

NORTH SHIELDS

AN ARCHAEOLOGICAL ASSESSMENT & STRATEGY



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1 Introduction

North Shields is one of six historic urban centres in the former County of Tyne and Wear that have been the subject of archaeological assessments funded by English Heritage. The extensive urban survey of historic towns in Tyne and Wear was undertaken by the Tyne and Wear Specialist Conservation Team on behalf of North Tyneside Council. The survey aims to bring together the wealth of historical and archaeological information in an easily accessible format that can assist the Planning Department manage and conserve the town's unique and important heritage.

The work involved the collection and analysis of documentary, cartographic and archaeological sources for evidence of the extent and character of the urban development of the town. The area covered (Fig 1) represents the historic core and includes the major areas of expansion in the late eighteenth and early nineteenth centuries, but excluded the later expansion to the north of Albion Road, and the extensive waterfront industrialisation to the west. For the purposes of this report, the chronology of the town's history has been split into Medieval (12th - mid 16th century); Post Medieval (mid 16th cen. - 1800) and 19th century.

All relevant information has been recorded on the Tyne and Wear Historic Environment Record and mapped, where possible, using ArcView.

1.1 Topography

North Shields stands on the north bank of the mouth of the River Tyne, holding a strategically important position for the defence of the river. Fishing, shipping, shipbuilding and associated industries formed the staple industries of the town, and the location was so favourable that the settlement flourished there even in the face of strong opposition from the town's bitter commercial rival, the port of Newcastle.

Settlement at North Shields first developed where the confluence of the Pow Burn and the Tyne (Craster, 1907, p 284) formed a secure estuary, guarded from the sea by a peninsula of clay and sandy land (Tomlinson 1888, p 45). The significance of this feature in the topography of the town has become hidden as the Burn had long been culverted (Garson, 1926, p 6). The river-side character of the settlement is evident in the first recorded settlement, clustering in a narrow strip between the river and the plateau above. The strip was widened on the south side by reclaiming land from the river. Later, the town expanded on to the higher land to the north in a series of planned developments.

1.2 Cartographic Sources

Having been frequently covered in mapping of the river mouth, cartographic sources for the town are relatively numerous, the earliest maps dating from the mid 16th century. Analysis of these maps provides a good record of the post medieval

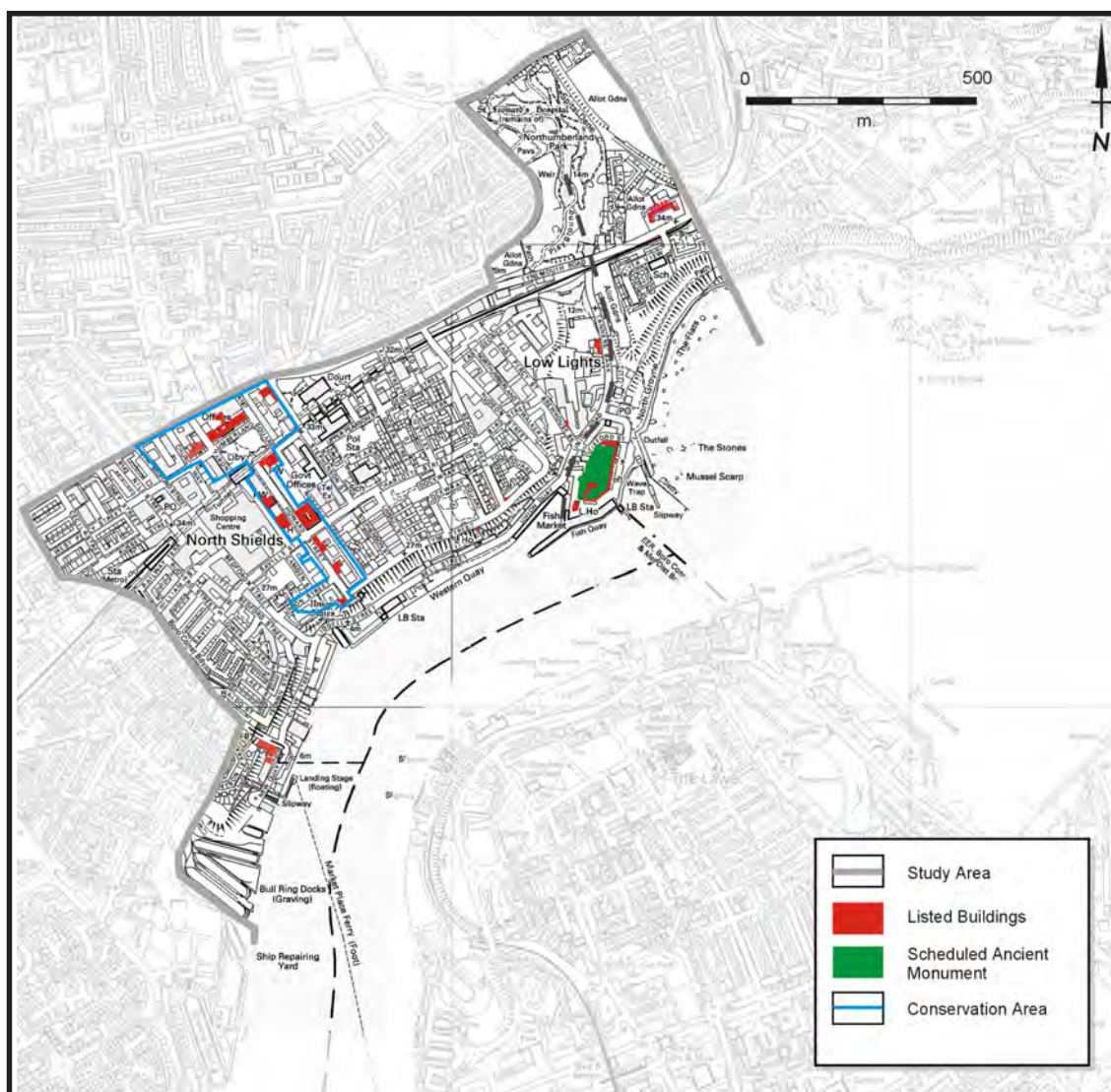


Fig 1. Study area with statutory constraints

and 19th century development of the town whilst allowing some speculation of its medieval form.

Maps by Cecil (1576), Speed (1611) and Saxton (1637) show the River Tyne with settlements on each bank both marked “Sheales”. The 1655 map accompanying Ralph Gardner’s “England’s Grievance” shows a linear settlement on the riverbank. A double row of buildings stretch between Durtwitch Sand and the High Light. There is no settlement at Pow Dene apart from the Low Light and the Banktop and the high ground above the river is open land. Similarly, the town is depicted as a two-row plan along the riverbank on Ogilby’s map of 1675, entitled “The First Survey of Roads In Britain” with the ferry connecting the town to South Shields.

Hollar’s 17th century “Exact map of the harbour of Newcastle, near Tinmouth” depicts Clifford’s Fort and Low Light House and compact linear settlements on both sides of the river bank, but a broadside by Edmund Curtis in 1673 accused Hollar of drawing from his imagination to produce a map of limited topographical value.

The linear form is shown on a map of North Shields, dated 1757, properties are shown one each side of a main road running adjacent to the river bank. Fryer's 1772, "Plan of the Low Part of the River Tyne" is the first accurate and detailed survey of the town and shows settlement primarily along the riverbank. Woods map of 1827 is the most detailed survey before the first OS map and shows development on the higher ground above the river. The 1st edition OS survey of 1857 shows considerable further development to have taken place in this area.

1.3 Documentary and Secondary Sources

The starting point of the assessment has been the Tyne and Wear Historic Environment Record, and thus the author is heavily indebted to the HER work of Barbara Harbottle. Additional sources have been researched, and as a result new HER entries have been created.

A significant source of documentary information about the thirteenth century derives from complaints by the burgesses of Newcastle and the related Parliamentary proceedings of 1290. The records of Tynemouth Priory form another significant documentary source. The history of North Shields is dealt with by the Northumberland County History, Volume VIII. More detailed research of medieval and post medieval deeds which record individual properties might allow a fuller understanding of the early history of the town. A bibliography and list of documentary sources is included in the Appendices.

1.4 Archaeological Data

Archaeological investigations in North Shields have all related to the site of Clifford's Fort. While providing useful records of the history of the site of the fort, this information is not of use in the assessment of the potential for survival of deposits elsewhere in North Shields. The fort was constructed on sandy material derived from ballast dumping. Investigations do not appear to have established whether this process truncated earlier archaeological deposits on the site, or preserved them beneath the ballast. Future work on the site should aim to answer this question.

2. The Pre-Urban Archaeological Evidence

There is no evidence from North Shields which relates to the prehistoric or Roman periods, and any deposits predating the medieval town will be buried beneath reclamation and ballast material. In general terms, the location is a favourable one for prehistoric communities practising a broad spectrum of subsistence activities.

on the opposite bank and throughout the history of both towns there were acute conflicts of interest and jurisdiction with the burgesses of Newcastle. The Prior founded a settlement of fishermen to provide fish for the priory. Seven houses were built between the Pow Burn and a “sikket”, or small stream, to the west (the now dry Dogger Letch) and beyond this there were twenty more (Craster, 1907, p 285). They stood on a narrow strip of land along the north bank of the Tyne, very close to the shore. Some extended within 2 to 5m of the high water mark and therefore are likely to have been raised on piles. Wooden quays were attached to these “shields” to provide moorings for fishing boats and a place where fish could be sold. The extents of the town at this time have not been accurately defined but the topographic constraints indicate the town would have been located on the strip of land bound by the river, to the west of the promontory where the earliest settlement appears to have been located (Fig 3). The western extent of the town at this time is not known.

In the course of the 1290 complaint by the burgesses of Newcastle (see below) it emerged that some of the houses at North Shields were said to be on the King’s land and not within the Prior’s land (which was deemed to be bounded by the high water mark) providing further evidence that the properties extended well onto the foreshore. The fishermen who came to settle on the Prior’s property provided the monks with fish in return for having the privilege of building houses and erecting moorings for their own boats. Mills were also built and the place developed into a small port, coal from the priory pits at Tynemouth being loaded at a pier at the Pow Burn and trade developed in fish, wine, wool and hides (Craster, 1907, p 285-6 and Simpson, 1988, p 1).

In 1267 a party of armed burgesses from Newcastle who regarded the development of a port as a breach of their rights, set fire to the mill and houses at North Shields. An account of the Prior of Tynemouth’s attempts to recover damages can be found in the Tynemouth Chartulary and the Northumberland Assize Rolls (Surtees Society, no. 88 p 162). The case was dropped but the Prior persisted in his attempts to establish a town at the mouth of the Tyne. This was only the beginning of a long history of legal action by the Newcastle burgesses who vigorously fought to restrain the development of the town.

