NPPF (as harmful or beneficial) and, where appropriate, against relevant local planning policy.

3. PLANNING & LEGISLATIVE FRAMEWORK

3.1 Heritage Legislation

- 3.1.1 Current legislation, in the form of the Ancient Monuments and Archaeological Areas Act 1979, provides for the legal protection of important and well-preserved archaeological sites and monuments through their addition to a list, or 'schedule' of archaeological monuments.
- 3.1.2 Likewise, structures are afforded legal protection in the form of their addition to 'lists' of buildings of special architectural or historical interest, under the Planning (Listed Buildings and Conservation Areas) Act, 1990. This legislation also allows for the creation and protection of Conservation Areas by local planning authorities to protect areas and groupings of historical significance.
- 3.1.3 The categories of assets with some form of legal protection have been extended in recent years, and now include Registered Parks and Gardens, and Historic Battlefields. While designation as a UNESCO World Heritage Site is not a statutory designation under English planning law, such a designation is regarded as a material consideration in planning decisions.

3.2 National Planning Policy Framework 2023

- 3.2.1 The NPPF sets out government policy on the historic environment, which covers all elements, whether designated or not, that are identified as 'having a degree of significance meriting consideration in planning decisions, because of its heritage interest'.
- 3.2.2 Paragraph 200 states that 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. The level of detail required in the assessment should be 'proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance'.
- 3.2.3 Paragraph 207 explains that '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.
- 3.2.4 Paragraph 208 advises that where a proposal involve less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. In weighing applications that affect directly or indirectly non designated heritage assets, Paragraph 209 states that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

3.3 Local Planning Policy

South Tyneside Draft Local Plan 2021 – 2039

Policy 44 – Archaeology

Development that would affect a known or potential archaeological site, whether designated or non-designated, will require the results of a desk-based assessment to be submitted as part of the planning application. An archaeological evaluation may also be required to identify the most appropriate course of action. Proposals on sites where archaeological interest has been established by a previous find recorded in the Historic Environment Record will not be determined until the potential impact of the proposed development on archaeological deposits and remains has been adequately assessed and evaluated, and any adverse impacts can be avoided, minimised, or mitigated. In the absence of adequate information, applications will be refused.

Opportunities for information gain and investigations as part of proposed development will be maximised and added to the Historic Environment Record.

Policy 45 – Development Affecting Non-Designated Heritage Assets

Development that could affect previously unrecognised heritage assets will be expected to provide sufficient information for any impact to be assessed.

In determining applications that would result in substantial harm to, or total loss of, a non-designated heritage asset or its setting, proposals must demonstrate that the public benefits of the development would outweigh any harm or loss of the heritage asset, based on heritage significance. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Where development has the potential to include heritage assets with archaeological interest, an appropriate desk-based assessment and, where necessary, field evaluation, will be required to allow any impact to be assessed.

4. CULTURAL HERITAGE RESOURCE BASELINE

4.1 Previous Works in the Study Area

- 4.1.1 There have been no previous archaeological works carried out within the site boundary.
- 4.1.2 There have been 18 previous recorded events within the 500m study area. Of these, seven were buildings investigations, six were Archaeology Desk-Based Assessments, two were archaeological evaluations, one was a watching brief, one was a thematic survey and one was an assessment and recording exercise.
- 4.1.3 The four closest events concerning archaeology in order of proximity to the centre of the site are:
- West Docks assessment and recording exercise (SMR 2074), c.145m northwest of site. The results of the exercise recorded the remains of two dry or graving socks used for ship repairing dating from 1892 to 1914, a subterranean pumphouse and a coal staithe [AB 12]
 - McNulty's Yard watching brief (SMR 5277), c.330m northwest of site. Modern remains were encountered comprising concrete quay wall, made ground deposit, and concrete surface.
 - Trinity South Archaeology Desk-Based Assessment (SMR 4903), c.430m northeast of site. Three trial trenches measuring 20m x 2m and one trench 30m x 2m were excavated to investigate the potential of a 17th century Quaker burial [AB 4] and the line of Wrekendyke Roman road [AB 1]. No archaeological features or finds were recorded.
 - Havelock Street archaeological evaluation (SMR 3575), c.450m north of site. Four evaluation trenches across the site revealed that the post-medieval ploughsoil had been buried by a large quantity of ballast up to 3m deep in places. No significant archaeological features were found on site.

4.2 Archaeology & History Background

The Prehistoric Period (c .500. 000 BC – AD 43)

- 4.2.1 There is evidence to suggest that South Shields has been continuously settled since the Prehistoric period. Populations would have exploited coastal areas. The NERF records the earliest local Prehistoric activity comprising Mesolithic tools and a possible Early Neolithic ditch were identified beneath South Shields Fort, c.2.15km north (Hodgson et al, 2006). It is likely that the coastal and river situation of South Shields would have been attractive to early Prehistoric populations as a source of food and natural resources.
- 4.2.2 Despite this, there is no evidence of Prehistoric activity within the study area.

The Roman Period (c. AD 43 – AD 410)

- 4.2.3 South Shields Fort, c.2.15km northeast of the proposal site, formed the centre of Roman activity in South Shields, the earliest known iteration of which was in the Antonine period, c.160. The fort had excellent transport links across Hadrian's Wall, now part of the Roman

Frontiers: Hadrian's Wall UNESCO World Heritage Site as well as via the sea. Evidence suggests that a road linked South Shields Fort with the Roman road at Chester-le-Street, c.16.38km southwest of the site (Hodgson, 1832). This road is known as the Wrekendyke road [AB 1].

- 4.2.4 While known sections of the road do still exist, in particular from Wrekenton, c.10km southwest of the site, to Jarrow Slake, c.1.7km west of the site, the projected line of the road is predicted to run northeast-southwest along to South Shields Fort. This projected line cuts directly through the east of the application site.

The Medieval Period (AD 410 – AD 1536)

- 4.2.5 Medieval activity within South Shields was largely focussed on the banks of the River Tyne, where a fishing port was established. It is thought that the southern extent of the Medieval settlement of South Shields was located c.740m north of the application site (Mabbitt, 2003)
- 4.2.6 However, evidence of Medieval activity further south, within the study area, appears to be focussed on weirs created within the River Tyne by monks in the 12th century. These weirs were established as fisheries known as Hebear [AB 2] and Sancte Hildear [AB 3], located c.435m west of the application site. The fisheries served the monks of St Hild's chapel, alleged to have been founded in c.647 by Saint Aiden (Historic England, 2024 – NHLE: 1232156) and now the site of the present-day St Hilda's Church, c.1.3km north of the centre of the application site.

The Post Medieval Period (AD 1537 – AD 1800)

- 4.2.7 The development of South Shields continued into the Post Medieval period, with the settlement remaining largely focussed on the fishing port on the Tyne c.1.3km north of the centre of the proposal site.



