The Tyne and Wear Specialist Conservation Team is the curatorial service for archaeology, industrial archaeology and historic buildings throughout the Tyne and Wear districts. It helps and advises Newcastle, Gateshead, North Tyneside, South Tyneside and Sunderland Councils to carry out their statutory duties to care for the precious historic environment of Tyneside and Wearside. The Team is based on a joint arrangement between these five Tyne and Wear Districts and has been in operation since 1986.

**The Role of the Team**

- Caring for our historic environment
- Helping to preserve and manage the historic monuments of Tyne and Wear
- Giving specialist advice to planning authorities on listed buildings and conservation areas
- Looking after the archaeology and industrial archaeology of the districts
- Liaising with English Heritage, Heritage Lottery Fund and other heritage based organisations
- Giving advice to the councils and the people of Newcastle, Gateshead, North Tyneside, South Tyneside and Sunderland on all aspects of our heritage

**The Aims of the Team**

- To achieve a high level of quality service
- To retain the quality and variety of the service whilst maintaining its low cost
- To continue to achieve an equable division of the team’s work to ensure value for money for each of the contributing authorities.

The Team members are:

- **Ian Ayris**
  Tyne & Wear Industrial Archaeologist

- **Peter Derham**
  Tyne & Wear Historic Buildings Officer

- **Dave Heslop**
  Tyne & Wear Archaeologist, Newcastle Monument Manager

- **Jenny Morrison**
  Tyne & Wear Archaeology Officer

The Team can be found at the Strategic Housing, Planning and Transportation Division of Newcastle City Council’s Environment & Regeneration Directorate. They can be contacted at the address on the inside of the back cover, or through the individual Councils, or by telephoning 0191 2777190 or 2115626. Further details of all telephone numbers, fax numbers and e-mail addresses are on the inside of the back cover.

The front cover shows: (clockwise from top left) St Mary’s Church, Gateshead; Tyne Dock, South Shields; White Bridge, Gosforth; Rainton Bridge Farm; Trinity House, Newcastle; Harraton Colliery, Washington; Church of St. Bartholomew, Longbenton; South Marine Park, South Shields; Dog Bank, Newcastle; Blaydon Burn; (centre) Richardson Dees Park, Wallsend.

The back cover shows a statue in South Marine Park, South Shields.
The Tyne and Wear Specialist Conservation Team
Annual Report 2009

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Introduction

A number of highly important factors will impact on, and increase the need for, the work of the Specialist Conservation Team in the coming years. Through forward planning the Team needs to be in a position to react to this changing heritage landscape and to be in a position to help the client Authorities address the issues these changes will bring.

The new Planning Policy Statement 5 (PPS5): ‘Planning for the Historic Environment’ will increase the need for the work of the team to focus on identifying the significance of heritage assets and advising on their care and conservation. Specifically the new PPS5 places great emphasis on the need for local authorities to have access to the County Historic Environment Record (HER), held, maintained and developed by the Team and the need for the level of specialist knowledge and expertise provided by the Team. That the PPS also extends the definition of heritage assets to include undesignated sites will lead to advice being required across a larger number of historic places.

The draft Heritage Protection Bill, should it become law, will have a major effect on the work of the team. The most significant impacts will be caused by: the transference of responsibility for Scheduled Monument Consent to local authorities; making ownership of, or access to, a HER a statutory obligation; and the introduction of Heritage Partnership Agreements.

The extension of the At Risk register to include all forms of heritage assets and designations is increasing the awareness of, and the need to address, issues across the historic environment. Work on heritage at risk will potentially become a major focus for the Team.
The Heritage of Tyne and Wear

The five districts of Tyne and Wear contain a wealth of important historic buildings, archaeological sites and treasured landscapes. Within the county there are:

◆ 77 Scheduled Monuments,
◆ 3250 listed buildings (approx)
◆ 71 Conservation Areas
◆ 12,345 sites on the Historic Environment Record
◆ 1 Registered Historic battlefield site
◆ 13 Historic Parks and Gardens
◆ 2 Roman Forts and a Roman Temple
◆ 10 miles of World Heritage Site

A key factor is that the historic environment is continually developing and the number of listed, scheduled or registered sites or buildings is not static. Every year new entries to the List of Buildings of Architectural or Historic Interest are received, and the Historic Environment Record is continually updated as new sites are discovered or more information is found.

The historic environment of both Tyneside and Wearside, however, is much more than these individually protected sites. It is the setting in which these jewels are presented – the historic town centres, medieval village cores and the ancient landscape - the treasured environment in which we work and live.

Completed works on the High Level Bridge, winner of a Europa Nostra award for Conservation

How the Specialist Conservation Team Cares For and Enriches Our Historic Environment

◆ by giving observations on planning applications, and applications for listed building and conservation area consent
◆ by advising on appropriate materials and approaches to the repair and restoration of historic structures
◆ by advising upon appropriate approaches to development in Conservation Areas
◆ carrying out archaeological appraisals
◆ drawing up briefs and specifications for programmes of archaeological work
◆ by helping to draw up and implement Heritage Lottery and other schemes
◆ through involvement in policy planning and local planning
◆ through working groups and committees
◆ by projects and fieldwork
◆ by maintaining and extending the Tyne & Wear Historic Environment Record
◆ through recording, surveys and research
◆ through publication and education.
Restoring Newcastle’s Heritage

South Lodge, Jesmond Old Cemetery

The Sexton’s cottage by the Sandyford Road entrance to Jesmond Old Cemetery is commonly known as the South Lodge. It was designed by John Dobson for the Newcastle General Cemetery Company in a rather severe Greek Revival style to match the more grandiose East and West Chapels on the Jesmond Road frontage. In 1937, a number of alterations and extensions brought the accommodation up to contemporary standards by the addition of two small extensions to provide a kitchen scullery and a bathroom/WC, but done in cast artificial stone walling which clashes with the austere ashlar of the original elevations. Although a Grade II* listed building, the South Lodge fell into disrepair when no longer lived in by the sexton/gardener of the cemetery, being used as a store by the City Council but being stripped-out when the interior was ravaged by dry rot. By 2008, the building had been completely gutted of all internal timberwork, had had the chimney stack and external pots removed, and was on the Buildings-at-Risk register. The softwood rafter roof was in a very poor condition and the parapet has a sapling growing out through the gutter cornice.

As part of a wider programme of renovation, the Monument Manager applied to English Heritage for a grant to repair and re-occupy the structure. This was successful and was matched by funds from the City Council. Spence & Dower, Architects, submitted the Listed Building Consent and supervised the renovation.

Given the very poor condition of the structure and the impact of a number of later modifications, considerable thought was spent, in discussion with English Heritage, on the conservation philosophy to be employed. The decision to restore the building to its mid nineteenth century outline but maintaining more recent window openings, represents a common-sense approach to keeping the character of the original while allowing maximum scope for the modern re-use of the building. Perhaps the most dramatic decision was to replace the lost chimney stack and furniture, using pre-war photographs as reference for the missing architectural detail.

The work started in July 2009 by Hastie Burton Ltd. and was completed by late November, although provision of servicing from outside the cemetery has proved difficult. The basic two-cell plan of the building has
been maintained, with a door moved back to its pre-1937 position. This gives access into a small corridor to the main rear room, which will be an archaeological store. A new insertion is a toilet, which will enable the building to serve a new function – as the meeting place for the newly formed Friends of Jesmond Old Cemetery, who will have the front room (with basic kitchen facilities) with its fine, three-light window looking onto the main path through the cemetery. The Friends have made a tremendous difference to the cemetery, by cutting back weed and shrub growth and maintaining the paths between the monuments and grave-stones. It is hoped that the Lodge will be able to house interpretation material when the cemetery and its Dobson buildings are the subject of guided tours during Heritage Open Day weekend, each September. The provision of accommodation will provide a great boost to the activities of the Friends, and their presence will help look after the building. The renovation of the Lodge, along with the work carried out on the south wall of the cemetery, has been reflected in the upgrading of the designation of the cemetery in the English Heritage Register of Parks and Gardens.

Newburn War Memorial

The principal priority for the War Memorials programme for 2009, as established by consultation with the War Veterans Association and other interested bodies, has been the renovation of Newburn War Memorial. The memorial was constructed to honour the dead of Newburn & District in World War I. It was paid for by public donation at a cost of £550.00 and unveiled in 1922 by the then Duke of Northumberland. The memorial comprises a rectangular Portland stone pillar surmounted by a figure of a soldier in battledress also in stone.

This Grade II listed building has been the subject of repeated vandalism and suffers from deterioration in the condition of the landscaping around the monument, particularly the approach steps, hand-rails and paving. One of the roll-of-honour plaques has been stolen, another plaque has been moved, and the statue heavily vandalised. A scheme to repair the statue and plinth, research the missing names and recast them onto a new plaque, and repair the plinth and column was given Listed Building Consent in 2008, and was the subject of successful grant applications to the War Memorials Trust and the Sir James Knott Trust.

The first stage was the removal of one of the existing plaques to act as a template for the new one, ensuring the same decoration is achieved. While in the workshop, the old plaque was cleaned and conserved, and back on site, the other bronze parts were similarly treated. Next, the repair work on the steps, and paving could begin, as well as the relaying and patching of the paving immediately surrounding the monument. When the new plaque was ready, it was re-attached, along with the bronze inscription that reads “THEIR NAMES SHALL LIVE FOREVER”, which was originally on the vertical face of the top step but had been re-fixed at a later date on the horizontal plane of the step, where it is much more difficult to read.

Once the steps and plinth were repaired, the monument was protected by the erection of a new steel fence, designed for the monument by our Conservation Architects, Spence & Dower. This work was done by Frank Haslam Milan Ltd., in conjunction with their contractor,
Steelcraft Limited. It is hoped that the provision of fencing will prevent graffiti and other damage to the steps, and create a more dignified surrounding for the monument. The front of the monument has double gates to allow the laying of wreaths on the steps on Remembrance Sunday. The final element in the 2009 programme was the replacement of the tubular handrails up the approach steps with newly wrought solid rails, in keeping with the original design of the monument. This was also done by Frank Haslam Milan; the city is very grateful to FHM for their very significant contribution to the repair and enhancement of the Newburn War Memorial.