Hutchinson suggests that at the beginning of the reign of Edward I, (1272), North Shields consisted of only six “fishermen’s hovels” but that 20 years later a town of sufficient size to again anger the burgesses of Newcastle had been built (Hutchinson, 1776, p 357). New houses were built, this time to the east of the Pow Burn on the promontory where Clifford’s Fort and the Low Light were later located. 32 were erected before 1280 and 16 more by 1290. In 1292 there were said to be a hundred houses at Shields (Craster, 1907, p 286). In 1290 the Prior was summoned to appear before Parliament after the burgesses of Newcastle had complained about the growth of the port of North Shields and the subsequent loss of toll to Newcastle. The burgesses declared that “the prior of Tynemouth had raised a town on the bank of the water of Tyne at Sheles on the north side of the water and

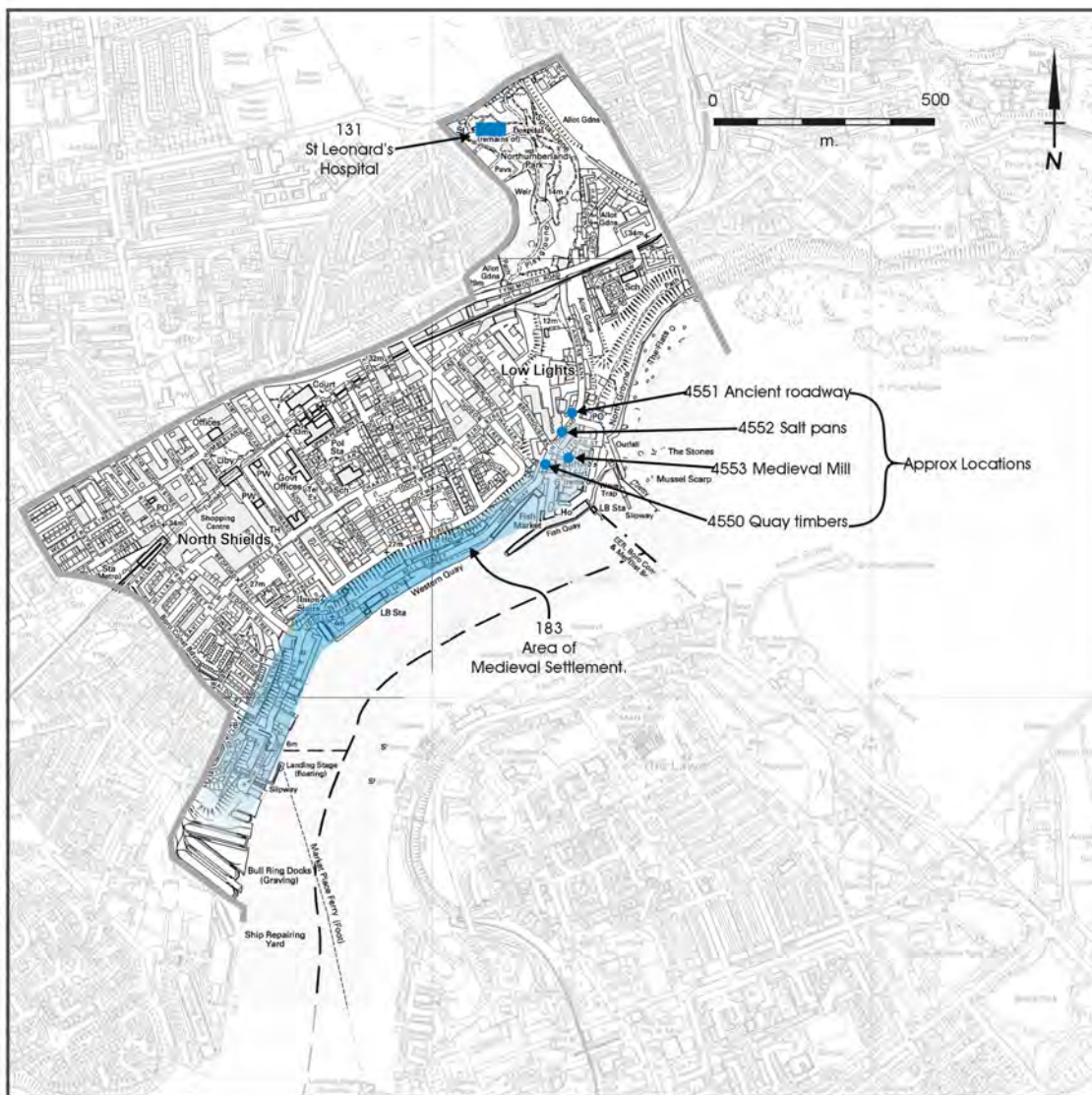


Fig. 3 The Medieval Period

the Prior of Durham has raised another on the other side of the water, where no town ought to be, but only huts for sheltering fishermen; and that fishermen sold fish there which ought to be sold at Newcastle to the great injury of the borough... and the Prior also made a brewery at Sheles and had large fishing craft where only small boats should have been” (Tomlinson, 1888, p 44-45).

The Prior in substance claimed that he was doing no more than provision the monastery and denied that he had a market or a bakery at North Shields. He said that the bakery was at Tynemouth, although the bakers did sell their bread to the sailors at North Shields . The judgement went against the Prior at this time, as it was said that he had too many boats just to provision the monastery and that his intention was to develop a trading port. Loading and unloading of ships at North Shields was forbidden by this judgement and all the wharves which extended below the high water mark were to be removed (Craster, 1907, p 287-88 citing Brand, 1789, p 557). It is not clear to what extent this judgement was adhered to - it may have stalled development but it certainly did not permanently cripple the town. The Lay Subsidy Roll, 1296, indicates that there were still 13 inhabitants wealthy enough to be assessed for tax.

Towards the end of the 14th century, c. 1390 a second significant stage of development occurred. Approximately 4 acres of land described as a large portion of marshy ground below the high water mark was reclaimed by draining (Garson, 1926, p 2). The reclaimed land was covered with 200 houses, inns, stables, wine taverns, butchers stalls, shambles, shops, herring houses, fish houses and a market was started. The Prior created 13 bakehouses and a number of brew houses and in 1410 commenced building staiths along the shore (Craster, 1907, p 289 citing Brand, 1789, p 569-574); fishing and fish processing in particular flourished. These developments incited more complaints from the Newcastle burgesses, in 1401, 1417 and 1429 which provide some evidence of the character of the town. Specifically, in 1417 the Prior was charged with making new weirs in the river (Craster, 1907, p 289). In 1429 it was calculated that between 1386 and 1429 14 staiths had been constructed, varying in size from 20 x 15 feet to 60 x 40 feet, (Craster, 1907, p 290 citing Brand, 1789, p 572).

During the 15th century the Prior of Tynemouth was successful in defending his privileges and was granted, by royal charter, the right to baking and brewing at North Shields, the right to sell goods to sailors and, most importantly, to trade without hindrance in coal and salt, although customs on wool, leather and hides still had to be paid (Craster, 1907, p 290). At this point in the medieval period, the town of North Shields was at its largest and most flourishing. In 1530, the Newcastle burgesses were successful in placing some constraints on the commercial development of North Shields by an Act of Parliament and at the time of the Dissolution of the Monasteries, North Shields was described as containing only small fisher cottages (Craster, 1907, p 293).

Evidence of the physical appearance of the town in the medieval period can be found in a survey from the immediate post medieval period, 1564-65, carried out to determine why the town had declined so badly. North Shields is described as “little houses builded under the waterbank, and they have nether grounds belonging to them nor yet any room on the backside to make into gardens or orchards but only houses for fishermen, and on the fore parts little keys and shores made before every house for the cobles and the gear to lye and to dry their fish and gear on....Moreover the houses being built, they were always both built and repaired by the monastery” (Craster, 1907, p 293-294, citing a Duke of Northumberland Mss.)

3.1.2 *Archaeological Evidence*

In a watching brief at Clifford’s Fort in 1991 (TWHER event no. 1532) no archaeological features were observed. From the observations made, O’Brien states that it appeared that the area around the artillery fort was under developed foreshore sand until the time of construction of the New Low Light and the development of the Fish Quay (1991, HER Report No 1991/1).

3.2 Quay, or Harbour (TWSMR 4550)

There appears to have been evidence recovered in 1839 in the vicinity of the Low Light which indicates the existence of a quay structure, or harbour of possible medieval date. Tomlinson writes: “in digging to make gas tanks at the low lights, in a place called the Salt Marsh in Pow Dean at a depth of 12 feet 6 inches from the surface, the workmen came to a framing of large oak beams, black as ebony, pinned together with wooden pins or tree-nails, the whole resembling a wharf or pier whither ships drawing 9 or 10 feet of water had come” (Tomlinson, 1888, p 45, see also Craster, 1907, p 284 and Simpson, 1988, p 2).

Other finds at Pow Burn have been recovered; large hollowed out oak timbers were found in silt in 1816 and Craster suggests that they may have been hollowed out in order to convey water (Craster, 1907, p 285 citing Newcastle Courant, October 2, 1819). These timbers are not necessarily indicative of medieval activity since similar examples have been found in Newcastle and dated to the post medieval period.

3.2.2 Road (TWHHER 4551)

An “ancient roadway” of possible medieval date was discovered at Pow Burn in 1846 at a depth of 6 feet from the surface (Craster, 1907, p 285) but has not been specifically located.

3.2.3 Tynemouth Spital Dean Bridge (TWHHER 734)

Mention is made of a bridge by St Leonard’s Hospital in the assize roll of 1293 (Craster, 1907, p 259). B. Harbottle (TWHHER 734) states that it presumably continued in existence from the 13th century onwards, and that it lies under the road along the south side of Tynemouth golf course, just west of the early railway.

3.2.4 Hospital of St Leonard (TWHHER 131)

3.2.4.1 Documentary Evidence

The earliest documentary reference to a hospital of St Leonard dates to 1293, although Knowles and Handcock suggest it may have been formed before 1220, (1971, p 399). The same authority also considers that the hospital may have been partly administered by Tynemouth Priory and partly by Newcastle Nunnery, but this is not explicitly stated in surviving documentary sources. The hospital may have been an alternative burial ground to the main parish cemetery, the Priory church, and many people were buried here during the Civil War when access to the headland was restricted for purposes of military security. The latest recorded burial at the Spital was 1708. By the 18th century the hospital was in ruins and early in the 19th century grave markers were removed and the land became used as pasture (Garson, 1926, p 6).

3.2.4.2 *Archaeological Evidence*

Garson and Tomlinson say remains of St Leonard's Hospital were discovered in 1885 when the Duke of Northumberland gave the land for a park and during the laying out of Spital Dene Public Park workmen rediscovered the hospital. "The building appears to have been of considerable size. Its chambers were paved with stone" and surviving mouldings were Early English in style. A tiled floor, 20x12 feet, was seen about 2 feet below the surface and re-covered. During excavations workmen exhumed 2 stone coffins, one or two with medieval grave covers and a number of skeletons (Tomlinson, 1888, p 46 and Garson, 1926, p 6).

The municipal park is still in existence, but all that can be seen above ground are the two coffins and an early 15th century memorial brass matrix, along with several smaller architectural fragments and a whale vertebra. The ground plan is clearly discernible on the 1895 OS map, along with a narrow range running to the west, and so the walls exposed during the earlier clearance have been re-covered by soil accumulation. One or two small trees are colonising the terrace occupied by the site.

3.3 Medieval Industries

3.3.1 *Fishing*

Fishing and its associated industries have been fundamental to the development of North Shields. The town was established by the Prior of Tynemouth at least in part to provide the monks with fish, but the industry developed beyond this original function by supplying the rising population of the increasingly industrialised population of the North-East Coalfield. Fish was caught from the Shetland fisheries for smoking and salting in the fish houses of the town which existed in the 14th and 15th century (Craster, 1907, p 289 citing Brand, 1789, p 569-574) when 16 large fishing boats were operating out of Shields and many other vessels were said to trade at the staiths (Simpson, 1988, p 2). In the 15th century fishing extended beyond the North Sea to much further afield; there is a record of ships from North Shields, belonging to the Priory of Tynemouth joining the Icelandic fishing fleet in this period (Craster, 1907, p 289 and Simpson, 1988, p 2). The quays and staiths associated with the fishing trade were integral parts of the properties built along the riverside, and the remains which were recovered in the 19th century (see TWHHER 4550 above) suggest that substantial timber structures may survive in waterlogged condition by the riverside.