Plate 3. Map of the Tyne c.1650 (South Tyneside Libraries, 2024)

- 4.2.8 By the later Post Medieval period, it appears that some expansion of South Shields had extended south. A Quaker burial ground [AB 4] was founded in the garden of Robert Linton's

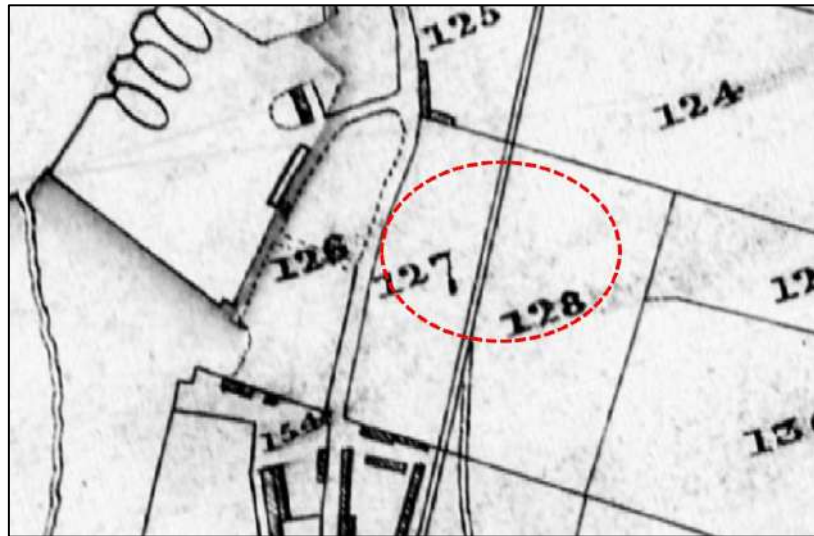


Plate 5. 1839 tithe apportionment map (Genealogist.com, 2024)

- 4.2.12 Further development of South Shields continued south within the following decades, both of residential housing and expansion of industries. Residential housing included the construction of Smith Street, Simons Street and Richard Street to the west of the rail lines, within the west of the site. The east of the site remained undeveloped (Plate 6).

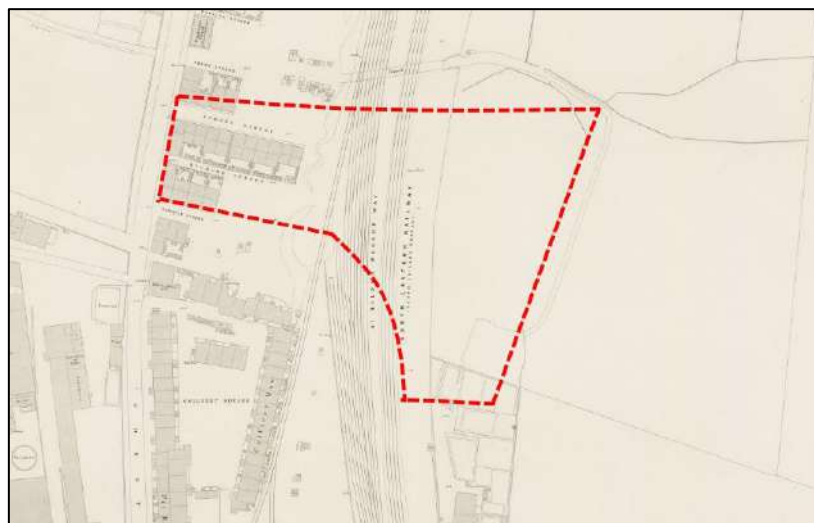


Plate 6. 1858 Town Plan (National Library of Scotland, 2024)

- 4.2.13 Based on historic maps, the site remained little changed throughout the mid to late 19th century. By the late 19th century, residential streets had been constructed to either side of the rail lines, resulting in the further expansion of South Shields to the south. By 1921, these streets included Garwood Street to the east of the site boundary and Bertram Street to the north. Within the site boundary, terraces running north-south had been constructed within the east of the site, while the residential streets seen on Plate 6 to the west had been extended up to the limits of the rail lines (Plate 7).



Plate 7. 1921 six-inch OS (National Library of Scotland, 2024)

4.2.14 By the mid 20th century, residential streets to the west of the rail line had been demolished and industrial structures had been constructed. Simon's Street remained, leading to a foundry, plumbing works and an iron and steel store. The terraced housing within the east of the site remained. The unlabelled detached structure seen within the east of the site on Plate 6 was labelled as St Francis' Church on the 1956 National Grid map; this was linked to an associated vicarage. A hall was located to the south of this, at the southernmost extent of the site (Plate 8).



Plate 8. 1956 National Grid (National Library of Scotland, 2024)

- 4.2.15 The site remained unchanged on the 1971 National Grid map (National Library of Scotland, 2024). By 1988 all aspects of the site, including terraces, industrial units and rail lines, had been demolished. This is attested to by the submission of planning application ST/0212/88/UD, for the creation of a car park across the site.
- 4.2.16 The next readily available image of site is a 2001 aerial image which shows the wholesale loss of structures and levelling across the site (Plate 9). Although both of the residential streets within the east of the site had been demolished, the entrances to the streets remained.



Plate 9. 2001 aerial image (Google Earth Pro, 2024)

- 4.2.17 The site remained little changed throughout the following decade. By 2012 the site appeared to have been disused as a car park and storage site (Plate 10).



Plate 10. 2012 aerial image (Google Earth Pro, 2024)

4.2.18 By 2021, the application site appears to have been used as a storage site, primarily in the western half (Plate 11).



Plate 11. 2021 aerial image (Google Earth Pro, 2024)

4.2.19 Since 2021, the site has continued to have been used as a storage site, with the eastern half being used as well.



Plate 12. 2024 aerial image (Google Maps, 2024)

5. SITE VISIT

- 5.1.1 A site visit was undertaken by Clare Lazzari on the 9th of August 2024. The purpose of this visit was to get a first-hand understanding of the existing land use and past impacts within the current site limits, along with an appreciation for the potential survival of below ground archaeological deposits.
- 5.1.2 The proposal site is a storage site accessible via Smith Street to the north. The entire site is bounded by metal fencing and vegetation. The site comprises relatively flat hardstanding in use as a storage site for building materials.



Plate 13. Looking south across the site from Smith Street

- 5.1.3 The hardstanding on the east of the site is largely comprised of gravel with vegetation.



Plate 14. Looking west across the site from Garwood Street

- 5.1.4 No clear archaeological features were identifiable on site.

6. KNOWN & POTENTIAL ARCHAEOLOGICAL RESOURCE

6.1 Known Archaeological Resource

Within the Proposal Site

- 6.1.1 The earliest known archaeological resource within the site includes the projected line of the Wrekendyke Roman Road [AB 1]. Later features known within the site boundary include the Harton Coal Company wagonway [AB 8], South Shields branch of the North East Railway [AB 17], the Brandling Junction Railway [AB 20], depicted on historic maps (Plates 4-7).
- 6.1.2 The known archaeological resource within the site also includes demolished residential streets and St Francis' Church and vicarage to the east of the site, as well as demolished residential and industrial buildings to the west of the site, all identified on historic maps (Plates 5-7).

Within the 500m Study Area

- 6.1.3 The known archaeological resource within the study area and in closest proximity to the site include Readhead's Landing [AB 14], an engine works [AB 18] and a brickwork [AB 19] (see Figure 2).