The final element in the programme was to be the repair of the rifle butt of the infantryman. However, during renovation, vandals broke-off both hands and all of the remaining portion of the rifle. Replacing these in limestone will be a major undertaking, beyond the scope of the Listed Building Consent given in 2008. Conservation Statements and quotations were sought from sculptural repair specialists, and a new consent, along with a second War Memorial Trust grant application will be sought in 2010, hopefully to complete the work in time for Remembrance Day in November.

Scheduled Monument condition surveys

In late 2008 and early 2009 an inspection of the condition of all Scheduled Ancient Monuments in the City’s care was carried out by Robin Dower and Bryony Roff, of Spence and Dower, Architects, and a report produced for wider consultation on the priorities for repair over the next 5-year period. This section of the overall work covers the major Scheduled Ancient Monuments in the care of the City Monument Manager, namely the Black Gate, the Castle Keep, Plummer Tower and Sallyport Tower. Condition surveys for the Statues and War Memorials and for the Town Wall and Towers were done in 2008. The Condition Survey is the fundamental first step in drawing-up a strategy of repair and routine maintenance of each structure and building – the Monument Planned Maintenance Programme.

The character of the external work to the Castle Keep on the east elevation demonstrates the change in the approach to conservation work over the past 30 years since the last major external works on this area. Over the last five years, the external

Repaired steps at Newburn War Memorial

External works to the Castle Keep
The Black Gate was revealed to be in good condition

elevations have been repaired, the building re-roofed and significant improvements made to the Health and Safety infrastructure, concluding a major repair programme which should stand for the next 30 or 40 years.

The Black Gate castle barbican tower has required little in the way of significant works over the past five years and is in generally very good order. Minor works have been directed towards improving the security of the structure, and preparing for a major change of use as the library, store and meeting rooms of the Society of Antiquaries have moved to the Great North Museum. The establishment of new uses and widening public benefit will be the major challenge of the next 5 years.

Plummer Tower is the only property in the Monuments Management Programme which is let on a ‘full repairs basis’. Structurally, the handling of easing cracks between the medieval tower and later 18th century attached Company House will need to be reviewed and the current patching with mastic replaced with more suitable material. A programme of structural recording of existing cracks may be required, in advance of any further repair work. Once done, it should be possible to achieve a neater finish to the internal plaster work.

A major programme of works to Sallyport Tower, including roof repairs, the re-design of the bay window and repairs and re-pointing to the wall tops and ties, was achieved with the help of an English Heritage ‘Grants to Property Owners’ award. Extensive preparatory work in the first part of the last 5-year period, including the full photogrammetric recording of the whole structure, laid the ground-work for the main repair programme. It is now occupied by a commercial tenant, Kensington Associates. Exterior repointing is still to be done, as well as work on the listed interior and the unlisted ancillary buildings, particularly the 1960s toilet block.
Discovering Hadrian’s Wall

Introduction

2009 was a very busy year for archaeologists working on Hadrian’s Wall. As well as a number of excavations and evaluations in advance of development within the Wall corridor, the year saw two major events: the Society of Antiquaries ten-yearly Pilgrimage along the Wall; and the International gathering of archaeologists studying or managing the Roman Imperial Frontier across Europe, the Middle East and North Africa known as the Limes Conference, which was held at Newcastle University in July.

Managing the archaeological remains of the World Heritage Site represents a major challenge to the Specialist Conservation Team. The City is helped by a number of organisations, particularly English Heritage, a statutory consultee on all developments within the Wall corridor, and Hadrian’s Wall Heritage Ltd., who this year launched the third iteration of the Hadrian’s Wall World Heritage Site Management Plan, which included extensive comments from the County Archaeologist. The Management Plan aims to balance the potentially conflicting pressures to stimulate economic regeneration across those sections of Newcastle, North Tyneside and South Tyneside through which the frontier runs, and the need to preserve the fabric of the 2,000 year old monument so that it can be passed intact to the future generations.

Fossway Fire Station

A new housing development on the site of the former Fire Station on Fossway has the known line of Hadrian’s Wall running across the forecourt, but the exact position and condition of the Roman frontier works has never been established, there being no excavation on the site when the fire station was built in the 1960s.

The detailed planning for social housing on the site was based on the assumption that the new housing could occupy the central and northern portions of the site while leaving the Roman remains undisturbed. Two evaluation trenches were excavated by West Yorkshire Archaeological Services in June 2009. One trench located the outer edge of the defensive ditch to the north of the curtain wall, while the other, across the main part of the site, confirmed that there were no further features of archaeological interest within the development area.

The ditch had been filled-in in relatively recent times, as evidenced by the survival of modern artefacts and wood in the upper layers. Once the northern edge of the Roman ditch had been established, there was no reason to disturb the surviving layers within the ditch, which will lie below the level of car parking and shrub landscaping on the Fossway frontage of the development. The final episode of archaeological research involved investigating the line of service trenching onto the plot. Further careful trial investigation showed that a large sewer pipe cut across the Roman wall at the eastern edge of the plot and that new services could be located here without further disturbance to the archaeology.
An archaeologist from Archaeological Services, Durham University, was able to locate the foundation blocks of the Wall, surviving beyond the zone of destruction caused by the sewer pipe, so establishing the exact position of the Wall in this part of Walker.

**White House, Benwell**

Archaeological excavation was needed in advance of the demolition and redevelopment of a large suburban villa, the White House, set back from the West Road. Here we might expect to find the vallum, the large demarcation ditch positioned about 100m to the south of Hadrian’s Wall, which is thought to have defined a “no go” zone behind the Imperial Frontier, and which would help control traffic through the official gateways at the forts and milecastles.

Three trenches were excavated by Archaeological Research Services Ltd., to the north and east of the house. In one of these, modern layers overlay natural subsoil, and in the other two it was found that the digging of clay to make bricks for the Victorian town had removed all trace of the original landscape. One of the clay pits contained a circular sandstone-built feature with straight sides and a flat base, which was presumably associated with this industry in some way, but the lack of related finds or debris makes the purpose of this structure unclear.

The final phase of the pre-development archaeological programme was the recording of the standing building. This is properly two houses, although the original intention was to erect a single large dwelling on the plot, with the principal façade facing south, across Western Avenue, to command a fine view of the Tyne Valley.

**Foundry Lane**

There are only two places at the eastern end of the Hadrian’s Wall where the actual line of the frontier has been “lost”; one in the centre of town, east of the Roman fort of Pons Aelius (under the Castle Keep), and at the point where the Wall crosses the Ouseburn. Over 30 evaluation trenches have been excavated on either side of the stream, without securing direct evidence of the course of the frontier.

The former Stephen Easten yard, on Foundry Lane, is overlooked both by the arches of the railway viaduct and the steeply wooded slope of the valley side. Hadrian’s Wall is thought to run through the centre of the site, on a straight line between Stepney Bank, where the wall ditch was discovered in 1929, and Shields Road, Byker. However, three trial trenches excavated by Tyne & Wear Museums in 2008 were frustrated by the presence of ground water which filled the trenches to a depth of about 2m, when the archaeologists had not gone past the remains of the 19th century pottery manufactory.
In 2009, a different technique was employed to evaluate this difficult site – bore-hole drilling. A series of cores were sunk with a percussion drill to provide an understanding of the stratigraphic sequence across the site. Across most of the site, a similar pattern was encountered; a thick spread of industrial remains about 2.5 to 3 meters, overlay a water-bourn alluvial silt. This in turn overlay a heavy, blue-coloured clay which is thought to be the natural subsoil across this part of Tyneside. By contrast, at three locations, all on the Ordnance Survey predicted line of the Wall, sandstone was encountered at a depth of about 4.0m. The character of this stone was quite different to the underlying natural rockhead, which had been weathered and made friable by prolonged saturation. One interpretation of this evidence is that the Roman Wall or an abutment carrying a bridge, survives beneath a substantial depth of alluvial deposits, which in turn were buried by 19th century industrial development. However, this circumstantial evidence cannot be taken as proof-positive that the missing section has been discovered, but it provides the best evidence we have at this point in time, and will be used as the basis plotting out a zone across the site where piles for the new buildings will not be allowed to be sunk.

Coquet Street, Ouseburn

A proposal to develop a garage site to the south of the suspected line of Hadrian’s Wall in Coquet Street led to the commissioning of a desk top assessment by Alan Williams Archaeology for the owner, Mr A. Wilson. The report detailed the later history of the site, which saw the erosion of the ground levels from a number of factors, including clay extraction, railway tunnel construction, and the terracing of the land for the existing garage, the earliest part of which dates to the 1860s. In view of this, there is no chance of any significant archaeology surviving on the site. When this development goes ahead, the building will be recorded as examples of the industrial vernacular architecture of Victorian Newcastle.

Salvation Army Hostel, City Road

The general position of the Wall to the north of the Salvation Army Hostel on City Road was first discovered in 1928. At that time a section of ditch was uncovered at Buxton Street, near to the location that the early eighteenth century antiquarian William Horsley claimed to have found the Roman road, known as the Military Way, that runs behind the Wall. The curtain wall itself was seen in 1994, when the Garth Heads tobacco warehouse was converted into flats. Given the proximity of the hostel to these observations, a trial trench was excavated in what was felt to be the least disturbed section of the site, but no archaeological remains were observed. On the basis of this evidence, the new development could proceed, with the provision of a watching brief, just in case any disturbed Roman finds were encountered during the building work.
Trinity Oakfield

Another school redevelopment on the line of Hadrian’s Wall triggered archaeological investigation at Trinity School, Condercum Road. The school is thought to lie within, or adjacent to, the eastern edge of the civilian settlement that grew up around the Roman fort of Condercum. A desk top assessment was undertaken in December 2008 and this recommended extensive trial trenching across that part of the school field planned for levelling by the new school buildings. The evaluation trenches revealed Roman features and so the whole of the footprint of the new school was excavated by PCA Ltd. in April and May 2009. It marked the first sizable excavation at Benwell since the mid 20th century, and an opportunity to deploy modern scientific recovery techniques at this important military base.