Salmon fishing in the Tyne was also important at North Shields. In the 15th century three weirs (salmon yares) were stretched across the Tyne towards Jarrow (Craster, 1907, p 289 citing Brand, 1789, p 15 citing Murray Mss.). The accounts for the demesne lands and tithes in the 1539 Dissolution Survey for Tynemouth Priory mention a salmon fishery (Gibson, 1846, Vol. II, p 223).

3.3.2 *Salt Industry*

The salt industry at North Shields was greatly encouraged by the use of salt in the preservation of fish. Tomlinson suggests that there were salt pans on the site of the later Clifford's Fort which worked from c. 800 until the dissolution of the Monasteries in 1539 and that the Pow Pans (TWHER 4552) were making salt in the reign of Elizabeth (Tomlinson, 1888, p 45). Gibson refers to the accounts for the demesne lands at North Shields in 1539 where the rent for 4 pans at Shields is included in the rent for the farmer of the demesne lands (Gibson, 1846, p 223).

3.3.3 *Milling, Baking and Brewing*

The earliest mention of milling at North Shields occurs when a mill (TWHER 4553) was burnt in 1276 by the burgesses of Newcastle (Craster, 1907, p 286). In the 1290 charges against the Prior of Tynemouth it was stated that fishers, bakers and brewers lived at North Shields. The town c. 1390 comprised 13 bake houses and a number of brew houses were built at North Shields (Craster, 1907, p 289). The specific locations of these establishments are not known.

3.3.4 *Tanning*

After fishing, brewing and baking the fourth largest industry was tanning. A tannery was located at Preston (Garson, 1926, p 3) which lies outside the study area of the assessment and there was a trade in hide exports.

3.4 **Summary of Medieval Urban Form**

The first documented evidence of settlement at North Shields relates to an account of a small number of turf cottages clustered along the banks of the Pow Burn, possibly located on the promontory where Clifford's Fort was later established (TWHER 1952). The first stage of the deliberate creation of the town by the Prior of Tynemouth occurred in 1225 when houses were built on both sides of the Dogger Letch, along a strip of ground to the west of the promontory. This town was at least partially destroyed in 1267 by the burgesses of Newcastle, but a second stage of building occurred soon afterwards and by 1292 there were c. 100 houses, covering ground east of the Pow Burn, on the promontory where Clifford's Fort was later built, and where the timbers of a buried wooden quay were discovered in the nineteenth century (see above, TWHER 4550).

The town's development was restrained to some extent by the burgesses of Newcastle from 1290 to the end of the 14th century when a third major stage of development occurred partly on land reclaimed from the river and by 1390 North shields comprised an estimated 200 houses. In 1530 the burgesses of Newcastle imposed a number of restrictions on the town. This and the Dissolution of Tynemouth Monastery in 1539, and subsequent lack of maintenance, led to the decay of the town, houses fell into ruin and the town may have reduced in size.

Modern archaeological investigations in North Shields have all occurred in the Clifford's Fort area. This promontory is one of the areas where documentary evidence suggests that the medieval town developed, but no medieval deposits have been identified during the course of these investigations. This may indicate that when the fort was built the ground was cleared causing a truncation of earlier deposits. However the investigations were not intended to examine pre-fort horizons and surviving medieval strata may lie undiscovered beneath the fort.

The exact boundaries of the town and the extent of land reclamation cannot be accurately defined with the available evidence and these are areas to be addressed by future archaeological investigations. The north side of the street, and the slope up to the high town have been extensively terraced and are unlikely to have deposits surviving from the early period of the town. On the south side, undisturbed plots will have areas of deep, possibly waterlogged stratigraphy dating from at least the mid-thirteenth century. Here, research questions about the progression of reclamation and property development can be usefully addressed. Further documentary research could go some way to establishing a more precise plot history for the historic core of the town which would allow archaeological research to be more clearly focussed.

4. The Post Medieval Town

4.1 Documentary Evidence

In 1624 Edward and Robert Ramsey rented 24 cottages in North Shields and "all the passage with ferry boat and small cottage adjoining"(Gibson, 1846, Vol. I p 243-244, and Craster, 1907, p 298). In 1637 five more cottages and the salmon fishing from Howden Head were rented by the Ramseys (Craster, 1907, p 298 and Gibson, 1846, p 243-44).

The physical appearance of the town is described in a survey from the immediate post medieval period, 1564-65, carried out to determine why the town had declined so badly. North Shields is described as "little houses builded under the waterbank, and they have nether grounds belonging to them nor yet any room on the backside to make into gardens or orchards but only houses for fishermen, and on the fore parts little keys and shores made before every house for the cobles and the gear to lye and to dry their fish and gear on....Moreover the houses being built, they were always both built and repaired by the monastery" (Craster, 1907, p 293-294, citing a Duke of Northumberland Mss.). At the Dissolution of the Monasteries, the Earl of Northumberland acquired land and owned much of the town.

The findings of the Commissioners of the 1564/5 survey were that the town was lacking the management and maintenance formerly carried out by the Priory of Tynemouth and that rents were too high to attract tenants. To address this latter point, tenure at North Shields was altered to copyholding but returned to leaseholding in 1608 (Craster, 1907, p 294). After a period of decline the town

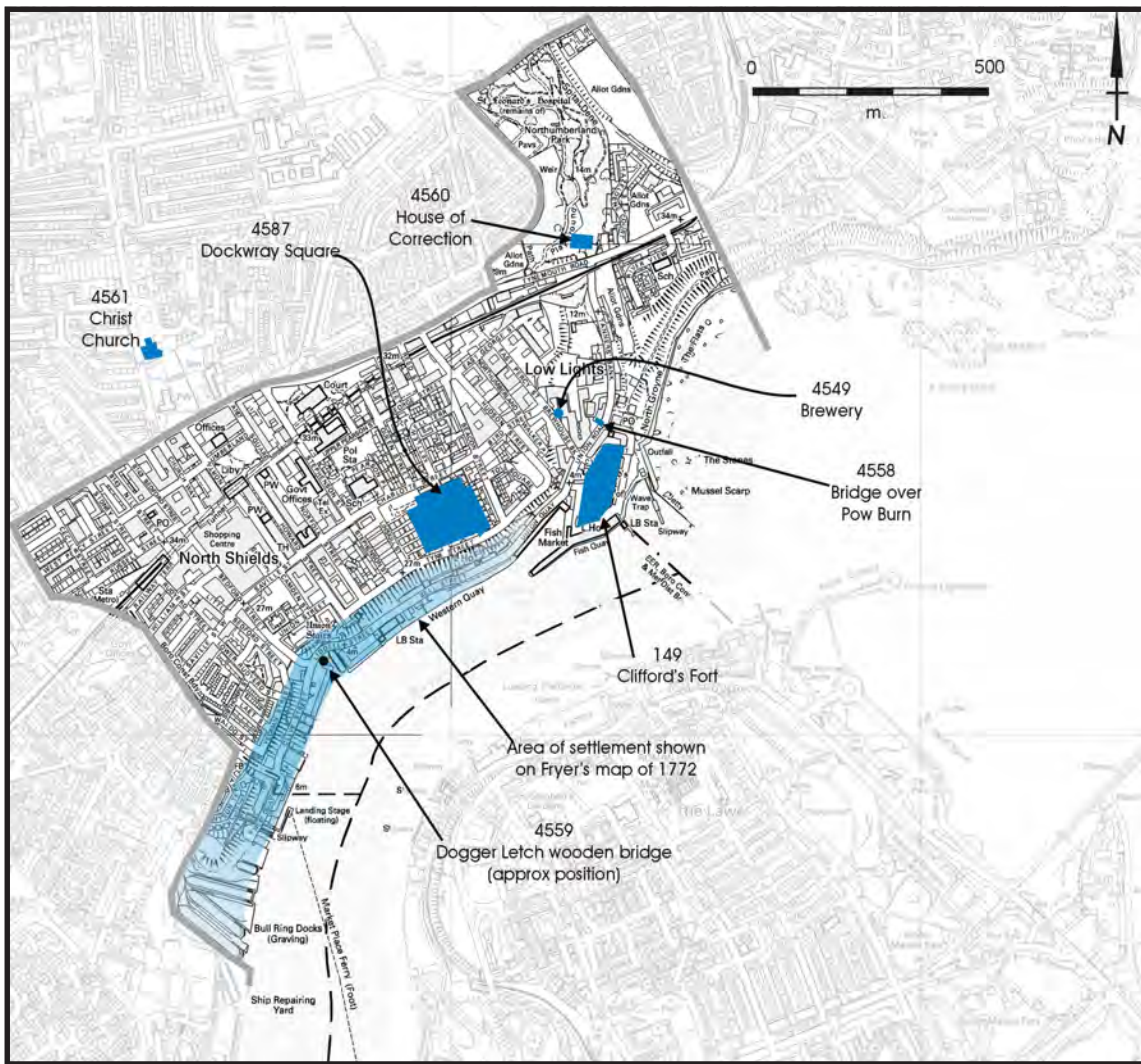


Fig 4. The Post Medieval Period

began to grow in the second half of the 17th century in spite of continuing restrictions on trade and commerce by the burgesses of Newcastle. The hearth tax returns of 1664 and 1674 demonstrate an increase from 180 to 305 households in that period. Houses of brick and stone replaced cottages, and some of the houses built in this period survived at the time Craster was writing, but none are known today. He notes a building on the Wooden Dolly Quay had a date stone of 1674 (Craster, 1907, p 305).

The town of North Shields continued to be restricted to development parallel to the river along one road which became known as Low Street (Fig 4). Craster writes that the street was from 9 to 11 feet wide but at points expanded to 16 to 25 feet wide (Craster, 1907, p 306). From this main street short lanes or quays led directly to the water's edge and on the other side steep flights of stairs gave access to the plateau of land, Bank Head, some 24m above Low Street.

Until the 17th century North Shields was a tiny riverside town with hardly any more to it than the present Clive Street and its immediate neighbourhood (Pevsner,

1993, p 524). In the 1760's ambitious plans for a "new town" at North Shields were developed as the riverside area became increasingly overcrowded. The freehold land lying between Tynemouth Road and the plateau of land above the riverside, Bank Head became the site of new developments. The common fields of Tynemouth Township had been divided in 1649 and a portion of the southern field was laid out in north-south strips. As properties were built on this land, the main streets followed the same alignment as the strip fields and access from east to west long remained difficult (Craster, 1907, p 311).

Improvements went on throughout the 18th century and early 19th century. They can be followed in the plans of 1787 and 1827 and consisted of the extension of the old town to the east and west by the planning and building of Dockwray Square (TWSMR 4587) and the New Quay (Pevsner, 1993, p 524). The houses around Dockwray Square became tenements and were finally demolished in 1956 to be replaced with multi-storey flats around a communal recreational area in 1963. By the mid 1970's these houses too were in decay and were replaced in the 1980's, (Hollerton, 1997, p 126-127).

During the 1800's the town began to sprawl up the banks towards the higher ground in an attempt to escape the overcrowded riverside. Roads could not be made up the bank because of the steep gradient so a series of stairs connected the riverside with the high town. Dwellings, public houses, shops and workshops clustered around these stairs (Simpson, 1988, p 4) which Hutchinson described as busy, narrow, dirty alleys.