6.2 Past Impact Within the Site Boundary

- 6.2.1 Past impacts within the site boundary are expected to include:
- Construction and demolition of railway tracks [AB 8, 17 and 20] with associated embankment running through the site on Plates [AB 5-7].
 - Construction and demolition of terraced housing, St Francis' Church, a vicarage and a hall to the east of the site, depicted on Plates 5-7.
 - Construction and demolition of terraced housing, and later industrial units to the west of the site, depicted on Plates 5-7.
 - Levelling of the site following wholesale demolition of all structures and features of the site in the late 20th century.
- 6.2.2 The construction and demolition of housing is likely to have had a shallow impact. However, the construction, embankment and subsequent demolition of three railway lines is likely to have had a deeper impact.

6.3 Potential Archaeological Resource

Western Part of the Site (unmarked on Plate 2)

- 6.3.1 While the western half of the site has avoided intensive landscaping work in the form of embankment creation, this section of the site was bisected by the construction of the Harton Railway [AB 8], the North-East Railway [AB 17] and the Brandling Junction Railway [AB 20] which were all laid along the same lines (see Figure 2). The rail line is now demolished.
- 6.3.2 The western half of the site is associated with mid to late 19th century terraced housing and 20th century industrial units. All these units are now demolished.

- 6.3.3 For the Prehistoric to Post Medieval periods in this area, it is assessed that there is No Potential for encountering complex or significant remains.
- 6.3.4 As noted in Section 1.3, borehole data indicates that made ground is present across this area of site to the depth of at least 3.9m. Made ground appears to contain soils and remains relating to late 20th century demolition and levelling works. Made ground could, however, present as archaeological buried remains within the western half of the site and the potential for this type of discovery is assessed to be Low.

Eastern Part of the Site (Marked Yellow on Plate 2)

- 6.3.5 As noted in Section 6.1, the projected line of the Wrekendyke Roman road [AB 1] is predicted to cut through the eastern part of the site. While there is no evidence for any Medieval or Post Medieval activity across the eastern portion of the site, Modern development in the form of the construction of an embankment to the east of the route of the Harton Railway [AB 8], the North-East Railway [AB 17] and the Brandling Junction Railway [AB 20] and later construction of terraced housing, a church and a vicarage is likely to have had a deleterious effect on the presence of pre-Modern archaeology.
- 6.3.6 The extent of demolition and levelling during the late 20th century appears to have directly resulted in the increase in depth of made ground across the site. As noted in Section 1.3, borehole data indicates that made ground is present across most of the development area to the depth of at least 1.4m though this extends to 8.9m within the central portion of the east of the site.
- 6.3.7 For these reasons, the potential for encountering remains relating to Wrekendyke Roman road is assessed to be Low and only in locations where made ground is most limited. Should evidence of the Roman road be recorded, such a discovery could be of Medium Significance and relate to Research Question R2 (NERF, 2006).
- 6.3.8 It is considered that there is No Potential for the recovery of complex or significant remains dating from the Prehistoric, Medieval or Post Medieval periods.
- 6.3.9 The made ground could, however, present as archaeological buried remains within the eastern portion of the site and the potential for this type of discovery is assessed to be Low. As with the western portion of the site, should evidence for early wagonways or railways be uncovered such discovery could be of Medium Significance and relate to Research Question Pmed11 (NERF, 2006).

Summary

- 6.3.10 It is considered that there is a Low Potential for the recovery of complex or significant remains across the site. In line with methodology outlined in Section 2.2.6, no Impact Assessment will be carried out.

7. RECOMMENDATIONS & CONCLUSIONS

7.1 Outline Recommendations

- 7.1.1 There are no recommendations for further work. This is subject to the approval of the Local Planning Archaeologist.

7.2 Conclusion

- 7.2.1 AB Heritage has been commissioned by South Tyne Building Supplies Ltd to produce an Archaeological Desk-Based Assessment covering proposed works on land at Garwood Street, South Shields, NE33 5AG. It has been requested as part of a forthcoming planning application.
- 7.2.2 The proposed development is for the construction of nine industrial units on the eastern half of the site, alongside associated car parking and bin storage. The proposed scheme of works also seeks to open up new vehicular access in the east of the site leading from Garwood Street.
- 7.2.3 This report has charted the historical development of the site and surrounding area from the Prehistoric period onwards. During the Roman period, the projected line of the Wrekendyke Roman road ran through the east of the site. Following this it appears that the site was open fields until the mid 19th century when exploitation of natural coal seams increased and rail lines were constructed to facilitate the transportation of goods. This increase in prosperity and jobs partly led to the suburban expansion of South Shields to the south, resulting in the construction of terraced housing across the site, on either side of the rail lines which ran through the centre of the site. During the mid 20th century, housing to the western half of the site was demolished and replaced with industrial buildings. By the late 20th century, a decline in the coal industry led to the demolition of the railway lines, as well as the demolition of all structures across the site. The site was levelled using the railway embankment and ballast, resulting in thick levels of made ground particularly to the east of the site. The land at Garwood Street is now hardstanding and used as a storage location for building materials.
- 7.2.4 It is assessed that the chance of encountering Roman remains relating to Wrekendyke Roman road is Low, while the potential for encountering Modern remains within made ground is assessed to be Low. For all other periods it is considered that there is No Potential to encounter complex or significant archaeology.
- 7.2.5 There are consequently no further recommendations in terms of archaeology. All recommendations are subject to the approval of the Local Planning Archaeologist.