The area excavation revealed landscape features but no direct evidence of occupation. The largest feature was a roadway which had worn into the clay slope as it ran diagonally across the site to form a hollow-way. This was over 5m wide and had been metalled with a cobbled and stone surface. A single pottery sherd dating to the 3rd century AD was found on the surface of this roadway. At some point in the 2nd or 3rd century AD, a rectangular fenced enclosure was constructed which touched the line of the hollow-way and occupied the north-western corner of the excavation. Very little was recovered from the interior; a shallow pit, 0.88m long and 0.22m deep may represent an infant burial, the bones having decayed in the acidic soil, but there were no other indications of function. It could mark the outer boundary of a cemetery, which in the Roman period was always placed outside the settlement itself, the spirits being excluded from the areas occupied by the living, or it may just be an agricultural tenement, the buildings of which were closer to the Wall which here runs along the West Road. Pottery from the enclosure dates from the mid second century AD until the late 3rd century. A clearer indication of the dating of the site will be provided by Tyne & Wear Museums, who are analysing the ceramic finds. Dating to a slightly later period in the Roman occupation, another ditched boundary occupied the extreme western edge of the site. This may mark the eastern edge of the village that grew up around the Roman fort.

Benwell Bank Substation, West Road

The replacement of the electricity substation at Benwell Bank by a more modern installation triggered the excavation, in April 2009, of an evaluation trench across the plot, at right angles to the line of the frontier works, the curtain wall of which is located either under the south pavement of the West Road or under the carriageway itself. The trench uncovered a substantial ditch, 1.45m wide and 0.45m deep, but no other evidence of activity in the vicinity. The main ditch fill was devoid of finds; a few small scraps of post-medieval pottery from the upper fill might have
resulted from root disturbance, which was extensive in the area of shrubs between the substation and the pavement.

One possibility is that ditch was a drainage gully for the Roman road, known as the Military Way, which ran to the south of the curtain wall and linked the forts, milecastle and turrets along the frontier, the actual metalled surface of the road having been ploughed away in antiquity. A series of ditches of similar character was uncovered north of Pendower Hall, some 300m to the east, where the ditches were part of a successive series of roads dating from the construction of Hadrian’s Wall in AD122 to the third or fourth centuries. Given the lack of Roman finds for Benwell Bank, it is equally likely that the feature represents a more modern boundary, possibly a field boundary for the agricultural ground to the south. The site was excavated by AOC Archaeology Group for CE Electric UK.

Lemington Middle School

The re-location of the Lemington Middle School to a new site has released the existing grounds for a new use. In order to explore the archaeological issues which might be encountered in any new development, the City Council commissioned a desk top assessment from Tyne & Wear Museums. The site is adjacent to the main Newcastle to Carlisle road, the A69, and although set back from Hadrian’s Wall, which is thought to run under the south carriage way of the main road, it is crossed by other features associated with the Imperial Frontier: the Military Way - a road that linked all of the defensive features on the frontiers, enabling the garrison to move quickly between the forts, milecastles and turrets of the curtain wall - and the vallum. The Military Way, if it has survived later ploughing and landscaping, will only be encountered in the north-western corner of the playing fields.

The vallum runs through the centre of the site and is protected as a Scheduled Ancient Monument. The position here was confirmed by excavation in 1961, just before the present school was constructed, and it has provided the best evidence in Tyne & Wear of the construction of the monument. The ditch is some 7.3m wide and about a third of that in depth, with a flat bottom and steeply sloping sides. On either side, at a distance of 9.5m from the ditch edges, were the upcast banks, the northern bank was revetted with turf, while the southern mound was edged with stone, both features designed to stop the upcast from eroding. From the outer edge of the surviving banks, the whole monument was 35m wide and it would have been both a visually impressive structure and an effective obstruction to commercial traffic.

Traces of the Military Way were observed during landscaping to create the school field. It was about 30m back from the curtain wall, approximately 8m wide, and constructed of large sandstone slabs set directly onto the clay subsoil. Unlike elsewhere along the road, there was no sign of kerbing or drainage in the form of flanking ditches.

There is now no trace of the Roman remains on the field but clearly, the ditch, at over two metres deep, will still be there, and subject to the normal constraints afforded to a Scheduled Ancient Monument. The next phase of the re-development will be the demolition of the existing school buildings, a process which needs to be done under archaeological supervision. Any further archaeological response will await plans for the redevelopment of the site.
A major redevelopment to the south of the Central Station examined part of the Friary of the Penitence of Jesus Christ, more commonly known as the “Friars of the Sack” because their rough brown habit resembled sacking. By 1300, there were only three friars left and in 1307 the friary was taken over by the Carmelite order, who had re-located from their first house near Sallyport Tower, seeking a larger site.

This urban monastery, founded before 1266 and one of only nine in England, was first excavated in 1965 and 1967, when part of the south wall of church was revealed, with the rest of the building extending beneath Forth Street. Architectural fragments and pieces of painted glass, dating from the middle of the 13th century, were found.

In 2009, the previous excavations needed to be re-opened, re-exposing the wall of the medieval church but also allowing excavation at a greater depth than was possible in the 1960s excavations. Further Roman features were recovered, including a number of pits, but the main focus of this part of the programme was the continued investigation of the medieval friary. In addition to the four burials uncovered in the 1960s, a five further interments were recorded, mostly partial skeletons, disturbed by later intrusions, but one complete burial was found in the south east corner of the trench, just outside the church wall.

To the south of the earlier dig, a new trench examined the junction between the church and the buildings around the cloister. The room next to the south wall of the church was usually the chapter house, and, within the fairly restricted area available for excavation, there was no reason to doubt that assumption. Indeed, the presence of burials under the floor of the building accords with that interpretation. The chapter house was the second most important building in the friary, where the brethren met each morning to discuss the
business of the day. It was regarded as a privilege and mark of status and respect, for individuals in the community to be buried in this location. The most complete burial was in a timber coffin, the planking of which survived in the semi-waterlogged conditions. The bone of the skeleton was particularly well preserved, except in the chest area, where the lid of the coffins had collapsed onto the underlying body. The coffin was held together with iron nails, driven at an angle through the planking.

The remains represent the first opportunity in twenty years to examine part of one of the medieval religious houses of Newcastle. When the finds and soil samples are scientifically analysed, we will be able to reconstruct a picture of the lifestyle and contemporary environment of the friary, as it served the people of Newcastle 700 years ago.

**Brenkley Opencast Coal Site**

This site is of high archaeological potential. Prehistoric remains were expected as a multi phase Iron Age settlement has been found on the adjacent Delhi Opencast Site. A prehistoric pit alignment was excavated at Fox Covert and another has also been found in Milkhope, Northumberland, which when projected runs through the eastern part of the Brenkley site. The site lies adjacent to Brenkley medieval village and manor (which had a corn mill) and so medieval remains were expected. A good proportion of the site has already been mined by opencast in the 1940s and 50s. Here, archaeological deposits will already have been removed. An archaeological desk based assessment has been prepared by Tyne and Wear Museums.

A geophysical survey has been undertaken on those parts of the site which have not previously been opencast. The results of the geophysical survey suggested that there were two probable Bronze Age or Iron Age enclosures and evidence of probable medieval and post medieval activity across the wider site. A fieldwalking survey has been undertaken over the ploughed fields within the site boundary. This has recovered some prehistoric flints including a nice scraper, some iron fragments and post medieval pottery. An earthwork survey has been undertaken to build on work undertaken in 1992. Surviving earthworks include broad ridge and furrow of probable medieval date associated with Brenkley medieval village, field boundaries, narrow ridge and furrow of probable post medieval date and a ditch some 4m wide and 0.70m deep (possibly a sunken roadway post-dating the medieval ridge and furrow).

Preliminary archaeological trial trenching has been undertaken, concentrating on some of the geophysical anomalies. The suggested late prehistoric enclosure has been proven to be just that, although it has yet to be dated either by finds or scientific analysis of soil samples. Early indications suggest that inside the enclosure there is a complicated and multi-phased complex of roundhouses and other features. Within the ditches of the western bell-shaped enclosure are postholes, stakeholes and gullies. One set of postholes may represent a four post structure for grain storage. The eastern enclosure is more rectilinear in form, and contains probable roundhouse gullies, wall slots, postholes and occupation layers. There are several other ditches which may represent annexes to the main enclosure or separate enclosures. To the immediate north-east of the proposed main enclosure is a cluster of ditch terminals,
gullies and other features. A glass bracelet fragment of Roman date was found here. In the fields closest to the present Brenkley village, medieval remains have been found including a stone culvert and substantial ditches containing medieval pottery. These finds would suggest that the medieval village of Brenkley extended beyond the present village. The presence of the settlement to the east of the existing farms would explain the curious bend in Brenkley Lane as it skirted around the original village. This work was undertaken between March and September 2009. Further archaeological excavation will be needed prior to mining beginning to ensure that the prehistoric enclosures are fully recorded and excavated. There are several areas within the site where the land has subsided into old coal workings. Such workings, in the form of bell pits and pillar-and-stall workings are of significant industrial archaeological interest. The collapsed mines will be recorded under watching brief conditions. The results of all of the archaeological work will ultimately require publication in an archaeological journal.