The older core of the town continued as a long, narrow street parallel with the Tyne, between Low Light (east) and the Bull Ring (west), called Low Town Street. On the north side there were houses on the steep slope with flights of stairs between; on the south side short lanes and quays to the water's edge. The east half of the south side has subsequently been cleared to form large quays. Most of the houses on the north side were cleared in slum clearance and the banks landscaped, however some indication of the character of the riverside properties survived into the 20th century. For example, a photograph of 1933 shows buildings at Kirby Bank fronting onto New Quay (Simpson, 1988, pl. 128).

4.2 Cartographic Evidence

In 1654 Ralph Gardner of Chirton complained to Oliver Cromwell of the oppression of North Shields by Newcastle burgesses. This complaint, "England's Grievance" was accompanied by a map of the towns at this time. It shows the town as a linear settlement with a double row form along the riverbank between what is later called Borough Road at the eastern extent and the High Light at the western extent. The high ground above the town, "Banktop", is open ground and no settlement is shown in the Pow Burn area with only the Low light and Clifford's Fort occupying the peninsula. These extents remain almost until the later part of the 18th century, and are shown on a map of North Shields dated 1757 which shows settlement

restricted to the riverside area with one or two properties on the hillside above and a ropery to the north of the settlement at the western end of the town. The field divisions of the open ground above the town are also marked on this map.

Armstrong's map of the County, dated 1768, depicts a stylised two row settlement along the riverside. Fryer's more detailed survey dated 1772 shows the same extents as the 1757 map for the riverside area, but the main street has become even more built up, with only narrow lanes between properties, and no empty plots within the town. Further roperies have been built to the north of the settlement. The first development above the riverside town with the initial properties at Dockwray Square (TWHER 4587) is marked. The field divisions of the remaining open ground are identical to those shown on the 1757 map.

4.2.1 Quays

In the 17th century Newcastle continued to attempt to prevent development at North Shields, complaining about ships unloading and loading there in 1684. The burgesses and Trinity House attempted to resist proposals to build a quay at the Low Lights in 1699, but must have been unsuccessful because by 1714 a quay (TWSMR 4554) had been built here and another near to the ferry boat landing at the west end of the town (the Long Staith, TWHER 4555) (Craster, 1907, p 308).

4.2.2 Navigation Aids

Kear writes that c.1545 two lighthouses had recently been completed at North Shields and they were built in the form of embattled stone towers (Kear, 1986, p 99, 101).

In 1608 Trinity House of Newcastle was ordered by James I to place two lighthouses at Shields. The first lighthouse was built at a cost of £8. As the sand banks at the mouth of the river were constantly changing and the light houses were found to be in the wrong place as guides through the bar, in 1658 they were replaced by structures of timber which were frequently moved from place to place as the navigable channels shifted. These proved inefficient and were pulled down and replaced in 1727 (Garson, 1926, p 13). In 1660 Trinity House wrote to the MP for Newcastle complaining about the lack of light for Tynemouth lighthouse, also making the request that they have charge of the two light houses at North Shields (Adamson, 1898, p 18).

The "Old High Beacon" or Light House (TWHER 4556) was built in 1727 and is shown in open ground on the 1757 map of North Shields and on Fryer's 1772 map. It has become surrounded by buildings on the east side of Toll Square on Woods 1727 map and Beacon Street on the 25 inch to the mile 1st edition OS map. It is now listed and in private hands. Operating in conjunction with the High Light was the Old Low Light (TWHER 4557), built in 1727 inside the walls of Clifford Fort and plaques indicate that further additions were made in 1733 and 1775 (Preston, 1976). Later the old lantern turret was removed, a further storey

was added and the lighthouse converted into Trinity Alms House (Garson, 1926, p 13) in 1806/8 when the present Low Light was built. The “Old Low Light” is part of Scheduled Ancient Monument no. 44. There are photographs dating from 1855 and 1907 of the Low Light, showing it converted to almshouses (Hollerton, 1997, p 12-13).

In 1727, Old High Beacon was in turn replaced by The New High Light (TWHER 2129) situated on Low Street immediately below Dockwray Square (Woods, 1827) and along with the new Low Light (HER 2057) provided guidance for ships entering the mouth of the Tyne. Both lights were built in 1807 and first lit in 1810, to replace the earlier High and Low Lights, which due to changes in river channels no longer functioned properly (Dodds, 1928, *The North Shields Lighthouses*). The High Light and Low Lights have listed building status.

4.2.3 Bridges

In the mid 17th century a bridge (TWHER 4558) crossed Pow Burn at the east end of the town to give access to the main street. In 1648 Newcastle Trinity House contributed to the building of a bridge over the runner at the Low Lights (Craster, 1907, p 306, citing Mackenzie, 1827, p 682, citing a Trinity House Mss). Post medieval maps do not show this bridge but this could be an omission from the surveys. It does appear on the 1st edition 25 “ OS map.

The Dogger Letch, swampy ground at the west end of Low Street in this period, was crossed by a wooden bridge (TWSMR 4559) connecting the present Liddle and Clive Streets. A toll house was located near by and was demolished in 1857 (Craster, 1907, p 306). The wooden bridge is marked on Woods 1827 map but is not marked as a bridge on post medieval maps. Craster also states that a causeway called the Half Moon led from the wooden bridge to Bank Head and continued as Church Way to the parish church (*ibid.*).

4.2.4 Defences

A fortification has stood at the entrance to the Tyne since at least the 11th century when the promontory site of Tynemouth Priory was known to have been defended and in the 13th century it was granted a licence to crenellate. In 1545 the Tynemouth defences were reviewed and the Spanish Battery was added at Tynemouth (Kear, 1986, p 99, 101). A fort (TWHER 151) was built in 1642 under the direction of William Cavendish and was destroyed in an action in 1644 (Craster, 1907, p 182). There are no visible remains of this fort and it has been presumed to be located under, or near Clifford’s Fort (TWHER 149) but Kear suggests that it lay immediately to the north of the 1672 fort, a position severely affected by river erosion, and fitting Brand’s description (1986, p 101)

At the beginning of the Third Dutch War in 1672, a new fort was built at North Shields, Clifford’s Fort, (TWHER 149, Scheduled Ancient Monument No. 44). It was designed by the Swedish military architect, Martin Beckman, to house guns

for the defence of the mouth of the Tyne. It remained in use as an artillery fortification until 1881 and in 1888 became the headquarters of the Volunteer Tyne Division Royal Engineers. In 1928 it was vacated by the military and became used by the fishing industry. The layout of the fort towards the end of its period as a military establishment is shown on a plan dated 1921 (1193/6). The single entrance was in the north wall and the perimeter was intact and the moat on the east and south sides remained. The arrangement of buildings within the fort was similar but not identical to that on the OS 2nd edition, 1896. By 1985 more than half of the 19th century military structure had been demolished, most of the counterscarp had gone, the north gate taken down and a wide gap made in the west wall., Kear, Figure 1, 1986, p 100, summarises what is left of the fort today. The site has been the subject of erosion by constant demolition, damage and neglect (TWHHER 149-150).

There have been several archaeological investigations at Clifford's Fort, and the results of these and a full historical analysis is included in the Clifford Fort Conservation Plan (North East Civic Trust, 2002). The Excavations carried out in 1984 (TWHHER event no. 1526) have been fully published, including a record of the buildings and a general historical overview (Kear, 1986). A further small excavation in the south-west corner of the fort was carried out in 1987 by Barbara Harbottle (TWHHER event no. 1529, HER report no. 1987/2). Parts of the fort walls standing above ground were recorded and some observations are made about the building sequence. Excavation was carried out to expose and identify features which could be retained in future landscaping. These included the remains of a stone platform against the south wall, the west wall of the Master Gunner's house, possibly of 18th century date (which was demolished in 1973), outside it a cobble path with concrete drainage gully and cast iron grating, together with the remains of a military latrine. These features represented a period of use in the 19th century. At both the north and south ends of the area traces of earlier 17th century levelling deposits of sand was identified. A stratigraphic matrix and good photographic record is filed in the SMR.

A series of watching briefs, some very limited in scope, have recorded observations during alterations to the site. The findings are summarised below.

In 1985, watching brief (TWHHER event no. 1527) by D.C Kear took place during the demolition of the drill shed, a building erected in or around 1888 when Clifford's Fort became a Submarine Engineers depot (HER report no. 1985/7). During a watching brief in 1986, (TWHHER event no. 1528) before the building of a new technical block, (HER report No. 1986/6), part of the fort wall was exposed and recorded.

A trial excavation pit (TWHHER event no. 1530) was dug in 1989 by the Archaeological Practice (HER report no. 1989/2) to a depth of 1.2m against the west wall of the old Low Light. Natural sand was observed. Layers banked up against the wall of Clifford's Fort formed the foundation of the Old Low Light building, built of

sandstone. The lowest course of the wall foundation had been placed in a construction trench which cut river lain sand. Stratigraphy banking up against the fort was dumped to reclaim the foreshore outside the west wall of the fort.

In 1990 a small excavation (TWHHER event no. 1531) by the Archaeological Practice took place against the west wall of the postern gate.

In 1991 a watching brief (TWHHER event no. 1532) was carried out by the Archaeological Practice during the insertion of electricity cables at the Fish Quay (HER Report No 1991/1). The trench was excavated to a depth of 600mm but no archaeological features were observed. O'Brien states that it appears that the area immediately to the west of Clifford's Fort was underdeveloped foreshore sand until the time of construction of the New Low Light and the development of the Fish Quay, and the material observed is likely to have dated from this development.

In 1995 a watching brief (TWHHER event no. 1533) was carried out by Archaeological Practice on the excavation of an electricity trench (TWHHER report no. 1995/20). The trench was situated in the extreme north west corner of the Clifford's Fort scheduled area and immediately north of an electricity sub station. It was machine dug to a depth of 0.40m and no archaeological features were identified.

In 1995, a watching brief (TWHHER event no. 1534) was carried out by the Archaeological Practice on the excavation of a sewer trench (TWHHER report no. 1995/21). A part of what is interpreted as the counterscarp wall of the fort was recorded. Part of a 19th century cellar was seen and may have been associated with the alterations which took place in 1888. Deposits comprising ash and sand similar to material identified in the 1984 excavation as ground make-up deposits were seen. 19th and 20th century service trenches were also recorded.

4.2.5 Buildings

There are no domestic buildings known to pre-date the eighteenth century in the study area, although there may well be survivals of older fabric within buildings of later date. The majority of the fishing community lived in houses on the bank side, concentrated in the vicinity of Bedford Street, but nothing has survived the wholesale slum-clearance of the period 1930-50. The heavily terraced slopes have little or no archaeological potential.

The mid Georgian New Town was located on the level ground above the river frontage, with construction started by individual developers on pre-laid streets in 1763. The elegant Georgian Square known as "Bank Top Close" was renamed Dockwray Square after the Vicar of Stamfordham, the Rev Thomas Dockwray. However, the properties were poorly built and serviced and enjoyed only a short period of popularity before being displaced by the better provided "North Close" which was renamed Northumberland Square (Simpson, 1988, p 4-5). The housing here is of two stories, with round end bays and a projecting centre, all of c1810.

Other good, early nineteenth century terracing survives in Norfolk Street and Howard Street, among others (Pevsner 1996, 529-30). A number of shipowners built individual houses, some re-using stone from Tynemouth priory (Garson, 1926, p 17).