8. REFERENCES

Cartographic Sources

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Appendices

Appendix 1 Cultural Heritage Features Gazetteer

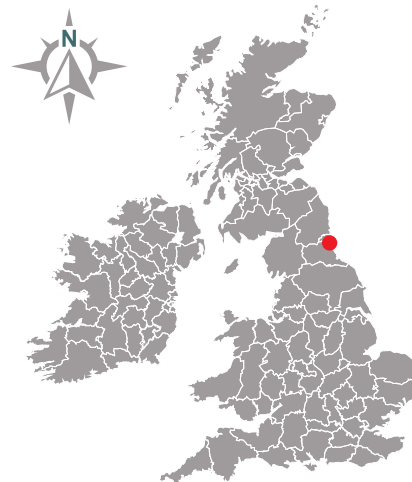
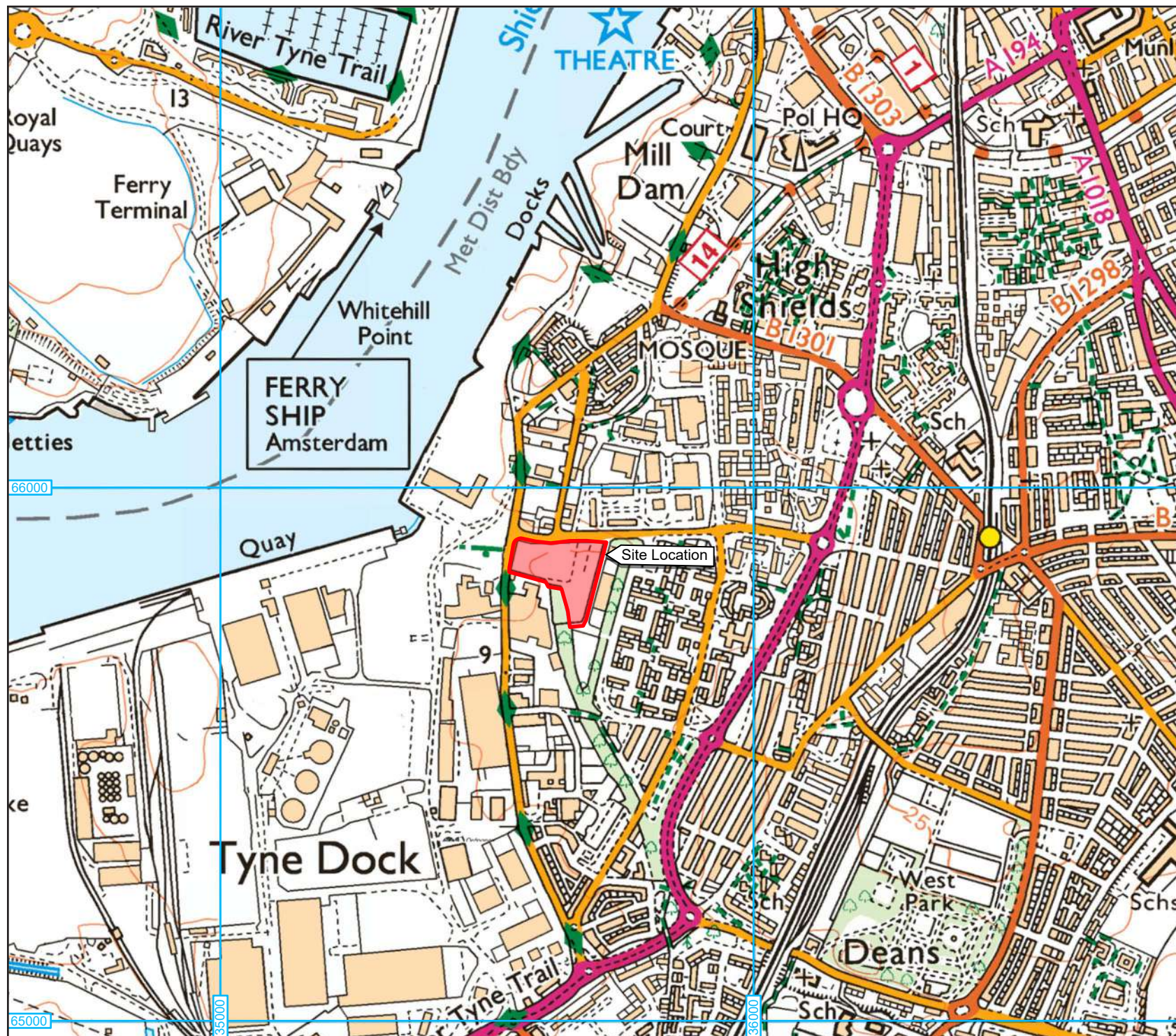
This gazetteer incorporates relevant archaeological, heritage and historic environment assets identified during a search of sources listed in Table 1 within 500m of the site.

Abbreviations

SMR: Tyne and Wear HER Monument Prefix and UID

AB No.	Period	Description	NGR	Ref. No.
1	Roman	Wrekendyke Roman Road, connecting South Shields fort with the Roman road from Chester-le-Street to the Tyne.	NZ 3525 6480	SMR 277
2	Medieval	Hebear Fishery. One of the fisheries on the monk's weirs. Known as Hebear in 1128, Hebbeiare before 1195 and known as as Ebyare by 1438-9.	NZ 35 66	SMR 12243
3	Medieval	Sancte Hildear Fishery. One of the fisheries at the monk's weirs, belonging to the chapel of St Hild. Sancte Hildear in 1128 and known as Hildeiare in 1195.	NZ 35 66	SMR 12259
4	Post Medieval	Quaker Burial Ground. Situated in Robert Linton's garden. First recorded burial 1673, the last in 1697.	NZ 358 664	SMR 889
5	Post Medieval	Tilery and brickyard shown on a map of South Shields of 1768, the location of which is imprecise.	NZ 3576 6619	SMR 2593
6	Modern	St Hilda's Wagonway, connected St Hilda's Colliery to the Templetown Wagonway. Built in 1822. Eventually became part of the Harton Colliery Railway.	NZ 3621 6671	SMR 2356
7	Modern	Ballast Hills. They are shown on Fryer and Richardson's maps.	NZ 3576 6619	SMR 2593
8	Modern	Harton Coal Company Railway. Ran between Templetown Colliery and the Harton and St Hilda's Drops on the line of the earlier Templetown Wagonway.	NZ 3555 6636	SMR 2449
9	Modern	Templetown Colliery (Chapter Main Colliery), was connected to St Hilda's and Harton Drops by the Harton Colliery Railway.	NZ 3557 6564	SMR 2450

AB No.	Period	Description	NGR	Ref. No.
10	Modern	Ballast Hill.	NZ 3560 6607	SMR 2369
11	Modern	Jarrow Chemical Works, Templetown. Acquired by Isaac Cookson (glassmaker) in 1822.	NZ 3540 6558	SMR 2292
12	Modern	West Docks. Shown on 1854 OS map.	NZ 3540 6604	SMR 2293
13	Modern	High Dock. Expanded by 1895.	NZ 3546 6605	SMR 2294
14	Modern	Readhead's Landing, Corstophine Town. In 1865 Alderman John Readhead founded his shipyard where small cargo ships and colliers. Closed in 1968.	NZ 3546 6589	SMR 14437
15	Modern	St Hilda's and Harton Colliery Drops, served by Harton Colliery Railway. Modernised in 1904.	NZ 3551 6633	SMR 2236
16	Modern	Gateshead to South Shields toll road.	NZ 3555 6654	SMR 2287
17	Modern	North East Railway line, South Shields branch.	NZ 3595 6644	SMR 2362
18	Modern	Borough Foundry and Engine Works, built after 1855.	NZ 3557 6578	SMR 2470
19	Modern	South Shields brickworks. Built after 1855.	NZ 3580 6577	SMR 2469
20	Modern	Brandling Junction Railway, completed in 1839.	NZ 3573 6633	SMR 2564