**Millfield House, Jesmond Dene**

As part of the HLF funded Ouseburn Parks project, the ground floor of Millfield House is to be converted into a café. A two storey extension on the site of the rebuilt stable will form a visitor centre and ranger base. To the rear of the house there will be an extended garden seating area. Archaeological Services Durham University recorded Millfield House, which is on the Local List. They also excavated two evaluation trenches with the Friends of Jesmond Dene. The purpose was to ascertain if the sunken seating area and extension were likely to disturb the remains of Busy Cottage Ironworks of 1790, which was converted into a corn mill and forge around 1855, or its mill race. It also gave the Friends the opportunity to learn how to record and excavate archaeological features. No evidence of the ironworks was found, other than some tap slag and agglomerated iron waste, but the well-preserved remains of the mill race were exposed, in the form of a well-constructed stone tunnel along with an unexpected later substantial mill pond wall. The south end of the mill pond was moved back some 40m from its original position and retained by the wall. Because the industrial remains were so spectacular, it was agreed that the retaining wall for the sunken seating area would be moved to enable the best preserved part of the mill race and wall to be preserved in-situ. The section of mill race between the new retaining wall and Millfield House was archaeologically excavated. The capping stones will be laid back down within the landscaping scheme and visitors will be able to look through the mill race culvert.
through a Perspex window set into the new retaining wall to the sluice gate at the top of the garden. An interpretation panel will be erected to explain the industrial remains to the visitor.

**Waverdale Open Space**

A new secondary school is to be built on Waverdale Open Space and a special school on the site of Sir Charles Parsons School. A detailed archaeological desk based assessment has been produced by Pre-Construct Archaeology Ltd. There are a number of buried watercourses within this site, including the Stott’s Burn, which is probably of some age. The potential for palaeo-environmental remains is thus moderate to high, but because the watercourses are culverted under up to 12m of modern refuse (the denes were used for landfill) these deposits are unlikely to be affected by the scheme. The potential for Roman remains is considered to be moderate to high due to the close proximity of Hadrian’s Wall, the military way and the vicus (civilian settlement) surrounding Segedunum Roman Fort. Again the deposits are likely to be deeply buried. The potential for medieval remains is low because the site lies some distance away from Walker medieval village. The potential for post medieval and modern remains is high. On the Sir Charles Parsons School site there was a colliery waggonway of late 18th century date. East Pit was in operation in the 1770s. Delight pit was in operation from 1824. Preliminary archaeological trial trenching has shown that the waggonway embankment does survive. It is 3m wide and 0.7m high. The timber rails and sleepers have rotted away, but a square posthole presumably for waggonway fixings is visible. Part of the waggonway had been destroyed by a refuse destructor in the 20th century. On the Waverdale site (proposed for the secondary school) there was a World War Two Anti-Aircraft Battery (designated as Tyne N). The battery would have used large calibre ammunition against the Luftwaffe bombers. The layout of the battery is visible on a RAF aerial photograph of 1946. The battery included a semi-sunken concrete command post, four hexagonal gun emplacements, a magazine and gun store, workshops, canteen, guardroom and barracks. A watching brief is required on the site of the battery and further excavation on the line of the waggonway.

**Egypt Cottage, City Road**

The former Tyne Tees Television Studios are in the process of being demolished. In advance of this clearance, Alan Williams Archaeology recorded the Egypt Cottage public house. John Wood’s town plan of 1827 shows this general area as ‘Egypt’. The name may have come from the granaries on the north side of the ‘New Road’, which were likened to the grain warehouses of the pharaohs described in the Bible. The original Egypt Cottage public house is shown on the plan at the end of a row of cottages with transverse blocks to the rear. Thomas Oliver’s town plan of 1830 shows the Egypt Cottage as a detached building with two porches or projecting windows. John Bell was the landlord. By the 1860s there were warehouses to the rear which were associated with a timber yard. The second
edition Ordnance Survey shows further constructions including Egypt House and a Wesleyan Mission Chapel. It was demolished in 1873 and the present pub of the same name was built by a Susanna Gibson. The pub was sold to McEwan’s in 1925, passed to Scottish & Newcastle Brewery and is now a free house. The new Egypt Cottage was brick, apart from some sandstone walls in the cellar and the building was skewed to take in the curve of City Road. On the ground floor there was a bar, bar parlour, tap room and a kitchen. The first floor was accommodation and a long club room. The first floor had six sash windows with stone lintels and sills and a slate roof. The ground floor elevation was ornate with panelling and windows and three doors. There were major adaptations in 1937 by WM and TR Milburn of Sunderland. The surviving façade is much as altered in the 1930s. Ornate corbels have been added between the two floors. Inside the alterations have been more radical. A large portion of the first floor has been removed above the main bar and the staircase has been altered. The bar is decorated in a style which harks back to the Art Deco period and features Egyptian art which was popular following the discovery of Tutankhamun’s tomb in 1922. The marble topped bar and tall shelving to the rear are quite grand. In the 1950s the surrounding site was developed for Tyne Tees Television. The Egypt Cottage, as the local public house, became known as ‘studio five’ (there were only four Tyne Tees studios). Tyne and Wear Museums have produced an assessment of the Tyne Tees Studios site.

West Jesmond Primary School

Further to last year’s Annual Report, Pre-Construct Archaeology Ltd. maintained a watching brief at the above site to ascertain if any remains of a temporary timber and iron infant school of 1901 survived. No evidence of the 1901 building was found, but shallow ditches of medieval date, containing pottery of the 13th to 15th centuries were recorded. The ditches were probably related to agriculture, field boundaries or drainage. Evidence of post-medieval ploughing demonstrated that the medieval field system remained fossilised within open fields around the township of Jesmond well into the 19th century. Brick foundations of the playground dividing wall and 1904 toilet block and screen wall were also recorded.

Loadman Street

Archaeological Research Services Ltd. produced the desk based assessment for a development of 12 workshop units, 8 offices and 101 car parking spaces back in 2006. This report concluded that there were two late 19th century chapels, a gospel hall and Low Dean House within the site. A colliery waggonway led from High Pit, Elswick Colliery, to staiths on the Tyne. The site is south-west of the site of Elswick Hall, the medieval manor and village of Elswick. The manor and village were given to Tynemouth Priory as early as 1120, and it included a farm, house, coal mines, staiths and a quarry which provided mill stones for grinding corn. In 1337 the prior and monks were besieged by men from Newcastle in their house or tower at Elswick. The Jennison family bought land at Elswick in 1640. The estate was later sold to John Hodgson, cloth merchant and colliery owner. John Hodgson III built Elswick Hall in 1803 to a design by William and John Stokoe. In 1839 Richard Grainger bought the house for £114,100 with the view of creating an industrial suburb at Elswick with quality residential accommodation. The purchase
Planning permission has been granted for a piece of artwork by Gordon Young for a small vacant site adjacent to Trinity House to celebrate the Collingwood Bicentenary. Tyne and Wear Museums produced a desk based assessment in June 2009. Activity is known in this area since at least Roman times with the Hadrian’s Wall corridor crossing close to the site, Roman pottery has been found at Pandon and a Roman coin at Broad Garth. The site was probably on the original foreshore of the River Tyne rather than on land reclaimed from the river from the 13th century onwards. The buildings of Trinity House probably extended as far as Dog Bank in the medieval period. In the 19th century the plot was occupied by three tenements. In October 2009 archaeologists from TWM Archaeology excavated an evaluation trench to the depth of the proposed foundations. Deposits associated with post medieval levelling of the site and demolishing the tenements were recorded. Neither natural subsoil nor undisturbed ballast material was located. As a precaution the excavation works will be monitored by an archaeologist as a watching brief.

**St. Andrew’s Church**

An entrance link (with lobby and parish meeting room) has been built at this Grade I listed church by infilling the narrow open yard between the church and the parish hall. A platform lift was installed at the bottom of the stairs in the parish hall. The earliest masonry at St. Andrew’s is the 12th century chancel, nave and west tower. The north and south transepts were added and the north aisle was widened in the 13th century. A south porch and Trinity Chapel were built in the 1300s. The porch was re-fronted in 1726 and there were several alterations in the 19th century. Archaeological Services Durham University monitored the work as a watching brief. Ten skeletons were recorded, in graves aligned east-west. The on-site osteologist was able to determine the sex and age of most of them. Most were males aged between 20 and 40 (one was older, possibly up to 71 years old) but there was one female aged between 30 and 40. One infant skeleton was found. Two large ornate iron coffin handles were found, typical of 18th or 19th century date. Fragments almost bankrupted him and the house was sold in lieu of payment to his creditors. For a time the house, which then lay within a public park, was used to display the work of local sculptor J.G. Lough, designer of the Stephenson Monument. Elswick Hall was demolished around 1980 to make way for a swimming pool. The watching brief recorded the remains of 19th century shipyard worker’s terraced housing and a stone lined culvert and a sandstone wall associated with Low Dean House. No evidence of the waggonway or medieval remains were recorded.
Heaton Windmill

Heaton Windmill, which is listed Grade II, was probably built in the early 18th century. It was used for grinding corn for flour and meal for animal feed. An advertisement in the Newcastle Courant in July 1760 gives the tenant as Jonathon Hutchinson and advertises it to be let. In 1800 the ownership is shown as Matthew White Ridley but by 1844 it was in ruins. The tower of the former windmill stands to a height of circa 6m on a prominent position in Heaton Park. The base was once cement rendered and the entrance blocked by stone or brick under the render. The ruin was consolidated in 1992. As part of the HLF funded Ouseburn Parks Project, Listed Building Consent has been granted for works to the windmill including re-pointing of walls, stone cleaning to remove graffiti, removal of vegetation and cross stitching reinforcements to re-establish the masonry bond. Views to the windmill will be improved through the removal of selected trees which were planted 25 years ago. It is proposed to restore a grass embankment. Access to the windmill will be improved by the restoration of original paths which will give a relatively gradual ascent up the embankment. In advance of these works Archaeological Services Durham University recorded the windmill.