The location of the first public buildings were at the eastern end of the town, where the road to Tynemouth was still the most important axis of communication, when communications to the west were severely restricted by the presence of roperies running N-S (see below). The Court House and House of Correction (TWHHER 4560) on Tynemouth Road were built in 1792 (Craster, 1907, p 311) (Simpson, 1988, p 4).

4.2.6 *Places of Worship*

Before c. 17th century the nave of Tynemouth Priory church also served as the parish church of North Shields, an arrangement common across the country, and usually the source of prolonged contention between the monastic and secular communities. During the Commonwealth, this unsatisfactory situation was rectified by the construction, in 1659, of the Parish Church of North Shields (TWHHER 4561) on the Preston Road. Restored in 1792 (Tomlinson, 1888, p 46), it has Grade II listed building status.

A non-conformist meeting house (TWHHER 4562) in Thorntree Lane, now known as Magnesia Bank dates from the late 17th century (Garson, 1926, p 11). In 1759 a house in Chapel Stairs became a non-conformist meeting house (TWHHER 4564) (Hollerton, 1997, p 44).

4.3 **Post Medieval Industry**

4.3.1 *Salt Industry*

The salt industry established in the medieval period appears to have continued into the post medieval period. Pow Pans (TWHHER 4552) were making salt in the reign of Elizabeth (Tomlinson, 1888, p 45) and in 1623 two salt pans at Pow Burn, called Stodwede's pans were granted to the earl of Northumberland. Gibson mentions the four pans being rented out to William Collin and Edward Fenn along with the rights to profits which arose from anchorage of ships and boats in 1631 (Gibson, 1846, p 244).

By the beginning of the 18th century the industry was beginning to decline. In 1707 there were 10 salt pans belonging to the Milbourne family, but 27 Pow Pans were unused and long since decayed (Craster, 1907, p 308 citing Duke of Northumberland Mss.). By 1767 all the pans on the Duke of Northumberland's property had been taken down and houses built on the land. A single salt manufactory (TWHHER 2055) existed until the end of the 19th century at the Low Light (Craster, 1907, p 308). Craster states that in the middle of the 17th century there were salt pans

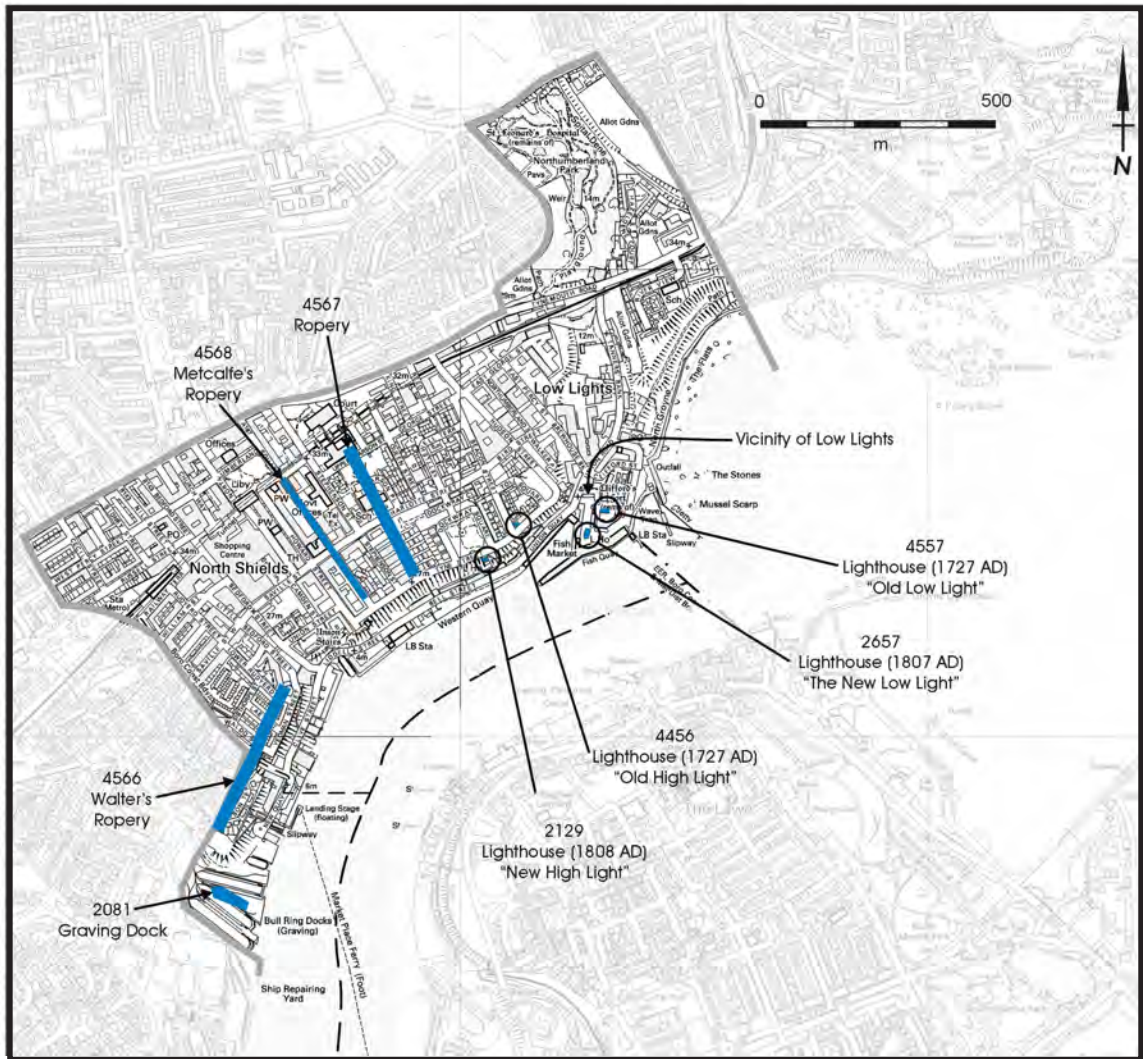


Fig 5. Maritime Sites

(TWHER 4564) at the western end at Dortwick where sands stretched out across the Tyne (Craster, 1907, p 306).

4.3.2 Salmon Fishing

In 1637 the salmon fishing rights from Howden Head to the point where the Tyne falls into the sea were granted to the Ramseys. Subsequently it was leased by the Milbourne family and then by the Duke of Northumberland from 1759. It became known as the Low Lights fishing and salmon fishing with nets continued until c. 1833. In 1720 there is a record of incomparable salmon caught at North Shields and supplied to most parts of Europe (Craster, 1907, p 298).

4.3.3 Shipbuilding

The construction of large ships (ie >100 tons) at North Shields was preceded by a ship-repair industry, dating from the earliest days of the town, and was evidenced by the construction of a graving dock (TWHER 2081) in 1752 by Edward Collingwood, near to the Bull Ring (Craster, 1907, p 308). The dock is marked on

Fryer's 1772 map as Mr. Hall's Yard, being the only one at North Shields at this time. It is shown on Wood's map and later becomes amalgamated into or superseded by a larger shipyard (TWHHER 2132).

That attempts were made to establish a construction industry in the preceding century can be deduced from the fierce opposition it excited from the vested interests of the Newcastle Company of Shipwrights. It is from their records that we can surmise that shipbuilders named Wilkinson and Selby were working in the town in 1674 (Clarke 1997, 98), but were prohibited from flourishing. Ship construction was certainly underway mid-century; for example, the 335 ton Northumberland was launched in North Shields in 1758, and it continued to be important until the twentieth century.

Active from at least 1780, John Hearn's yard (TWHHER 1970) at the Low Lights employed 30 shipwrights in 1804, at the height of the Napoleonic Wars, with his last ship, the Earl Percy (296 tons) being launched in 1806 (op cit 28).

4.3.4 *Rope Industry*

Ropemaking and iron founding grew up in association with the shipbuilding industry. A ropery (TWHHER 4566) located to the north of Low Street is shown on the 1757 map, named as Mathew Walter's ropery on Fryer's 1772 map, and is marked on Woods 1827 map. It may still have existed in a shortened form at the time of the 1st edition OS survey in 1865.

Several roperies, aligned north-south developed on the plateau of open ground above the town and are shown on Fryer's 1772 map and Woods 1827 map; TWHHER 4567 and TWHHER 4568 (Fig 5) and just outside the study area at Chirton (TWHHER 4569).

4.3.5 *Brewing*

Ralph Gardner of Chirton was imprisoned in 1652 for refusing to close his brewery (TWHHER 4565) in North Shields (Craster, 1907, p 301), providing further evidence of attempts to stifle commerce at North Shields by the Newcastle Corporation.

4.3.6 *Tanning*

Richardson's tannery (TWHHER 2051), at the foot of Tanner's bank, by the side of Pow Burn, was founded in 1766. It closed in 1890 when the premises became a saw mill (TWHHER 2128) before eventually becoming the site of the electricity works (Hollerton, 1997, p 7 and Garson, 1926, p 24). A building is marked on the site on Fryers 1772 map and is shown on Woods 1827 map.

4.4 Summary of Post Medieval Urban Form

Until the mid 18th century expansion, the town resembled the medieval settlement in most characteristics. The principal street was Low Row, but the appearance of the new fort at the east end would have occasioned a stimulus to improvements in communications at that end of the town and a source of income to its service industries. Port facilities were limited until the new quay was constructed in the early years of the eighteenth century. The major developments were on the periphery, where a range of industries sprang up, and on the plateau above the river, where planned developments anticipated the major transformation in the nineteenth century.

Clifford's Fort is a well-preserved, internationally important monument, and is located in an area where earlier settlement may be found. The waterfront to the east has undergone a massive transformation in the past 15 years, but substantial fragments of historic fabric remain, both above ground and in the form of foundations and reclamation deposits. Every opportunity should be taken to record and understand the surviving archaeology, to enable the development of the waterfront at North Shields to be put in the context of similar processes at other Tyne ports and wider afield.

5. The 19th Century Town

From the mid 18th century a New Town had been developed on the higher ground behind the old riverside settlement, and this became the focus for terraced housing. Economically, the 19th century saw a sustained if unspectacular growth of shipping, shipbuilding and coal mining industries, which led to the development of many public buildings and new churches, and shops (Fig 6). The modern period has seen the decline of those industries and there has also been radical re-shaping of the town centre, (Pevsner, 1993, p 524-5). The riverside (Figs 7, 8 & 9) has also undergone major changes with many of the quayside buildings demolished in the modern period.

5.1 Cartographic Evidence

Woods 1827 map shows the area to the north of the old town, bounded to the north by Church Road with many streets aligned north - south, but the presence of several roperies aligned north-south (the first features established in this area) restricted east-west communications. The First Edition OS map shows this area to have become more built up by 1865.

The older area of the town adjacent to the riverside shows expansion to the west from the form illustrated on Fryer's 1772 map. Lime Kiln Shore, with Middle and North Street behind, represent new development during this period. Workers housing was constructed in East, North, Middle, South and Dortwick Streets, all laid-out on the 1st edition OS map. This riverside area was developed as docks in

the 2nd half of the 19th century. This area was outside the post medieval town and probably lay outside the medieval settlement.

To the west of this area lying just outside the study area was an “accumulation of sand from every shore in Europe” forming a large ballast hill (TWHHER 2075) which was finally razed for the construction of Whitehill Point Staiths in 1905 (Garson, 1926, p 27). It highlights the importance of ballast used to make new ground, and reclaim land from the river.