KEY

- Site Location (inset)
- Site Boundary

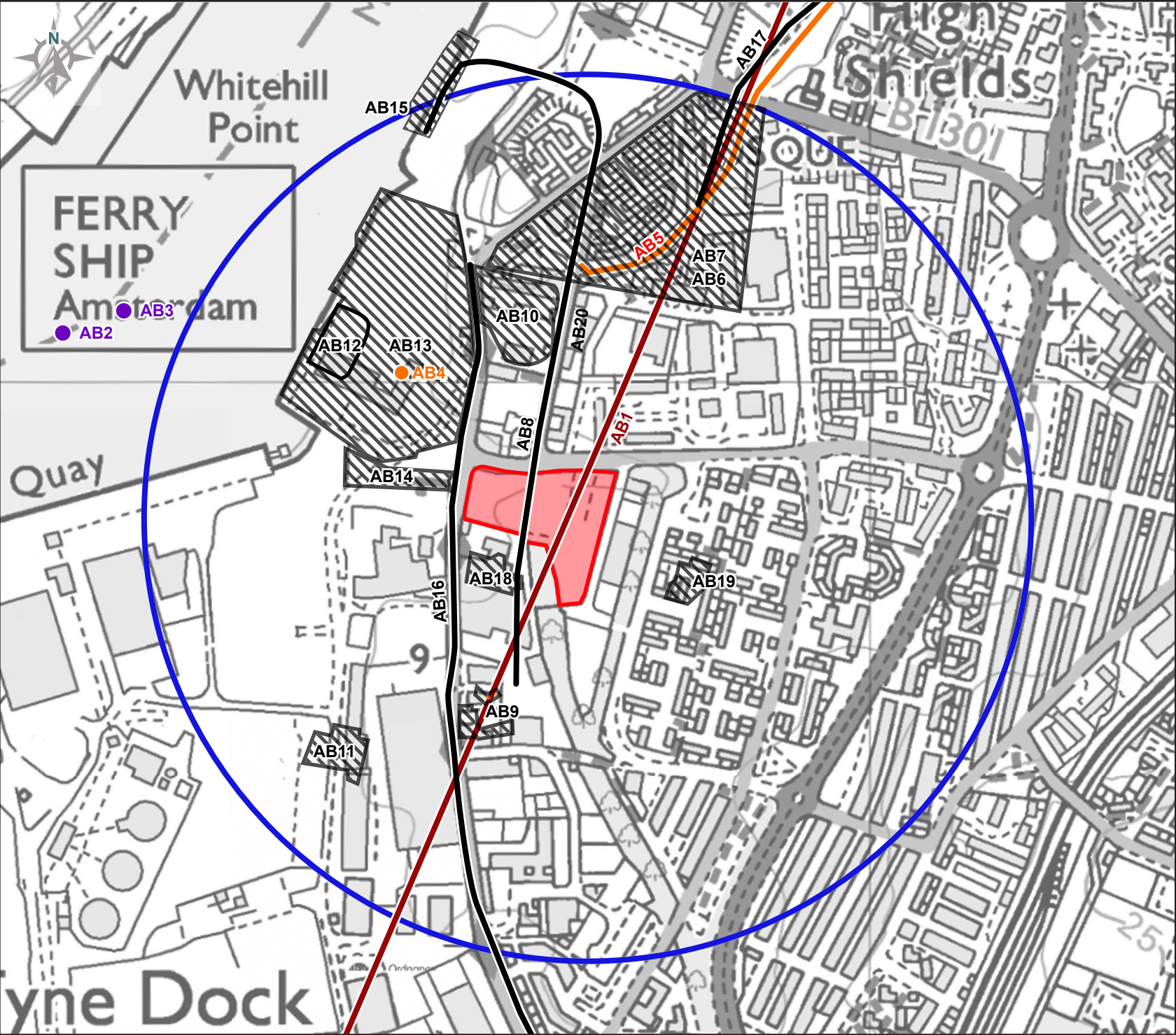
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Figure 1: Site Location

Project:
Garwood Street, South Shields

Date: 22/08/24

Job No: 63297



KEY

- Site Boundary
- Search Area (500m)
- Archaeological Features
- Archaeological Features (poly)
- Archaeological Features (line)

PERIOD

- Prehistoric
- Roman
- Medieval
- Post Medieval
- Modern
- Undated

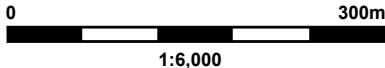


Figure 2: Cultural Heritage Features Map

Project:
Garwood Street, South Shields

Date: 22/08/24 Job No: 63297

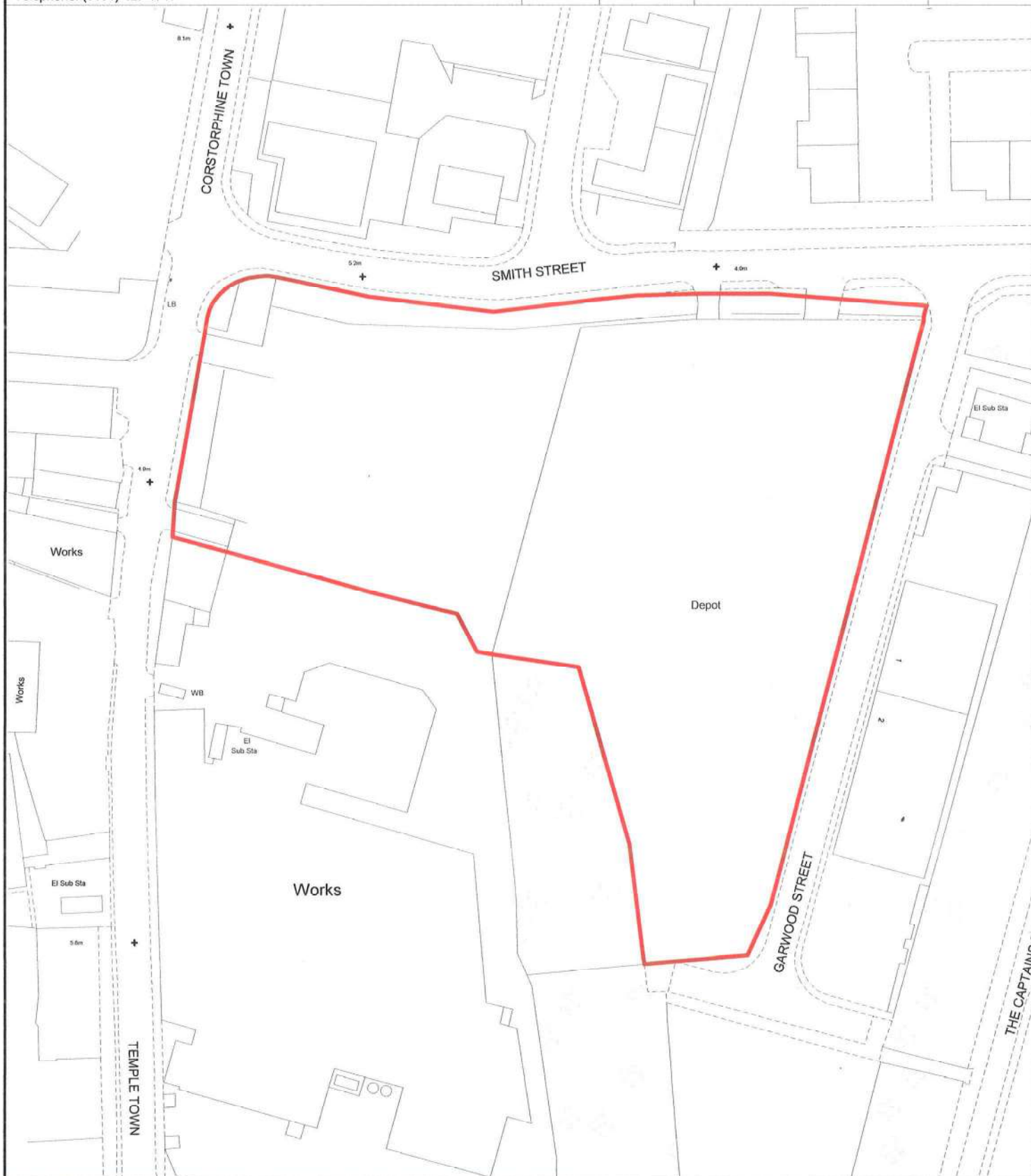


South Tyneside Council

Business & Area Management

Patrick Melia - Corporate Director
Town Hall & Civic Offices, Westoe Road, South Shields, NE33 2RL
Telephone: (0191) 427 1717