Melton Park, Gosforth

The former Northumberland Record Office is to be demolished to make way for a new 42-bed care home. The Archaeological Practice and Peter Ryder recorded the building, which was built as a Cold War Anti-Aircraft Operation Room in 1951, in response to the threat of conflict at the start of the Korean War and the Soviet Union nuclear fission programme. The operation room controlled all the anti-aircraft gun batteries in the Tyne area. Melton Park was built to replace a World War Two operations room in Low Gosforth House, a stately home built by Joseph Laycock in 1858 and demolished in the 1970s. Melton

Skeletons found at St. Andrew’s Church
Park was one of 20 purpose built AAORs in England and consisted of a 25m square reinforced bomb proof concrete bunker with one storey underground and one above. The only openings are two heavy steel doors, protected from direct blast by concrete porches, and various small vents. The flat felted roof has a square chimney. Set slightly off-centre to the building was an internal structure 10.9m square enclosed by a second reinforced concrete wall, containing the plotting room. The plotting table was at basement level, surrounded by a glazed viewing gallery, carried on iron pillars and girders, and switchboard room. Five stairs led the two levels. It remained in use until 1955. It was converted into the record office in 1962. It was turned down for listed building status in 2006 due to its altered interior. The only original equipment is the air conditioning plant. Outside a mast base (four low pyramidal concrete blocks) survives. The building has remained empty since 2007, when the records office along with the Cold War plotting table, moved to Woodhorn in Ashington. Evaluation trenching will be undertaken in the grounds to ascertain if any evidence relating to North Gosforth medieval village or the grounds of Low Gosforth House survive.

Keelman’s Hospital boundary wall

Tyne and Wear Museums were appointed to record the brick retaining wall to the north of the Keelman’s Hospital for the City Council’s Technical Services section, in advance of repair works. The Grade II* listed building was built in 1701 in brick with a central frontispiece with octagonal lantern above, square clock tower and Dutch gables, the building encloses a central courtyard. On the ground floor there was a central door from which two passages led. At the end of the passages were 4 staircases, each with 17 steps and 28 rooms. On the first floor there were another 26 rooms and a club room. There were conveniences adjoining the boundary walls of the site. The hospital provided accommodation for widows and children of deceased keelmen, or for those who were ill or destitute. The money for the Hospital was raised by a levy of 4d (2p) a tide on the keelmen themselves. It cost £2,000 to build. The hospital was the scene of a violent murder on New Year’s Day 1829, when Jane Jameson, a fishwife, murdered her mother in a drunken rage, Jameson’s trial and execution drew huge crowds, because she was the first woman to be publicly hanged in Newcastle for 71 years.

28-30 The Close

Simpson & Brown Architects with Addyman Archaeology have been undertaking a programme of archaeological work at this Grade I listed property, which is to be converted into a restaurant with offices and flats above.

The building has been, for many years, in the care of the Tyne & Wear Building Preservation Trust. It started life as three single timber-framed commercial properties, of late medieval date, probably similar to the adjacent cooperage. In the 17th century they...
were amalgamated into a grand merchant’s house with elaborate interiors for the Clavering family. At first floor level the remains of a 3-bay construction with projecting dragon-beam demonstrate that the house had been jettied (the first floor overhung the ground floor). The dragon-beam jetty construction is a rare survival in Newcastle. The property declined in status in the 18th century when the timber frontage was replaced with brick. The house was converted into a warehouse in the 19th century. The property has a dressed stone ground floor and an upper facade of 18th or early 19th century brick. A late 17th century timber-framed rear extension rests on an older stone base and re-uses some original windows. The first and second floors of the front-range each consist of one enormous room whose chief feature is a ceiling of close-set plastered beams, decorated with paired birds, flowers, thistles, scrolls and arabesque patterns involving animals. This is the earliest surviving plasterwork in Newcastle. Other notable features include two stone fireplaces with flattened Tudor arch and stone mullioned windows. When the house was converted into a warehouse in the 19th century cast iron and softwood structural supports were inserted through the building, a third floor was added over the south range, the roof structure and the warehouse frontage on ground level. Lord Gort undertook some restoration in the early 20th century, which probably included the insertion of a salvaged oak staircase with urn and barley twist balusters, thick moulded handrail, and moulded closed string into the rear extension. The archaeologists have been painstakingly recording this important building over the last five years. Archaeological test pits within the building have yielded Roman and 13th century pottery and leather waste from a cobbler’s shop. Medieval stone-lined drains, a medieval stone vaulted cellar and a post medieval brick-lined well have been recorded. The star find thus far has been a fragment of medieval aquamanile – a water vessel in the form of a stag’s head, whose mouth was formed into a spout. This was probably made in Scarborough. English Heritage has supplied dendrochronology dates for some of the timbers. The results of the work will ultimately be published.

Simpson and Brown Architects undertook a phase of works in the early 1990s to re-roof and make weather tight. Since then a new owner has been found, the building is now being converted for restaurant use at ground and first floor with offices to second, third and attic floor. This second phase of works, in which the Historic Buildings Officer has been heavily involved, has required: strengthening works to the structure; installing new floor boards to all upper floors; replastering the first and second floor walls using lime plaster; and the consolidation and reinstatement of the decorative ceiling plaster at first floor. Lord Gort’s imported oak staircase will be reinstated and a further contract will follow to fit out the interior.
Royal Victoria Infirmary conservatory

This pretty Edwardian glass house, on the local list, was recorded by The Archaeological Practice and Peter Ryder, in advance of its demolition. The conservatory was built in 1907 by W. Lister Newcombe and H. Percy Adams. In 1996 it was restored by Cyril Winskell. It has a sandstone ashlar base (brick-lined internally) and a superstructure of cast-iron, timber and glass. It comprises a large rectangular main block, 12.5m x 9.7m, with a polygonal porch at the south end and an approach gallery, 11m x 3m to the east, linking it with the adjacent building. Originally there had been a second porch to the north. The main block has two arched girder trusses of Gothic-arched form supporting a central rectangular lantern or clerestory with a swept domed roof. The side walls are glazed with sixteen-pane windows with hinged casements above. The mechanism for opening the casements was a threaded vertical rod with a horizontal wheel and handle at the base. The gallery has semicircular girder trusses supporting a glass mansard roof. The internal benches which carried the plant trays have largely been renewed, but some old cast-iron support brackets remain. The floor is of square red tiles.

Neptune Yard, Walker

The site at the southern end of Neptune Yard is proposed for a wind power blade production facility. In March 2009 The Archaeological Practice produced a desk based assessment. The site is possibly within the former extent of the Roman vicus (civilian settlement) associated with Segedunum Fort. The main archaeological interest however is industrial. Walker remained an agricultural area until in 1715 Newcastle Corporation bought land for ballast shores. Ballast dumping ceased in the 19th century and shipyards and factories, like the Southfield Copperas Works, were built on the ballast hills. Prior to the 1840s wooden boats were manufactured on this site. For the second half of the 19th century iron-hulled boats were produced. John Coutts produced the first iron ship on the Tyne in 1842. Coutts’ (later Walker, Miller, Ravenhill & Co.) shipyard was subsumed into John Wigham Richardson’s Neptune Works by 1860. It employed 200 men and consisted of three building berths and four acres of land. The first vessel to be built was a paddle steamer called Victoria. By 1889 the yard had produced 178 ships. In 1903 the Neptune Yard was amalgamated with Swan Hunter. It developed a worldwide reputation for the production of cable ships designed to lay telegraph and telephone cables. In the mid 1940s the Neptune Yard expanded to almost 27 acres with 2000 people in employment. The last ship to be built was the frigate HMS Chatham in 1988. Evaluation trenching in April 2009 recorded a substantial brick culvert or retaining wall of 20th century date. No earlier deposits were found. Natural subsoil was recorded up to 4m below present ground level.
**White Bridge, Gosforth Golf Club**

Tyne and Wear Museums recorded this pretty stone bridge over the Ouse Burn for the City Council’s Technical Services section in advance of repair works. The bridge is 19th century in date.

![White Bridge, Gosforth, prior to widening works](image)

**Newcastle Great Park**

In 2004 Tyne and Wear Museums partially excavated an Iron Age settlement next to Hawthorn Farm at West Brunton. The settlement started life as a single circular structure surrounded by a palisade, which probably acted as a stock enclosure. This arrangement was replaced by over 25 circular buildings, many showing signs of rebuilding or re-cutting of their surrounding drainage ditches. The final phase of settlement was a single large round house enclosed by a substantial bank and ditch. In response to an application for a new road to serve a new residential extra care facility, Tyne and Wear Museums returned to the site in January and February 2009 to record more of this complex. The 2009 strip and record exercise on the spine road corridor has allowed the complete plan of the enclosure ditches to be obtained. Two probable roundhouses were recorded which belonged to the earliest unenclosed settlement. Three sides of the following enclosed settlement lay within the road corridor. The ditches were some 4m wide and 1.2m deep. A further unphased roundhouse, 8m in diameter, was recorded, and a semi-circular feature, possibly a windbreak or drying rack. Medieval agricultural furrows cut through these features. This work confirmed the size of the enclosure (135m x 110m). No occupational activity lay north of the northern enclosure ditch, which had been re-cut on both sides. Only one sherd of Iron Age pottery was recovered; part of a bucket-shaped vessel with a plain rim, which shows signs of burning. Just below the rim there is a star-like pattern formed of three intersecting lines. Inscribed designs on pottery of this date are rare.

![Excavating an Iron Age settlement](image)

**Hawick Industrial Estate**

A site in the Ouseburn is proposed for a workshop and offices. North Pennines Archaeology Ltd. produced a desk based assessment. The site lies in close proximity to the High, Middle and Low Glass Houses shown on Charles Hutton’s map of 1770. Sir Robert Mansell had been granted a monopoly on making glass by King James in 1623. By 1636 he had built seven glass houses here, which were manufacturing bottles, window glass, mirror glass and tumblers. The Ouseburn glasshouses came to be owned by Huguenot families such as Henzell and Tyzack. In his book of 1736 Bourne describes the glass houses and the house of one of the owners, Peregrine Henzell. In 1772 there were no fewer than 16 large glass works along the Tyne, one making plate glass, three making...
crown glass, five for common window glass, two for white or flint glass and five bottle houses. During the 19th century a colliery wagonway crossed the site and the glass industry was replaced by Langdale’s Manure Co., G & WS Burrell’s Tyne Manure Works and St. Lawrence Ropery. St. Lawrence House, described by Mackenzie in 1827 as a pleasant house which fronted the river, was the home of Thomas Smith who owned the

The Glass Houses on Hutton’s map of 1770

ropeworks. A Centenary Chapel for the Wesleyan Methodists was replaced by Mushroom Brass Works. Hawick Crescent was a terrace of workers houses, possibly for the employees of the Maling Ford B Pottery. Pit Row was a similar terrace with privies in yards to the north. In the 1940s a large iron foundry was built here. The foundry, brass works, a light engineering works and Hawick Crescent were still present in 1954. Evaluation trenching is recommended to ascertain if any industrial remains survive.