5.2 Defences

In 1881 Clifford’s Fort (TWHHER 150, Scheduled Ancient Monument No. 44) was declared obsolete as a place to mount guns, but suitable as a naval engineering base, specializing in preparing naval mines. Many of the buildings constructed for the Tyne Submarine Engineers are still extant, for example, the mine stores were converted to kipper smokehouses, but are now derelict and in a poor condition. An electronics company currently occupies the former headquarters building.

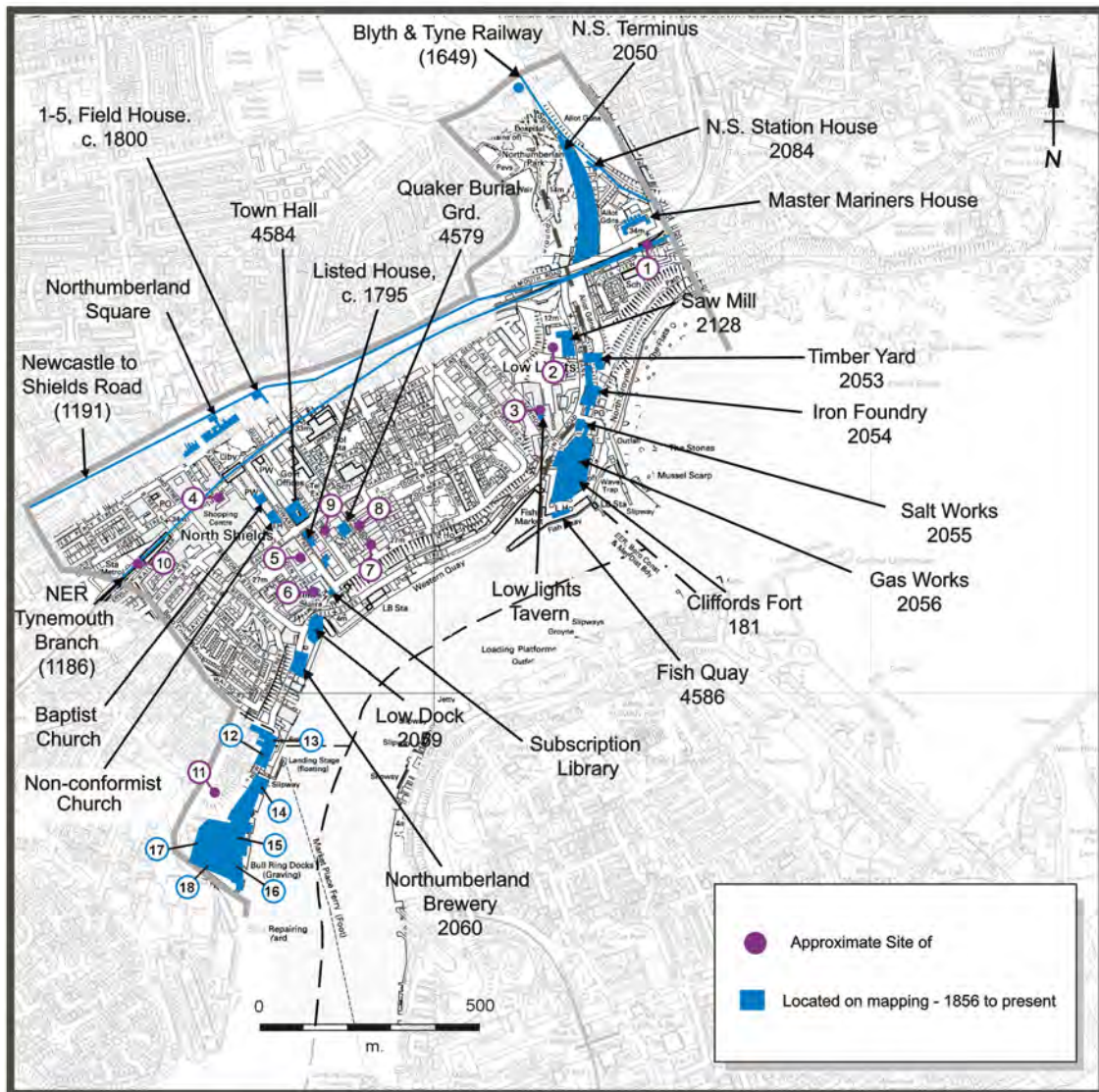
5.2.2 Quays

Woods 1827 map shows a line of quays and landings attached to individual properties on Low Street, running down to the water. Broad Quay, Crows Quay, Old Ferry Boat landing, Black Dock Quay, Leichman’s Quay, Brewhouse Quay, Hole in the Wall, Sween Quay, New Ferry Boat Landing, Stephen’s Quay, Elder’s Quay, and west of the New Market Place, Gibson Quay and Brewhouse Quay. The names changed considerably over time (see, for example, Simpson 1988, Plate 12), reflecting the fact that each quay was closely identified to the owner or property to which it belonged. The quays may respect older property boundaries, but further detailed mapping would be required to ascertain if, for example the 1827 tenements follow the boundaries shown on Fryer’s 1772 map, and excavation would be required to establish the origin of the layout.

In 1823 Union Quay was built connecting Low Street with the ancient bridge over the Pow Burn (Craster, 1907, p 314). This was augmented by the construction of first the Western Quay, which extended the fish market out over the river, and, in 1893-5, the Projection Jetty, to shelter what by then was the nation’s most important white fish fleet from heavy swells rolling over the Tyne Bar. At the western end of the town, a deep water facility, the New Quay (TWHHER 4582), was constructed at the beginning of the 19th century. In 1803 the right to hold a market at North Shields was finally granted and in 1806 a market place on the New Quay was formed (Craster, 1907, p 311). It is shown on Woods 1827 map, on the 1st edition OS and a photograph c. 1910 is reproduced in Hollerton, 1997, p 41.

At the eastern end of the town, boats brought in their catch to the The Fish Quay near the Low Lights (Tomlison, 1888, p 46). The Fish Quay was extended to the east in the 1930’s (Hollerton, 1997, p 7).

Fig 6 - Nineteenth Century Sites



- | | | |
|----------------------------------|--------------------------------------|--------------------------------|
| 1. Turnpike 2047 | 7. Baptist chapel 4573 | 13. North Shields brewery 2130 |
| 2. Tannery 2651 | 8. Friends Meeting House 4574 | 14. Engine manufactory |
| 3. Brewery | 9. Secession Church 4572 | 15. Shipyard 2132 |
| 4. St Andrew's church 4581 | 10. Site of Railway station | 16. Docks 2081 |
| 5. Site of Methodist chapel 4571 | 11. Site of Presbyterian chapel 4580 | 17. Ramsey's foundry 2069 |
| 6. Site of Ranters' chapel 4576 | 12. Pow & Fawcus's foundry 2067 | 18. Harrison's foundry 2070 |

5.2.3 Buildings

There are some imposing 19th century buildings which remain in North Shields.

- i. The Town Hall (TWHER 4584), Saville Street, 1844, part of which was designed by John Dobson (Simpson, 1988, p 4).
- ii. The Old Library in Howard Street was opened as the Mechanic's Institute in 1857, now a Business Centre (op cit, p 4).
- iii. The Subscription Library, 1806, occupied from 1895 by the Stag Line, and now known by that name, was one of the first buildings erected in the Georgian New Town (op cit, p 4).

- iv. The Master Mariners' Asylum on Tynemouth Road built at the expense of the Duke (1837-40) and designed by John and Benjamin Green (op cit, p 6).
- v. Sailor's Home, by Benjamin Green, 1854-56

5.2.4 Places of Worship

Part of the development of the area above the riverside town included many Non-Conformist places of worship, they are listed below.

- i. Scotch Church (TWHHER 4570) in Howard Street was constructed in 1811 (Garson, 1926, p 11). It is shown on Woods 1827 map and the 1st OS. It has listed building status along with the church school building, also in Howard Street.
- ii. Methodist Chapel (TWHHER 4571) in Howard Street is shown on Woods 1827 map.
- iii. Baptist Chapel (TWHHER 4578) in Howard Street is shown on 6 inch to the mile 1st edition OS map.
- iv. Succession Church (TWHHER 4572) in Norfolk Street is shown on Woods 1827 map.
- v. Baptist chapel (TWHHER 4573) in Stephenson's Street is shown on Woods 1827 map.
- vi. Friends Meeting House (TWHHER 4574) in Stephenson's Street is show on Woods 1827 map.
- vii. A burial ground (TWHHER 4579) on the opposite side of the street may be long to this meeting house.
- viii. St Andrews Church (TWHHER 4581) is shown on Woods 1827 map.

Places of Worship in the older riverside part of town:-

- ix. Methodist New Connection Chapel (TWHHER 4575), Low Street is shown on Woods 1827 map.
- x. The Primitive Methodists first met in a chapel on Ranters Bank (TWHHER 4576) and moved to a new church in the town centre in 1861, on Saville Street (TWHHER 4577). It was sold to Woolworths in 1930 (Hollerton, 1997, p 94).
- xi. The Presbyterian Chapel (TWHHER 4580) to the north of Low Street near to the Bull Ring is shown on Woods 1827 map.

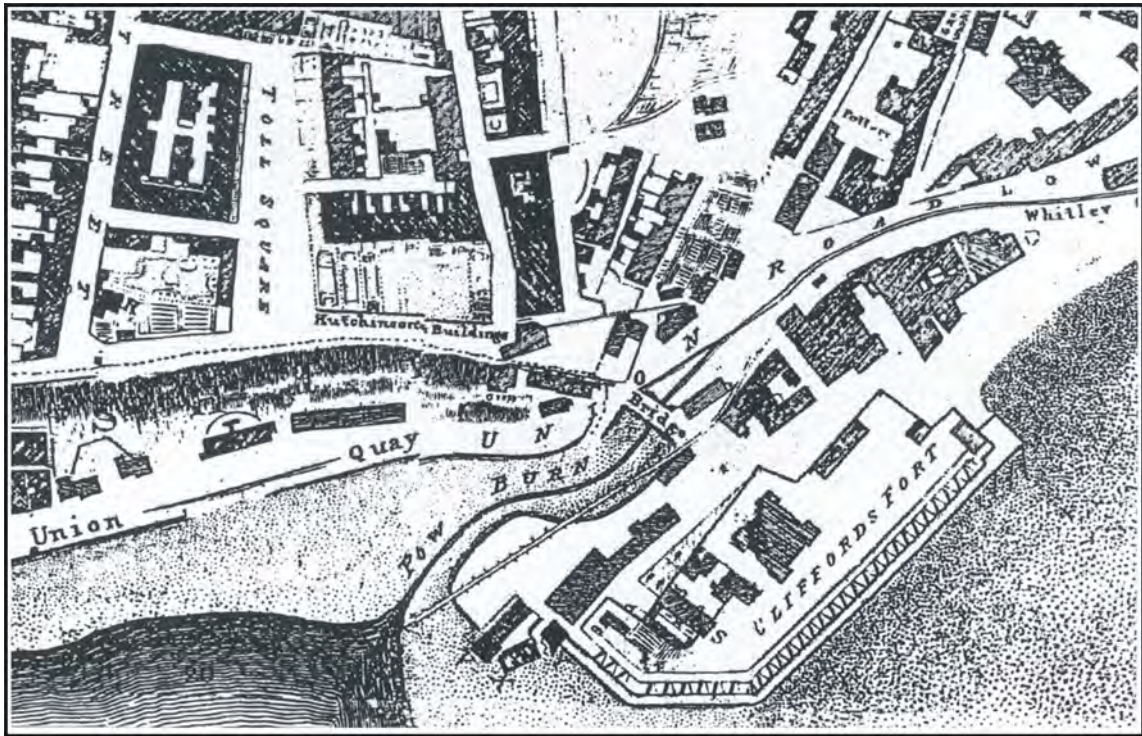


Fig 7: Clifford's Fort and the Gut - detail of Rook's map, 1827

5.2.5 Waggonways, and Railways

Woods map of 1827 shows Whitley waggonway (TWHER 4582) leading to a staith at the Low Light. This carried coal from Whitley Colliery to the collier brigs loading at the quays. The southern termini of the Blyth and Tyne Railway (TWHER 1049) were at Tynemouth & North Shields, (TWHERs 2046, 2050). The southern part of this line followed the course of the earlier Whitley Wagonway (TWHER 4582), from Whitley Colliery to Low Lights Staith, which was opened in 1811 by Clarke & Taylor. The Railway was built in 1857, opened in 1860 and abandoned in 1887 when the new eastern loop (TWHER 2155) was opened. The Spital Dean Bridge (TWHER 2052) carried the Blyth and Tyne railway Avenue Branch. The North Shields Terminus (TWSMR 2050) of the Blyth and Tyne Railway (SMR 1049) was built c. 1860-1. It was succeeded by North Shields station to the north-east in 1864 (TWHER 2084).