Project		Drawing Title	
Sale		1.58 hecates of Land at West Holborn South Shields.	
Project Code	Dwg.No.	Drawn By DH	Date 11/11/13
		Checked By	Date
		Scale 1: 1250	Size A4
Rev	Date	OS Ref	Chkd



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P2	Unit 1 increased in size	29.02.24
P1	First Issue	22.01.24
Rev	Description	Date

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Project: Proposed Industrial Development
Smith Street/Garwood Street
South Shields

Title: Proposed Site Plan

Client: South Tyne Building Supplies

1998/Drawings/Proposed Site Plan

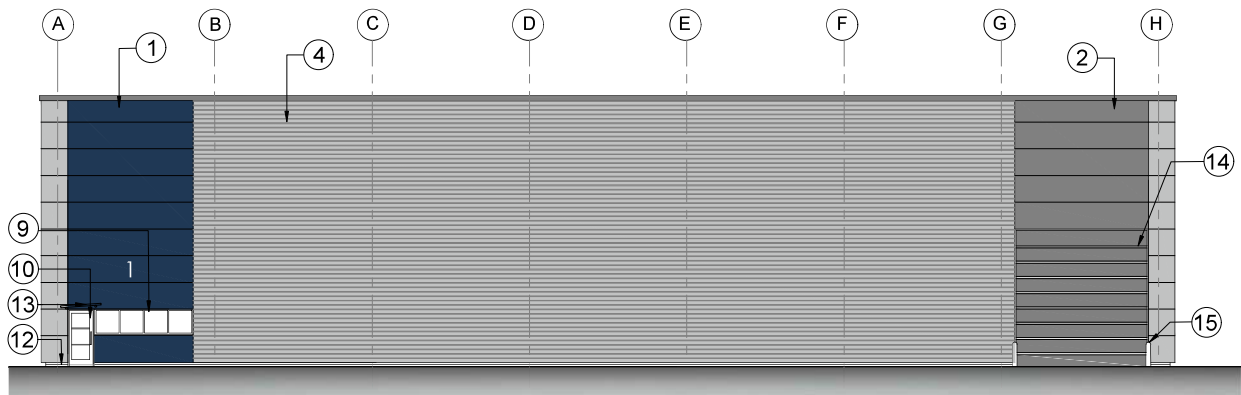
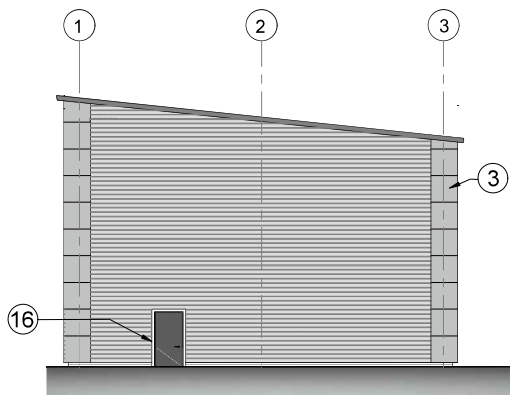
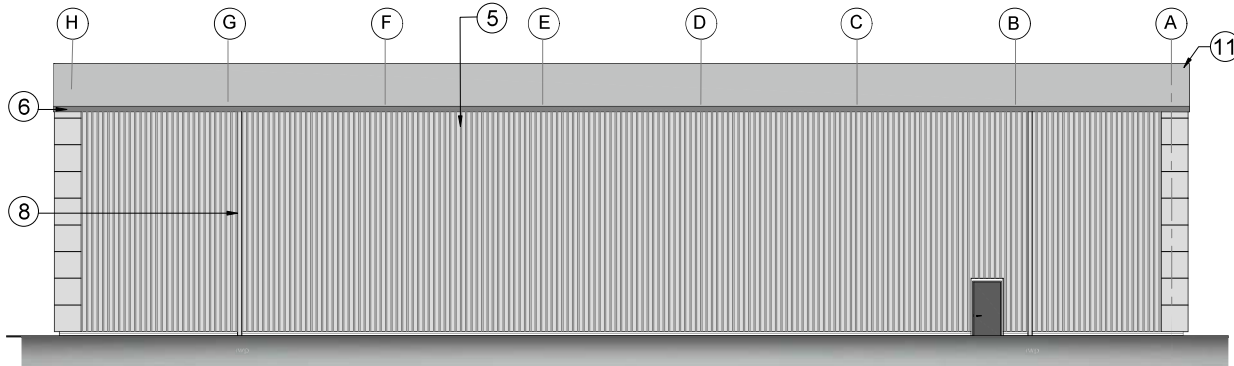
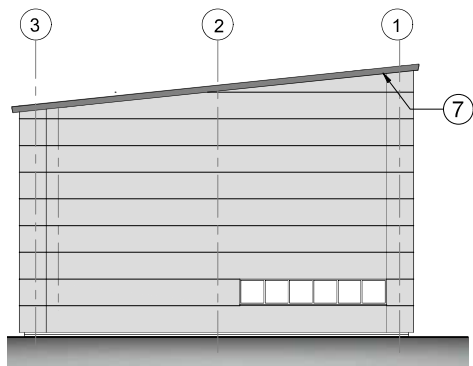
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Checked: S.G.K.	Date: 22.01.24

PRELIMINARY

1598 S02 P2

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Scale in Metres



South Elevation

West Elevation

Materials

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- 2 Flat composite horizontal panels
Colour: Merin Grey BS 18 B 25
- 3 Flat composite horizontal panels
Colour: RAL 9006 (Metallic Silver)
- 4 Vertically (and trapezoidal) bulk-up cladding
Colour: RAL 9006 (Metallic Silver)
- 5 Horizontally (and half-round) bulk-up cladding
Colour: RAL 9006 (Metallic Silver)
- 6 Powder coated aluminium gutter
Colour: BS 18 B 25
- 7 Powder coated aluminium verge
Colour: BS 18 B 25
- 8 Down Pipes - Powder coated aluminium downpipes
Colour: BS 18 B 25
- 9 Powder coated sealed double glazed aluminium
framed windows, Colour: BS 18 B 25
- 10 Powder coated aluminium double glazed doors
Colour: BS 18 B 25
- 11 Profiled galvanised bulk-up roof cladding
Colour: RAL 7038 (Oxsewing Grey)
- 12 Facing brickwork to Local Authority approval
- 13 Glazed entrance canopy
- 14 Powder coated aluminium sectional overhead door
Colour: BS 18 B 25
- 15 Safety Bollards
- 16 Powder coated steel fire exit door
Colour: BS 18 B 25