Salter’s Bridge

This 14th century narrow twin-arched bridge across the Ouse Burn is protected as a Scheduled Ancient Monument. It was originally called ‘Raundelsbrygge’. The earliest part of the bridge is the north half of the east arch, which is pointed, with 3 square ribs. The second phase of fabric, which is undated, is the north half of the west segmental arch. The third phase of construction is the southern half of the bridge, when it was widened. The parapets are the latest phase. The name Salter’s Bridge and nearby Salter’s Road suggest that this was the route taken by pack horses as they plied their trade from the salt pans on the coast. The bridge is built of coursed squared sandstone. Tyne and Wear Museums were appointed to undertake a photogrammetric recording of the monument by Technical Services, Newcastle City Council, ahead of a proposed programme of repair works.

Salter’s Bridge

Kenton Hall

Kenton Hall has been demolished to make way for a new residential home. The Archaeological Practice and Peter Ryder recorded the building prior to and during demolition. The building is shown on a map of 1841. The main range was probably built in the early 19th century and was then extended.
to the east. The south block was contemporary or earlier. The castellated porch with arch-headed door and coat-of-arms and the eastern extension were found to be early 20th century in date. The rear service wing is late 19th century. The south block included very thick (1.5m) stone walls which were possibly indicative of earlier fabric. The archaeologists monitored soft stripping of modern finishes, which revealed the remnants of an older structure, possibly a medieval tower, including a fine stone fireplace of 16th or 17th century date, which had been incorporated into the 19th century hall and disguised by brick, pebble-dash render and mock-timbering. A quatrefoil loop in the east gable end may be Victorian gothic or could be genuine 14th century, salvaged from the earlier structure. An evaluation trench was excavated in the garden of the hall. Parts of the walls of the 17th century house were recorded in the trench but no other evidence relating to Kenton medieval village, which dates back to the twelfth century.

97 – 113 New Bridge Street

In response to a planning application for student housing on the site of Ridley Villas, RPS produced a desk based assessment. Part of this large site was once occupied by Shieldfield Fort, which was built in 1643 as part of an attempt to refortify the town during the Civil War. Newcastle had taken the side of the King and the town was occupied by opposing Scottish forces under General Leslie in 1640. By 1642 Newcastle was under the control of the royalist Earl of Newcastle and was being defended by troops from Durham. A contemporary description of the fort by Lithgow states that it was quadrangular with a four-cornered bastion at every angle and was built of earth and wattles. There was a wooden drawbridge over a dry moat and ships masts were laid on top of the parapets to roll down onto attackers. Shieldfield Fort was of a type known from Newark. The Archaeological Practice excavated 17 evaluation trenches. No Civil War remains were found. Sparse finds of medieval and post medieval pottery was recovered. A 19th century sandstone and brick culvert and two brick well-heads were recorded. The site had been truncated by the construction of the 1830s Ridley Villas. These once-handsome late Georgian houses, mostly in semi-detached pairs, have been heavily altered. All original fenestration has gone, the brown brickwork is painted or rendered, chimney stacks have been removed and the front gardens disappeared under extensions or car parks. No. 115 was replaced by a Dispensary in 1927. Nos. 101-107 proved to be the most intact. Some good dog-leg staircases survived, along with architraves, old doors, skirting boards, fireplaces, pelmet rail, cupboards and fine plaster cornices. The archaeologists recorded the houses prior to demolition.
Conserving Historic Buildings

55-57 Westgate Road

GWK Architects with Cyril Winskell as Conservation Consultant obtained Listed Building Consent for a phase of works concentrating on the external fabric of this Grade II* building. The works included re-roofing, reinstating a dormer window to the front elevation, window repairs and refurbishment, partial reinstatement of the ground floor façade on Westgate Road, the realignment of the ground floor to its correct historic level, works to the rear to provide new access and consolidation works to an internal plaster phoenix feature at ground floor level. Records date the House to circa 1750, built of coarse grained ashlar, three storeys, with graduated Lakeland slate roof, central door in Jacobean style doorcase with keyed arch under segmental pediment with giant pilasters which define the façade on Westgate Road all linked by floor bands which support an entablature. James Corbridge’s map of 1723 marks this House as the Assembly Rooms but the border illustration does not show the current façade, instead brickwork as that of the rear. Through the course of the works, John Nolan, Archaeologist, recorded that the building has been refronted first with brick then with ashlar. The interior contains fine Rococo plasterwork to the main staircase and first floor front rooms – the Historic Buildings Officer was closely involved throughout the duration of the contract on site. The later Edwardian shopfront to the west side of the entrance door was removed and with grant assistance from English Heritage the façade was reinstated complete with two sash windows.

Friar House

Hanover Square, dating from 1720, with Clavering Place leading off to the north, is an example of 18th century expansion of the town away from the riverside. Two large brick houses remain on the eastern side, Clavering House c.1784 and another known as Friar

Decorative plasterwork at 55-57 Westgate Road

Friar House
House, c.1780, which is now listed as Grade II and was last occupied by Messrs. Turnbull and used as offices. The house built of brown brick, 2 storeys, 5 bays in width with large central double door and Tuscan doorcase, had stood vacant for many years. X-Site architecture were appointed and entered into discussions with the City Council regarding the conversion to a boutique hotel. Historic research and evidence on site lead to the proposal to install small dormer windows to the front elevation. A full schedule of repairs and refurbishment works were undertaken to all windows. Inappropriate cement pointing was removed and repointed using soft lime mortars. Paint analysis revealed the window frames to the front elevation had originally been painted a grey colour – this was adopted for the new colour scheme.

Central Station barriers

The granting of the latest franchise to run the rail infrastructure for the East Coast mainline to Network Rail included the requirement to install ticket barriers at all main line stations to reduce unauthorised free travel. At Newcastle Central Railway Station this meant barriers would be located on the main concourse area restricting entry on to the platforms and to the footbridge. The Station, Grade I listed, 1845-50 by John Dobson, is made up of a series of low curved barrel vaulted train sheds which follow a gentle curve on plan. Computer modelling of passenger movements suggested the preferred location for the new barriers, and detailed discussions then took place including the Historic Buildings Officer. It was essential that the character of the concourse was maintained and remained as uncluttered as possible - both sets of barriers were located close to the 1980s ticket office where hopefully their impact has been minimised.

Holy Jesus Hospital

The Hospital was originally built as almshouses in 1681 for the Corporation of Newcastle upon Tyne to house a master and 39 poor freemen or their widows. The brick built, 3 storey building has arcaded ground floor and is listed as Grade II*. The National Trust now occupy the building as their headquarters in the City. Listed Building Consent was granted for a series of works including repainting the ground floor colonnade using a soft yellow lime wash.
based on paint section analysis, the reinstatement of replica carvings to the main staircase newel posts and restoration works to the external name plaque at first floor level.

1 Neville Street

1 Neville Street, Grade II, c.1870, built as offices for the goods station for the North Eastern Railway in the French Renaissance style, is located at the western end of the Station. The long range of single storey offices, running down to Forth Street, were surveyed and an application for Listed Building Consent for a series of repairs was lodged with the City Council. This included re-pointing using soft lime mortar, plastic mortar repairs to masonry, the indenting of new stonework to the Neville Street elevation and limited lead work replacement. The works, funded by Network Rail, are part of a long term enhancement of vacant office space at the Station.

Trinity House

In 1505 members of “The fellowship of Masters and Mariners of ships of the town of Newcastle upon Tyne” acquired a site called Dalton Place from Rauff Hebburne on Broad Chare for a group of new buildings consisting of a Chapel, Meeting House and Almshouses set around a series of courtyards. The western range to Trinity House yard was rebuilt in 1787. It is brick built, comprising two storeys, 5 bays in width, with pitched slate roof behind a parapet wall. The range, which was originally of three small dwellings, is now listed as Grade II*. In the 1970s the building was altered. The first floor was given over to become a single dwelling for the Sumner – the ground floor being used as office space. The Historic Buildings Officer was consulted regarding a programme of works for the internal refurbishment of the Sumner’s House, repairs to the external fabric of the building and repointing works to the external façade of the Grade I Chapel. Listed Building Consent was granted for the works which included the replacement of perished bricks, the removal of hard cement pointing and repointing using soft lime mortars, and the renewal of the lead gutters to the west range. The internal works consisted of the removal of 1970s partitions, rewiring and the installation of a new heating system – the flat will be rented out as a source of revenue income for Trinity House.

Tyne and Wear Museums recorded the property prior to the internal alterations and repairs to the rear yard.
Winning Awards

High Level Bridge – Europa Nostra Award

After 7 years on site and £42m spent on repairing and strengthening the Grade I listed High Level Bridge, the project was entered for the European Union Prize for Cultural Heritage – Europa Nostra Award in Category 1: Conservation. The Awards Scheme was launched in 2002 by the European Commission and Europa Nostra, in the framework of the Commission’s Cultural programme, to celebrate outstanding initiatives among the many facets of Europe’s cultural heritage in a range of categories: the restoration of buildings and their adaptation to new uses; industrial and engineering structures and sites; urban and rural landscape rehabilitation; archaeological site interpretations; and the care for art collections. The Awards Scheme aims to promote high standards and high quality skills in conservation practice, and to stimulate trans-frontier exchanges in the area of heritage.

The Awards Ceremony took place in the Sicilian city of Taormina in June 2009. 28 prizes in 4 categories were awarded of which 7 were awarded the Grand Prize of 10,000. The High Level Bridge received one of the Grand Prizes and the prize money will be used to increase public interpretation of the bridge.