The North Eastern Railway, Newcastle, Tynemouth & Newcastle branch (TWHER 2155) was opened in 1887 and used part of the old Blyth & Tyne Railway (SMR 1049) whilst the old Blyth & Tyne Railway Station (SMR 2050) was used as a depot on this line.

The North Eastern Railway, Tynemouth Branch (TWHER 1186) which runs through North Shields was originally the Newcastle & North Shields Railway, started in 1839. The line reached Tynemouth in 1847. In 1904 this line became the first in the country to operate electric trains, initially from New Bridge St. to Benton, later on the whole 20 mile loop to Tynemouth. North Shields Station (TWSMR 2058) was on the N.E.R. Tynemouth Branch (HER 1186).

When the Newcastle to North Shields Railway opened in 1839 it was realised that there was no obvious way from the terminus to the ferry landings near New Quay. New Cut was dug through the Ropery Banks and a ticket office installed at the bottom. To restore the right of way along the bank top the company built a timber bridge. It was replaced with a steel structure in 1937, New Cut became Borough Road in 1949. A photograph of Borough Road, c 1900 is reproduced in Hollerton, (1997, p 90).

5.3 19th Century Industries

5.3.1 Fishing

The town continued to prosper becoming an important fishing station and a supply base for stores, ice and coal for both the merchant and the fishing fleet which tied off on an extensive series of small quays developed along the river between the Low Light and the Bull Ring (Simpson, 1988, p 7). A new Fish Market (TWHHER 4585) was built in the Market Place in 1820 (Craster, 1907, p 314) and is shown on Woods 1827 map.

5.3.2 Shipbuilding

After the depression that followed the conclusion of the Napoleonic Wars, the industry successfully rose to the challenge faced by both new technology and a rapidly changing economic background. The estuarine position of the town had stimulated the ship-repair and supply market, and this developed to embrace marine engineering. The co-existence of engine and small boat industries saw North Shields emerge as the major steam tug manufactory in the North East - of the total of perhaps 350 small steam vessels (mainly tugs) built on the Tyne before 1854, 149 were built at North Shields. Perhaps the most famous steam tug of all, the Monarch, the smokey toiler that tows the Fighting Temeraire in Turner's painting, was built in 1839 for a London tug-line (Clarke 1997, 90). In the construction of larger vessels, the town was much less important than other Tyne shipbuilding towns.

The North Shields Shipbuilding Yard (TWHHER 2132) was built after 1858, and is first shown on 2nd edition OS. It occupied a site formerly occupied by Ramsey's Foundry, Harrison's Foundry and an earlier post medieval dock (TWHHER 2069, 2072, 2081). The area to the east of this dock called Lime Kiln Shore (TWHHER 2135) on Woods map was developed as docks in the second part of the century. These are the New Dock, (TWHHER 2072) possibly associated with the adjacent shipyard (TWHHER 2073 - the Clarkson and Brazil yard) and a Floating Dock (TWHHER 2071) which is shown on the OS first edition 1865, but was out of use by the 2nd edition OS survey. The Clarkson and Brazil Boat building yard is shown in a photograph c. 1895 reproduced in Hollerton, (1997, p 22).

Further east of the Lime Kiln Shore area was the Low Dock (TWHHER 2059), the



Fig 8: Clive Street and the Market Place - detail of Rook's map, 1827

only protected graving dock on the Tyne and possibly the oldest surviving one on the river (Ayris and Linsley, p 26). It is shown on Woods 1827 map as the King Docks and Quay

A number of other trades associated with shipbuilding are also to be found in the riverside area of North Shields.

5.3.3 Timber Yards

Timber yard (TWHER 2053) is shown on the OS first edition 1865 and a saw mill (TWHER 2128) was built after the OS survey of 1858, appears on the 2nd edition of 1899.

5.3.4 Ironworks

The Pow and Fawcus's Iron Foundry (TWHER 2067) was out of use before 1894 and the site was occupied then by a brewery (TWHER 2130). Other foundries shown on the 1st edition OS map were the Tynemouth Iron Foundry (TWSMR 2054), Harrison's Foundry (TWHER 2070) later to become a shipyard (TWSMR 2132) and Ramsey's brass foundry (TWHER 2069) which also became a shipyard in the later part of the century.

North Shields Engine Manufactory (TWHER 2068) is shown on the OS first edition 1865 and had expanded north before the 2nd edition survey, 1894-5

5.3.5 *Brewing*

A brewery (TWHER 4549) is shown at the northern end of the town on Woods map of 1827.

Northumberland Brewery (TWHER 2060) is shown on the OS first edition 1865. North Shields Brewery (TWHER 2130) was built after 1858, on a site previously occupied by Pow and Fawcus's Foundry (HER 2067) and is shown on the 2nd edition OS map.

5.3.6 *Milling*

North Shields, Steam Mill, (TWHER 2061) shown as a Corn Mill on the OS first edition 1865.

5.3.7. *Pottery and Pipemaking Industry*

Carr's Pottery 1813- 1913 is shown on a photograph reproduced in Hollerton, (1997, p 10), apparently in Union Road but it could not be located more specifically. Simpson mentions potteries at the bottom of Claypiper Stairs (Simpson, 1988).

Garson mentions a pipemaking works at the top of Pipe Makers Stairs immediately behind the old gasometer (Garson, 1926, p 24).

5.4 **Summary of Nineteenth Century Urban Form**

Further research of these industries is required for a more comprehensive picture to be drawn, but in the 19th century the riverside area of North Shields became increasingly industrialised, with the fish trade concentrated at the eastern end of the town and shipbuilding and its associated trades located to the west.

PART II - ARCHAEOLOGICAL STRATEGY

Introduction

The changing economic basis of the riverside corridor will inevitably be reflected by changes in the physical appearance and land-usage of the properties forming the frontage. It is to be hoped that many of these developments will be wholly beneficial to the preservation and better appreciation of the historic town, but development pressure will be placed on the historic fabric. Possible directions for the way the riverside will evolve are laid out in the Clifford's Fort Conservation Plan and in the heritage section of the EDAW Fish Quay Master Plan.

It is not anticipated that the Georgian core of the new town around Northumberland Square will see wholesale re-development, but individual plots will be renewed on occasion, and some larger new buildings will spring-up from time to time. There is little in the way of archaeological deposits in the present town centre, but individual sites may well warrant further research.

In a re-development in an area of surviving historic interest, appropriate archaeological measures must be integrated into proposed schemes, starting with initial discussions with the relevant Local Authority Planning and Archaeology Officers. The following section explains how this process is achieved within the Planning Process

6. Research framework

Decisions on the future management of the archaeological sites and deposits likely to be affected by re-development in the historic town centre need to be informed by an appreciation of the importance of the archaeology encountered. That will be largely determined by the potential to add to our knowledge and understanding of the history of the town, its dependant hinterland, and, in certain circumstances, to contribute to national and international research themes.

To assist in assessing the RESEARCH POTENTIAL of the archaeological resource, it is helpful to draw-up a framework within which archaeological work should be undertaken, and to define (as far as possible, and in the light of present knowledge) in what parts of the town the differing research questions will come into play. As the results of new work are absorbed, new and more detailed questions will be formed, which can be brought into the research framework periodically, perhaps every five years, when the Unitary Development Plan is reviewed.

6.1 Earlier Periods - Research Agenda

6.1.1 *Potential for survival of Early Period Deposits*

Given the extent of channel-movement, shoaling and erosion along the riverbank and the degree of subsequent ballast dumping on the foreshore, it is now impossi-

ble to interpret the ancient topography of the area. Data from boreholes, watching briefs and evaluation trenching should be collected to commence deposit modelling of the river-bank.

6.1.2 *Research Agenda*

- what was the prehistoric, Roman and Saxon topography and to what extent was there permanent settlement and exploitation of marine resources on the banks of the river?

6.2 Medieval North Shields

6.2.1 *Potential for Survival of Medieval Deposits*

The lack of excavation evidence across the area known to have been occupied in the Medieval Period prevents any meaningful assessment of the character and extent of surviving deposits. Recent re-development on the south side of Clive and Liddell Streets have destroyed large sections of what little archaeology was left on the river frontage. There is evidence of good survival on plots not truncated by modern building.

6.2.2 *Research Agenda*

- What was the date of the establishment of the Low Row?
- Is there evidence of centralized planning or standardization in plot size and layout?
- What was the date of the establishment of the quayside, how was it constructed, by what agency and what commercial and industrial activities were located on the riverside?
- What economic and industrial activities were taking place in and around the river and its hinterland, how did these change through time and what was the town's relationship with the rural but increasingly industrialized hinterland?

6.3 Post Medieval North Shields

6.3.1 *Potential for Survival of Post Medieval Deposits*

The important post Medieval industries were often occupied into the modern period, and have been subject to intensive and destructive renewal of production facilities. This is also true of the principal monument within the town, the seventeenth century Clifford's Fort. Any understanding of the archaeology of this period must involve the integration of archaeological, industrial and documentary research.

6.3.2 *Research Agenda*

- Where are the surviving remains of buildings of this period ?
- Can we define the locations of industrial activity already established through documentary sources, e.g staiths?
- How can archaeology improve our understanding of the site-specific development of industries located, predominantly, along the riverside.
- What can be learnt of the archaeology of salt manufacture, and are early pans preserved beneath ballast ?
- Do early riverfronts survive relating to the development of Clifford's Fort?
- What further research is required to place Clifford's Fort in its regional and national context, and what potential for further excavation and public display does the site hold ?

To these ends where the opportunity arises archaeological briefs and specifications will direct archaeological contractors to consider:

- the value of intensive research to identify site usage along the riverside and provide clues to the extent to which the construction of buildings of this date will have truncated earlier deposits.
- the potential role of building recording in the identification of early military, domestic and small-scale maritime activity in the post- medieval town.

6.4 **Nineteenth Century North Shields**

6.4.1 *Potential for Survival of Nineteenth Century Deposits*

The intensity of industrial activity, while offering the potential to yield information relating to the industrial development of the town, has often led to the removal of most above-ground remains of early industrial sites and the truncation of below-ground remains. Nevertheless, important components remain. Documentary and cartographic sources have the potential to substantially add knowledge of the early industrial development of the town.