Rev	Description	Date
1	Unit height increased to 4.5m to satisfy client	13.05.24
2	Revised	14.05.24

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Project: Proposed Industrial Development
Gorwood Street
South Shields

Title: Unit 1
Proposed Elevations

Client: South Tyne Building Supplies

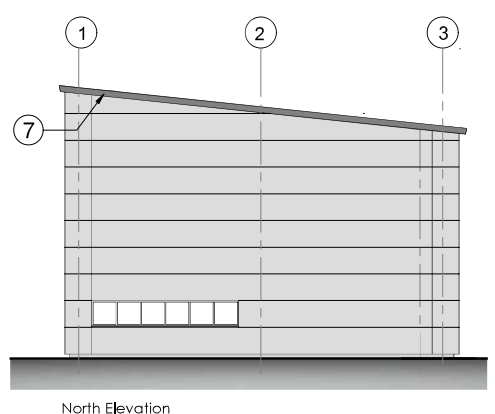
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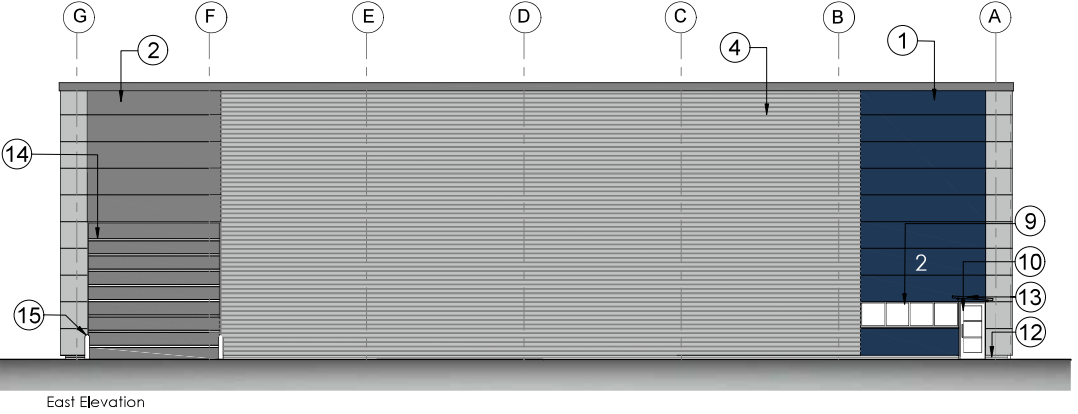
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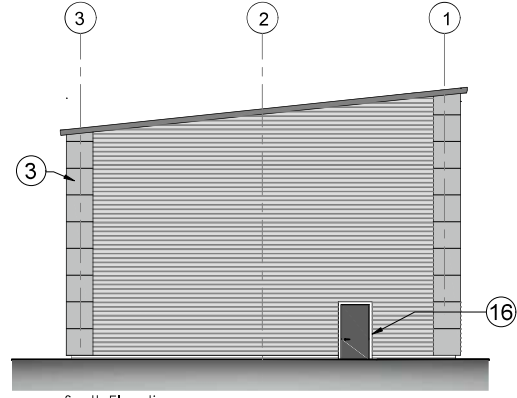
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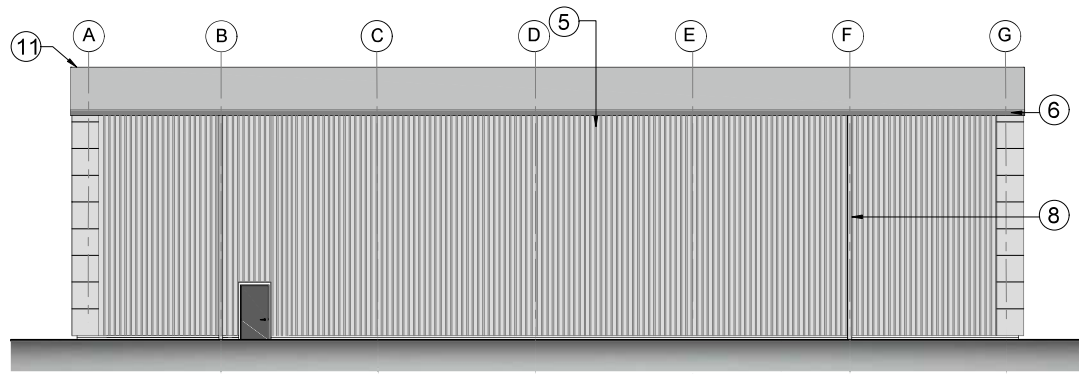
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East Elevation



South Elevation



West Elevation

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- ⑤ Horizontally laid half-round bulk-up cladding
Colour: RAL 9006 (Metallic Silver)
- ⑥ Powder coated aluminium gutter
Colour: BS 18 8 25
- ⑦ Powder coated aluminium verge
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- ⑧ Down Pipes - Powder coated aluminium downpipes
Colour: BS 18 8 25
- ⑨ Powder coated sealed double glazed aluminium
framed windows. Colour: BS 18 8 25
- ⑩ Powder coated aluminium double glazed doors
Colour: BS 18 8 25
- ⑪ Profiled galvanised bulk-up roof cladding
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- ⑫ Facing brickwork to Local Authority approval
- ⑬ Glazed entrance canopy
- ⑭ Powder coated aluminium sectional overhead door
Colour: BS 18 8 25
- ⑮ Safety Barriers
- ⑯ Powder coated steel fire exit door
Colour: BS 18 8 25

Rev	Description	Date
1	Issued for construction	13.02.24
2	Revised	14.02.24



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Project: Proposed Industrial Development
Garwood Street
South Shields