Tyneside Cinema – Hadrian Award Winner

Tyneside Cinema, originally built as a Newsreel Theatre by George Bell in 1937, now Grade II listed, is a type of cinema popular in the 1930s where newsreels, topical interest films and cartoons were shown. The interior spaces of the foyer and staircase are decorated with elaborate plaster mouldings in a Turkish style. The Cinema was extended by Fletcher Priest Architects using Cyril Winskell MBE as consultant Conservation Architect. As part of the major scheme the interior spaces have been restored including works to a 1960s Peter Ryder mural. The scheme was commended in the 2009 Lord Mayor’s Design Awards and was a successful winner in the 2009 Hadrian Awards.

Lord Mayor’s Design Awards 2009

The successful repair and conversion of historic buildings and sites was a major theme in the 2009 Lord Mayor’s Design Awards. As well as the High Level Bridge and Tyneside Cinema a number of other key schemes, completed either in 2008 or 2009, received awards or commendations – once again reflecting the quality of work being carried out to historic buildings in Newcastle.

St. Michael and All Angels Church

The refurbishment of the existing church and rebuilding of the tower following the devastating fire was seen by the judges as successful. Overall, the quality of the stonework was considered to be high and matched the existing in most places. Internally,
the refurbishment has successfully retained those elements which had little fire damage. The judges did express concern about the inappropriate external light fittings atop the tower. Overall they felt that the fire damaged building was successfully restored. The architects of the scheme were Mackellar Architecture Limited and the main contractor, Stephen Easten Building Ltd. and the scheme was given a commendation.

**Eldon Square North**
The judges were united in their praise of this scheme and the wider connectivity it has provided within the city centre, allowing pedestrians to move freely from Percy Street to Old Eldon Square and Grey’s Monument. The judges felt that the overall refurbishment of Eldon Square has created a ‘more natural’ pedestrian route within the city centre. The relocation of the bus station has given an active frontage to Percy Street and provided a safe and welcoming environment for users. The client for the scheme was Capital Shopping Centres and Newcastle City Council, the Architects were CDA and the main contractor, Sir Robert McAlpine. The project captured the Award in the Refurbishment category.

**Cooper’s Studio**
The judges felt that the scheme was a good refurbishment of the building, carried out by Whelan on behalf of the Client, Hanro. A strong working relationship between Ryder Architecture, the City Council and English Heritage lead to the retention of the original building. The refurbishment of the building has successfully retained the existing fabric and made some contemporary interventions including the opening up of the front elevation to Westgate Road through the removal of brick and the installation of full height glazing. The scheme received a commendation from the Lord Mayor.

**Theatre Royal**
The judges gave praise for the joint working between the client (Newcastle City Council), architect (Napper Architects) and conservation officers within the City Council.

The interventions, carried out by main contractors Miller Construction Ltd to enable the building to become more wheelchair user friendly whilst respecting the historic nature have been successful. The installation of lifts to all floors including each level of the theatre, a ramp to both levels of the café and a lowered counter in the box office has greatly improved the experience of the building for wheelchair users and so was commended in the Accessibility Category of the Lord Mayor’s Awards.

**Great North Museum: Hancock**
The Great North Museum: Hancock reopened in May 2009 following the £26m refurbishment of the building undertaken by Farrell Architects. The project has brought together the collections of the Hancock Museum, the Museum of Antiquities and the Shefton Museum giving a total of 3500 items on public display. An extension has been built on the northern side containing a large flexible space suitable for high value travelling exhibitions. The scheme was commended in the Refurbishment category.

![New exhibition space in the Great North Museum](image)
St. Mary’s Church Tower

The Parish Church of St. Mary is mainly C14 with fragments of Norman work, there has been a church on this site since early Saxon times. The tower is mid C18 built in three stages with quoins and cornices, curved up over clock faces in second stage with a pedimented top stage with round arched bell openings. The Church was altered in the C19 by John Dobson where he introduced new windows and pinnacles at roof level. The Council bought the Church after it had been converted to an auctioneer’s saleroom following a major fire in the 1980s. Last year the Council undertook a major refurbishment of the building to be used as the Town’s Heritage Centre and a location for civic events. This year saw a phase of works for re-pointing the tower replacing previous inappropriate cement based re-pointing with lime based mortars.

Central Bar

The Central Hotel, 1854, Grade II, by M. Thompson for Alderman Potts, wine merchant, was built originally as business premises and became a public house in 1890. It occupies a triangular site at the corner of Half Moon Lane in the Bridges Conservation area. The building has a bold character with the ground floor being made up of an arcade with archivolts, strong key-stones and the arches, framed in an Ionic order with faceted rusticated pilasters. The upper floors have five-light double chamfered stone mullioned windows with raised surrounds. In the past the façade has been painted leading to stone erosion. Under the current Townscape Heritage Initiative grant scheme, grant monies have been offered for repair works to the external fabric of the building. The Historic Buildings Officer was involved in discussions with John Niven, Conservation Architect, regarding a series of proposed works including paint removal to the façade, stone repairs, window refurbishment and minor internal alterations. A larger scheme for internal refurbishment to the upper floors and the development of the roof area to become a terrace for public use was granted Listed Building Consent. The grant aided phase of works is currently on site.
Old Town Hall

The Town Hall, 1868-70 by John Johnstone in the Venetian Renaissance style, Grade II, has had a programme of repair works undertaken to the external fabric of the building over the last four years. John Niven, Architect, was reappointed for a further phase of works which consisted of: the replacement of hard cement pointing with soft lime mortars to large areas of the south and courtyard elevations; limited stone replacement; the installation of high level catwalks for safe access and future maintenance; the re-roofing of flat roof areas; and the reinstatement of tall timber gates to the former Police Station holding area.

Nine trenches were excavated between January and June 2009. Trench one recorded natural bedrock at shallow depth but this fell away in a vertical rock face more than 3.5m high. An infilled entrance to a drift mine was present in this rock face. Colliery waste had been used to block the entrance. No dating evidence was found, but small near-surface drift mines like this were generally worked out in Gateshead by the end of the 17th century. The colliery waste was cut by brick foundations for a row of terraced houses that was built in the mid 19th century. Trench six recorded a narrow cellar or passageway cut into the natural boulder clay. It was brick lined and filled with rubble. The remainder of the trenches found natural bedrock directly below modern deposits. The purpose of the trenches was to determine if pockets of post medieval remains had survived the 1960s development. The site has been developed since the 1700s with properties fronting the High Street with gardens and allotments to the rear. Subsequently properties were built on West Street, Ellison Street and Jackson Street.

Trinity Square

Further to last year’s Annual Report, Archaeological Services Durham University have begun the programme of archaeological trial trenching on the site of the Owen Luder designed Trinity Square shopping centre.
Remnants of Industry

Ryton Hulks

Redevelopments on the banks of the River Tyne are always likely to encounter historical or archaeological remains, as was the case when the Tyne Rowing Club wished to put a new flight of steps down to the waters edge. The Historic Environment Record noted the by the Port of Tyne Authority when they were no longer in service, to remove them from the navigation channels, further downstream. To preserve these remains, the position of the steps was moved and a more detailed note made of the vessels.

In the spring and summer of 2009, the site was archaeologically surveyed by Alan Williams and Patrick Taylor, the latter as part of his student placement with the Specialist Conservation Team. The work involved setting out an overall site grid, in 20m by 20m squares, from which the individual timbers could be measured. Within this framework, base lines were run along the keels of identified vessels. The resulting plan gives an accurate record of the state of the vessels at this point in time.

Of the five substantial hulls noted on the HER, two proved to be pontoons, probably originally floating ferry landings, and three were wherries. All were made of oak timber planking, a durable material which, above anything else, is responsible for the continued survival of the vessels. The construction technique for the hull is of overlapping planking sealed with caulking (rags of hemp soaked in tar), known as clinker construction. Each plank overlaps the one below it, and a fixing nail is driven through the overlap, and bent over (clenched) a metal washer called a rove. Scatters of clench nails and roves were recorded among the timbers at Ryton. This is a very ancient technique; vessels sailed down the Tyne by the Roman navy would have been clinker-built, as indeed was the Sutton Hoo ship and all Viking long-boats. Cullercoat cobbles continue the tradition, but after the time of Henry VIII, most other craft are made of end-butted planks, sealed with pitch, a technique known as carvel planking. Carvel planking is much easier to repair than clinker planking.

Recording timber boats at Ryton
The names and owners of the Ryton wherries have been lost, but it is known that local industries owned small fleets of wherries, to reduce the cost of transportation for heavy, bulky goods of low value. One such was Kirton’s Brick Works at Newburn, located just on the other side of the river from the Ryton hulks. It is quite possible that one of these vessels was owned by Kirtons. The sole surviving complete wherry, Tyneside 2, is housed with Tyne & Wear Museums at Beamish.

**Bridon Works, Derwentwater Road, Teams**

This is the site of the Low Team Ropery and Team Wire Rope Manufactory. Scott Wilson Ltd. produced a desk based assessment for the proposed business and residential development. The rope works were established in 1840, one of either side of the River Team and next to the Tanfield Railway. Low Team (hemp) Ropery was founded by Dixon Corbitt Ltd. and the wire rope manufactory was owned by R.S. Newall Ltd.

Lord Ravensworth was the landowner and a member of that family, Charles Liddel, was a founding partner of Newall’s company. Wire rope manufacture was in its infancy and Newall applied for a number of patents relating to its production, which resulted in the company becoming very successful, particularly in the creation of telegram cables across the Atlantic. A gasometer next to the ropery probably provided lighting for the factory. The hemp ropery of Dixon and Corbitt provided the cores for Newall’s wire ropes and the two sites were linked by a wooden bridge. Dixon and Corbitt introduced new rope making machinery which replaced the outdated ropewalking method. In 1887 the two companies merged. Robert Newall had fallen out with his partners and left to set up a new factory in Washington. In 1946 Dixon Corbitt was bought by R. Hood Haggie & Son. The removal of the old chimney and boiler house and the construction of a sub station in 1952, suggests that the complex had been electrified. In 1959 R. Hood Haggie & Sons became part of British Ropes and the site was much expanded. The ropeworks did not close until the early 1990s. All that now survives above ground is a brick wall probably associated with an 1895 building which retains its blocked windows, and a stone boundary wall which forms a revetment for the Tanfield Railway embankment. Subsurface evidence of the roperies may survive and so archaeological evaluation is planned.