6.4.2 *Research Agenda*

- What was the chronological order and relative spatial position of the layers of industrial development.
- To what extent can the detailed study of surviving dry, graving and wet docks shed light on the history of iron ship-building in the town?
- To what extent can the study of features and civil-engineering of the fishing facilities assist in our understanding of the development of the river front
- How do the smaller manufacturing sites (eg the Fish Guano and Oil Works) inter- relate to the principal industries.

In pursuit of these aims, archaeological briefs and specifications will be structured to:-

- pursue research to form a more complete picture of the changing elements in the development of the town and to establish the sequence of industrial activity
- enhance the understanding of the surviving heritage through recording
- examine the potential for archaeological activity to study and record the subsumed layers of development.

7. The Existing Statutory framework

The management of archaeological sites and deposits, both known and suspected, is achieved through a number of different legislative measures, concerning both archaeological monuments and planning law. These operate at a national level for the most important sites (Scheduled Ancient Monuments) and at a local level for sites thought to be of lesser (local or regional) importance. Sites of local and regional importance are managed through a combination of planning law and policy guidance notes.

7.1 Scheduled Ancient Monuments

The most important archaeological sites in England are listed and protected under the terms of the Ancient Monuments and Archaeological Areas Act, 1979. Consent is required from the Department of Culture, Media and Sport (who act on the advice of English Heritage) for any works carried out on or in the vicinity of a Scheduled site. The main criteria for Scheduling is the importance of the monument measured against national criteria.

There is only one SAM in the study area, the seventeenth century Clifford's Fort. The problems encountered with the management of this monument in the past would be removed if commercial occupation within the interior could be re-located and a long-term management plan devised for the research and public interpretation of the site, possibly as part of a wider initiative linking all of the defence sites along the North Tyneside coast.

It is not suggested that any new sites be recommended for Scheduling.

7.2 Listed Buildings and Conservation Areas

Those archaeological monuments which incorporate substantial above-ground fabric and are deemed to contribute to the quality of the built environment can be listed under the terms of the Planning (Listed Buildings and Conservation Areas) Act 1990. These enhance the powers of the Local Planning Authority and can

indirectly preserve buried deposits by preventing development which would be permitted elsewhere. The Conservation Area within the study area is shown on Fig 1. It should also be noted that a new conservation area is proposed for the Fish Quay area. It is anticipated that formal designation as a conservation area will occur in 2003/4.

7.3 Planning Policy Guidance and the Unitary Development Plan

The protection and management of the majority of archaeological sites is the responsibility of the Local Authority, and is effected through Planning Policy. North Tyneside has a comprehensive approach to the preservation and enhancement of the built and natural environment which is detailed and made widely available through the *North Tyneside Unitary Development Plan*. The present plan was formally adopted in March 2002.

Planning Policy Guidelines 15 & 16 are currently under review.

North Tyneside MBC is in the process of developing policies to encourage heritage - led regeneration at Cliffords Fort.

Archaeological issues are the subject of Policies E18/1-7 (Sections 5.79-5.81). Policies E18/3-4 are not relevant to urban areas.

E18 THE LOCAL AUTHORITY WILL PROTECT THE SITES AND SETTINGS OF SITES OF ARCHAEOLOGICAL IMPORTANCE FROM DAMAGING DEVELOPMENT; AND WILL SEEK TO ENHANCE THE SETTING AND INTERPRETATION OF SITES OF ARCHAEOLOGICAL IMPORTANCE.

Archaeological policy in the District of North Tyneside reflects national awareness of the importance of preserving and building upon the physical remains of community's heritage.

E18/1A DEVELOPMENT WHICH WOULD ADVERSELY AFFECT ARCHAEOLOGICAL REMAINS OF NATIONAL IMPORTANCE, INCLUDING SCHEDULED ANCIENT MONUMENTS, OR THEIR SETTING, WILL NOT BE PERMITTED)

The Planning Authority will work with the Department of Culture, Media and Sport to ensure the preservation, in perpetuity, of the nationally important monuments at Tynemouth. The Authority is actively working to enhance the setting of the historic monument and to improve public access and awareness of the remains. The Tynemouth Conservation Area Partnership scheme and the Heritage Economic regeneration Scheme, which has been responsible for the major landscape improvements around the Clock Tower and other initiatives across the Conservation Area, is an indication of the commitment of the Authority to stimulate appropriate, conservation-led development to ensure the long-term economic and social well-being of the town.

E18/4A DEVELOPMENTS WHICH WOULD ADVERSELY AFFECT THE SITE OR SETTING OF ARCHAEOLOGICAL REMAINS OF REGIONAL OR LOCAL IMPORTANCE WILL NOT BE PERMITTED UNLESS THE NEED FOR REDEVELOPMENT AND ANY OTHER MATERIAL CONSIDERATIONS OUTWEIGH THE RELATIVE IMPORTANCE OF THE SITE.

Important archaeological remains across the known and suspected historic core will be afforded protection as a material consideration in the Planning Process.

E18/5 WHERE DEVELOPMENT IS PROPOSED WHICH MAY ADVERSELY AFFECT A SITE OF ARCHAEOLOGICAL INTEREST OR POTENTIAL THE APPLICANT WILL BE REQUIRED TO SUBMIT AN APPROPRIATE ASSESSMENT OF THE POTENTIAL IMPACT OF THE PROPOSALS ON THE ARCHAEOLOGY AND WHERE NECESSARY UNDERTAKE AN ARCHAEOLOGICAL FIELD EVALUATION BEFORE THE APPLICATION IS DETERMINED.

This policy ensures that applicants are aware of the need to demonstrate that any significant development within the historic core will not inadvertently destroy archaeological remains. A fuller explanation of the way archaeological issues are dealt with during the Planning Process is given below.

E18/6 WHERE ASSESSMENT AND EVALUATION HAVE ESTABLISHED THAT PROPOSED DEVELOPMENT WILL AFFECT A SITE OR AREA OF ARCHAEOLOGICAL INTEREST THE APPLICANT WILL BE REQUIRED TO PRESERVE ARCHAEOLOGICAL REMAINS IN SITU UNLESS THIS IS CLEARLY INAPPROPRIATE OR DESTRUCTION OF THE REMAINS IS DEMONSTRABLY UNAVOIDABLE, IN WHICH CASE A PROGRAMME OF ARCHAEOLOGICAL WORKS WILL BE REQUIRED TO BE SUBMITTED AND AGREED WITH THE LOCAL PLANNING AUTHORITY BEFORE THE START OF DEVELOPMENT.

E18/7 WHERE ARCHAEOLOGICAL REMAINS OR ARTEFACTS ARE DISCOVERED DURING THE COURSE OF DEVELOPMENT ON PREVIOUSLY UNIDENTIFIED SITES THE LOCAL PLANNING AUTHORITY SHOULD BE NOTIFIED IMMEDIATELY AND SUCH FINDS SHOULD NOT BE UNNECESSARILY DAMAGED OR REMOVED.

8 Archaeology in the Planning Process

In areas of the town where archaeological deposits are predicted a number of stages are recommended by the Department of the Environment (Planning Policy Guidance 16, DOE November 1990) to ensure that the Local Planning Authority has sufficient information to achieve the correct balance between encouraging urban re-generation and economic development on one hand, and respecting and preserving the historical heritage on the other.

8.1 Pre-Application Discussion

Early consultation with the County Archaeologist and the Industrial Archaeologist is of enormous importance. They can provide an initial appraisal of the likelihood that archaeologically sensitive deposits need to be considered for any specific planning application, and give advice on the steps that may need to be taken at each stage of the process.

Should advanced warning be received, the applicant will need to provide the Planning Authority with information of the likely impact of the scheme on any buried remains. This is estimated from existing records (including this report), historical accounts, and reports of archaeological work in the vicinity, in conjunction with a number of sources which suggest the nature of deposits on the site, like bore-hole logs and cellar surveys. This is presented in a standard format, known as a Desk Top Assessment, prepared by an archaeological consultant on behalf of the applicant, to a specification drawn-up by the County Archaeologist/Industrial Archaeologist, who can also assist by providing a list of organisations which do work of this sort. A Desk Top Assessment must be done to the highest professional standards, by staff who are suitably qualified and experienced in handling the source material (documentary, cartographic, archaeological) and aware of the wider research background for the period under study.

On the basis of the information provided in the Desk Top Assessment, the Planning Authority will determine the need for further work to test whether deposits predicted in the Assessment have survived on this plot. This is usually achieved by trial excavation and is known as a Field Evaluation. This programme will also be defined by the County or Industrial Archaeologist, and may employ a range of survey and analytic techniques besides excavation. Should important remains be brought to light, the preferred option would be avoidance of disturbance (Policy E19) for example by the use of building techniques that ensure minimal disturbance of the buried remains on the site.

With the benefit of the Assessment and Evaluation reports, the Planning Authority can make the appropriate decision (in the context of the Policies set out in the Unitary Development Plan, Section 6.3 above) on whether to give consent to the scheme or not, and, if so, what further steps need to be taken to mitigate the destructive effects of the development on the archaeological remains (Policy E18/6). This will ensure that any remains that will be unavoidably destroyed are archaeologically excavated, analysed and published, so that the site is “preserved by record” if not in fact. The requirements for further work will normally be attached to the Planning Consent as negative conditions, such as the model condition outlined in PPG16 (Section 29):

“no development will take place within the area indicated (this would be the area of archaeological interest) until the applicant has secured the implementation of a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority”

8.2 Archaeological Planning Conditions

The **Written Scheme of Investigation** is a detailed document which sets out the precise work required, covering the area to be excavated, the volume of deposits to be recorded, the methodology employed, the degree of expertise required, the amount of analysis and research required, finds collection policies, conservation of perishable artefacts, the deposition of finds and archives and the eventual publication of the results. Such programmes are expensive and time-consuming, and represent to the developer a construction cost against which to balance the real benefits of locating in the historic centre of the town.

Clearly, many sites in the urban area will not require the degree of work outlined above. In many cases the small scale of the disturbance associated with the development, or the low probability that archaeological remains will have once existed, or survived on the site, will mean that a much lower level of observation and recording is required. Known as a **Watching Brief**, this is the timetabled attendance of a suitably qualified archaeologist employed by the developer at the point when digging is underway. Any archaeological deposits encountered will be quickly recorded and any finds collected, without undue disruption to the construction work. Again, the County Archaeologist will provide the specification for the Watching Brief.

Where standing buildings form a component of the archaeological resource, there may be a need to undertake **Building Recording** in advance of demolition or renovation. This will not be restricted to Listed Buildings, which are selected mainly on an architectural criteria. North Shields has a number of outwardly unprepossessing structures which are important in forming a link with past communities and industries, and which will merit recording by qualified archaeologists or building historians to an agreed specification which will reflect the importance of the structure and detail the most suitable recording methodology (eg photographic survey, elevation recording etc).

An alternative method of arranging for archaeological work during the course of a long and complex development programme is through the use of a Section 106 Obligation, where one is used for other elements of a re-development. It is not recommended to use a Section 106 Obligation purely for archaeology.

8.3 Unexpected Discoveries

PPG16 provides advice on the extremely rare circumstance that exceptional and unpredicted remains are encountered while development is in progress. There are powers at the discretion of both the Secretary of State, and the Planning Authority to intervene to ensure that nationally important remains are protected. The developer can insure against any resultant loss, and would, if all appropriate steps have been taken, be entitled to compensation. In most cases, it has proved possible to achieve a satisfactory conclusion through voluntary negotiation. The best insurance is to take the appropriate steps (Assessment, Evaluation etc) at the right time.

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