Title: Unit 2
Proposed Elevations

Client: South Tyneside Building Supplies

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Checked: SGE	Date: 21.02.24

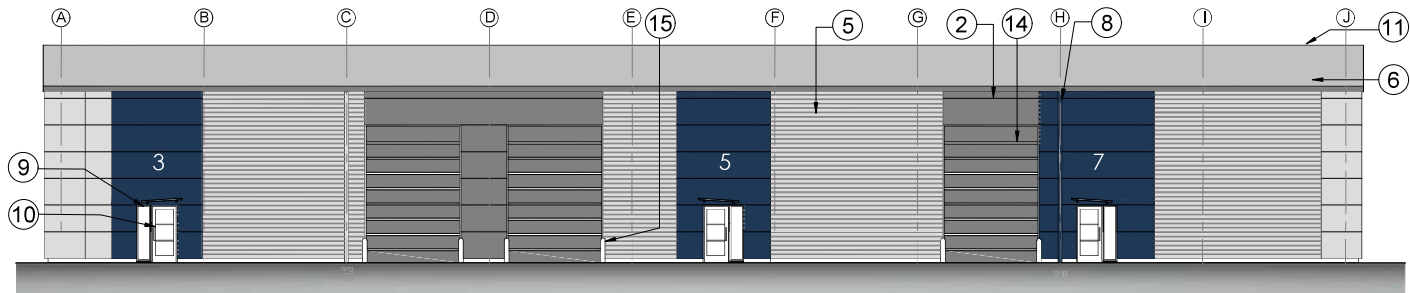
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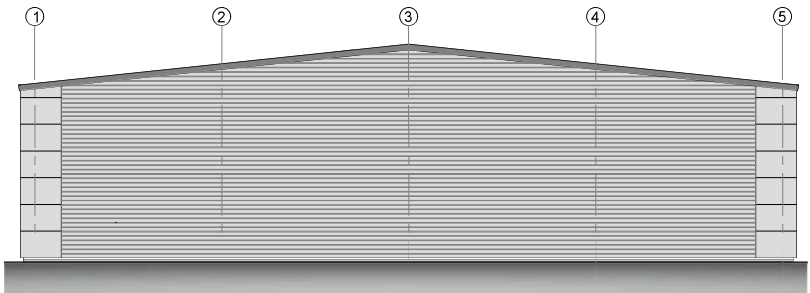
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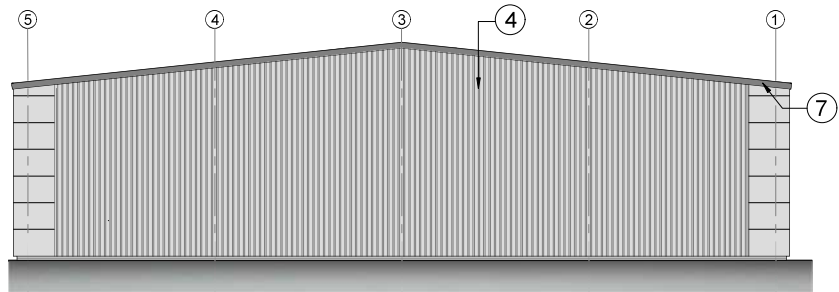
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South Elevation



East Elevation



West Elevation

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tamed windows, Colour: BS 18 B 25
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- ⑪ Profiled galvanneal bullup roof cladding
Colour: RAL 7035 (Gunsmoke Grey)
- ⑫ Facing brickwork to Local Authority approval
- ⑬ Glazed entrance canopy
- ⑭ Powder coated aluminium sectional overhead door
Colour: BS 18 B 25
- ⑮ Safety Ballards

1/2	1/2	1/2
Rev	Description	Date

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Project: Proposed Industrial Development
Garwood Street
South Shields

Title: Units 3-6
Proposed Elevations

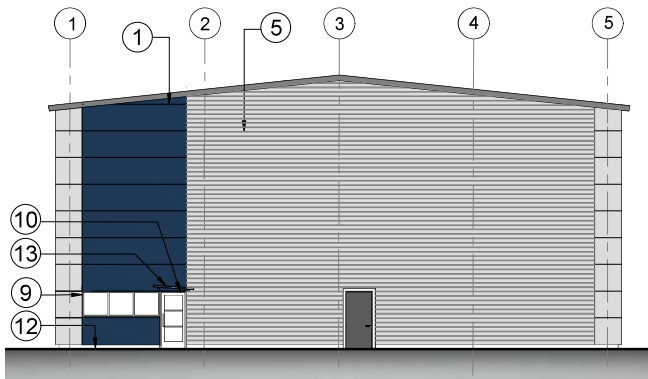
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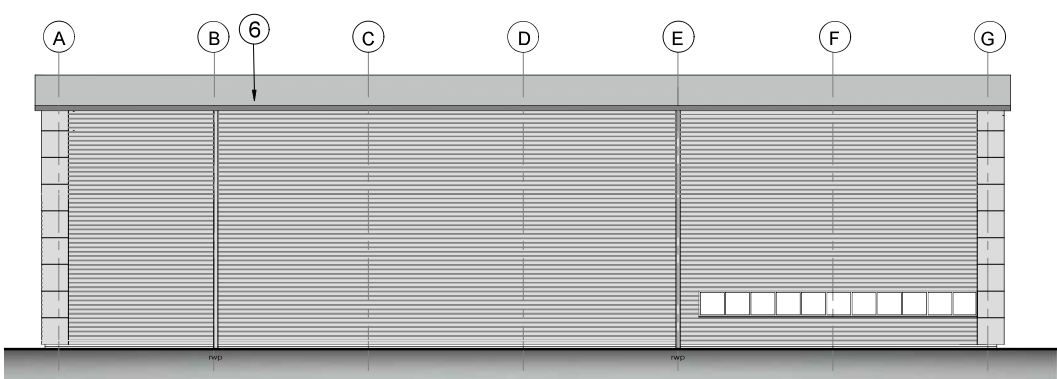
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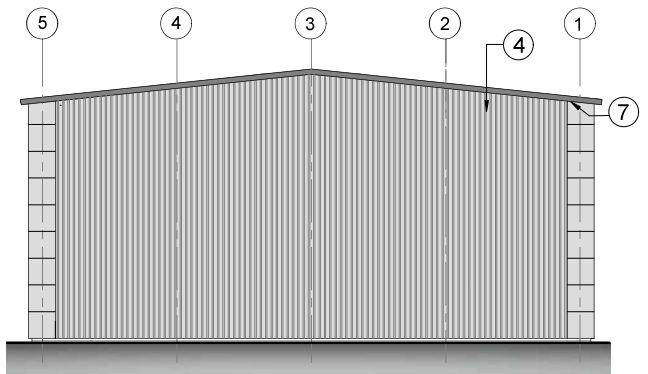
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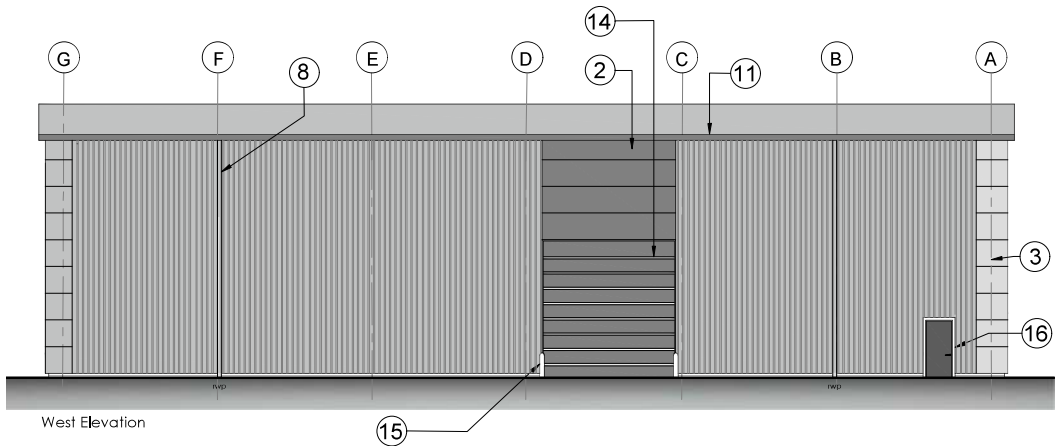
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East Elevation



South Elevation



West Elevation

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- ⑮ Safety Bollards
- ⑯ Powder coated steel fire exit door
Colour: BS 18 B 25