**Freight Depot, Park Lane, Gateshead**

Alan Williams Archaeology researched the above site for Gateshead Council. The site lies within the presumed extent of the 12th and 13th century Bishop of Durham’s hunting park, which covered the east half of Gateshead and was enclosed by a bank and ditch. It is possible that the 18th century Park House to the east of the site, was the location of a manor house used by the bishops during the hunt. Later in the century the Claxton and Friar’s Goose Estates were carved out of the park and rented out. In 1554 the Saltmeadows Estate was leased to Newcastle Corporation. William Cotesworth, Lord of the Manor of Gateshead and leaseholder of the Park Estate in 1716 enclosed much of the parkland to develop coal working. A number of waggonways were built from the coal pits to the river. The Gateshead Park and Friar’s Goose Waggonways ran across the site. In 1798 Tyne Main Colliery was established east of Park House. In 1839 the Brandling Junction Railway ran across the park. A massive set of
sidings was developed across the site with an engine shed to the north. Sleepers can still be seen. In the 1960s a freight depot was constructed on the site, now demolished. The gantries over the rail lines still stand. A watching brief is recommended to record any surviving evidence of the waggonways.

**Blaydon Burn festival**

Another year, another splendid Blaydon Burn festival archaeology event. This year, though it sadly may be the last in the series, was, once again, extremely well supported. Literally hundreds of boys and girls took the opportunity to wield a trawl or one of a number of equally dangerous archaeological tools, to help uncover remnants of Blaydon Burn’s past. As the sun beat down, John Nolan of Northern Counties Archaeological Services, assisted by the County Industrial Archaeologist and staff of Gateshead Council attempted to keep order. This year the team returned again to the site of the former Massey’s Forge, sitting in the hollow beneath the still prominent dam wall and spillway approximately half a mile from the confluence of the Blaydon Burn and the River Tyne. The focus was on two areas, with one team uncovering surviving remains of the lower wall and entrance in to the main forge building and another excavating in an area thought to have been used for storage of materials. The archaeological results, however, were secondary to the fun which participants hopefully had and the interest which the day may have hopefully sparked in archaeology and the area’s heritage.
**Chowdene Lodge**

This is a late 19th century stone villa, latterly used as a day centre by Mencap. The house is on Gateshead Council’s Local List and lies within Chowdene Conservation Area. The site was formerly occupied by Chowdean Foot Farm. By 1890 the house (then called Chowdene Cottage) had replaced the farm.

Chowdene Lodge has fine architectural detailing such as snecked stonework and gabling, rope moulding above windows and doors, moulded gable finials, castellated chimneys and elegant hood mouldings. It has a grand ashlar doorway with 9-panel timber door, mock battlements and an inset shield. In February 2009 Archaeological Research Services recorded the building, which has been seriously degraded by damp due to the damaged roof, in advance of restoration work. The interior retains few original features except for the staircase, 6-panelled doors, dado rails, skirting, cornices and sash windows, which are of consistent design throughout. The original wooden panelling in the porch has succumbed to water damage and many panels are warped and split. The ground floor has a geometric tiled floor. One grand stone fireplace survives, displaying the same shield as the front door.

**Stoneylea Close, Crawcrook**

The Archaeological Practice monitored excavations associated with the construction of a detached dwelling house and garage. The site lies within the presumed extent of Crawcrook medieval village. The village was of two-row form – the main street was lined by farmsteads and cottages each in a discrete strip of land (tofts). The earliest reference to Crawcrook is in 1183 when it included the villeins (peasants), demesne (manorial land) and mill. In the 13th century the Bishop of Durham granted the village to Kepier Hospital. Crawcrook came to be divided between the hospital and the Horsley family of the manor of Bradley. Both estates were subsequently sold off in small parcels to the Wharton, Surtees, Weatherley and Lynn families. The open fields surrounding the village were enclosed in 1794 by Act of Parliament, when there were 12 ancient farms. The watching brief did not record any medieval or post medieval remains. Topsoil lay directly on the natural boulder clay but there was no evidence of archaeological features.
This comprehensive school is proposed for refurbishment. An energy centre and new school building will be built and a network of filter drains are to be installed in the western playing field. Northern Archaeological Associates produced a desk based assessment in May 2008. The report concludes that the school site lies adjacent to the 12th century village and chapel and 14th century monastic grange of Nether Heworth. The Bishops of Durham had a hunting park in the forest at Heworth. There was a windmill, watermill, clay pits, sandstone quarries and coal mines here in the medieval period. In 1548 a road was constructed from quarries at Usworth in Washington to the River Tyne via Nether Heworth. Heworth Moor was enclosed into small fields in 1766. The footpath along the eastern edge of the school is the course of the Ouston and Pelaw Waggonway. Felling Day School and Felling Heworth Modern School were built on this site in the 1950s. In May 2009 Tyne and Wear Museums carried out a geophysical survey of the playing field. A number of anomalies were identified, including former field boundaries, a possible pit and a large rectangular feature. Three evaluation trenches were excavated to investigate these anomalies. In trench one the anomaly was caused by a furrow and a land drain in a brick herringbone arrangement. Trench two recorded three furrows from medieval or early post medieval ploughing. Trench three contained a single furrow plus a curvilinear channel filled with red-brown clay containing water leaching marks, which was of geological rather than archaeological origin.

**Whickham Comprehensive School**

A two storey building is to be built at the above school. A Neolithic stone axe hammer was found on the nearby Whaggs estate in 1899. A Roman coin hoard was found near the Seven Sisters in 1927 and in 1899 a quern was found in Whickham. The Boldon Book of 1183 records Whickham as a large and important village with 35 tenants and a mill. As early as 1333 coal was mined after
the 18th century. The school site was allotted to the rector as glebe land and to Lord Ravensworth. AOC Archaeology Group produced a desk based assessment which demonstrated that the site lay outside the medieval village and was undeveloped until the construction of a searchlight battery in World War Two. Until radar was invented, searchlights were the only means to aim anti-aircraft fire at night. It would have consisted of a circular earthwork around 9.14m in diameter for a 90cm light, a predicator emplacement, an anti-aircraft machine gun pit and huts for the detachment and generator. The searchlight protected an anti-aircraft battery (Tyne G), with four guns, a radar, two magazines and a command post, manned by the Royal Artillery Regiment from 1940-1945, which lay 200m to the north. The searchlight battery was removed at the end of the war, and Whickham Secondary Modern School was built in 1962. Tyne and Wear Museums excavated an evaluation trench within the footprint of the proposed new building but no evidence of the wartime searchlight battery was found.

**Branding, Felling**

In March 2009 Alan Williams Archaeology produced a desk based assessment for Gateshead Council. The site includes the location of Felling Hall, which was probably built on the 13th century manorial centre owned by the Prior and Convent of Durham, later given to Walter de Selby, then the Surtees family, then Robert Brandling. Industry had a big impact on the development of Felling. At the start of the 19th century the agricultural landscape was marked by coal, but by the end of the century quarrying, mining, chemicals, iron working and brick making had turned the area urban. A series of waggonways ran across the site, transporting coal from the pits to drops on the River Tyne. A battery or embankment carried the Felling Waggonway over the Blackburn or Felling Burn. A section of track was found during the building of the estate in 1976. John Pit, one of the main shafts of Brandling Main Colliery, and the site of a disastrous explosion in 1812, lies within the site. It closed in the 1930s and all pit head structures have been demolished, but a brick air shaft and the pit mound survives. In October 2009 Archaeological Services Durham University carried out a geophysical survey on the playing fields and excavated a series of evaluation trenches to ascertain if medieval or post medieval remains survived. The geophysical survey identified four soil-filled ditches and a field boundary. In the trenches a boundary or drainage ditch and a brick and sandstone culvert were recorded. No evidence of the waggonway was found.

**Zion Chapel, 140 Sheriff’s Highway, Sheriff Hill**

This locally listed nonconformist chapel (most recently used as a gym) is being converted into four apartments. The Archaeological Practice and Peter Ryder have recorded the building. The New Connexion Methodist Chapel was built in 1836. William Booth was a New Connexion minister in Gateshead between 1858 and 1861 and was responsible for a major revival. He almost certainly would have preached in the Zion Chapel. He later founded and became the General of the Salvation Army. In 1907 the New Connexion and Bible Christian Church joined to form the United Methodist Church. In 1932 the United Methodists joined the Primitive and Wesleyan Methodists. The Zion chapel closed in the 1960s or 1970s and the congregation moved to the new Sheriff Hill Methodist Church on Old Durham Road. The front of the chapel, which is a mid 19th century addition to the original preaching box, is built of squared bricks and sandstone.
stone with tooled ashlar dressings in an Italianate style. The central porch has a Gothic arch with pilasters with ornate foliate capitals. Above is a pedimented gable with a semicircular panel inscribed with the words ‘ZION CHAPEL 1836’. The side walls of the chapel each have three tall square-headed windows with sashes. To the west is an added schoolroom of c.1895. The roof is Welsh slate. The interior retains few original details. The walls are distempered blue and have a bold moulded plaster cornice. The roof has low-pitched king-post trusses. In the east face there is a raised cruciform panel.

**Rose and Shamrock Hotel, Fell Bank, Birtley**

Ten terraced town houses are to be built on the site of this public house, which is shown on the tithe map of 1846. A Shamrock Inn is listed in trade directories of 1856 when the inn keeper was Pattison Ambrose. By 1873 the Rose and Shamrock was managed by John Atkinson. A blacksmith’s workshop had been built to the rear by 1893. The pub is stone built but the original windows have been replaced with Upvc and a modern porch and kitchen extension have been added. Inside the layout has been changed by the installation of partition walls for extra bedrooms and bathrooms when the building was used as a B&B. In August 2009 The Archaeological Practice excavated an evaluation trench to determine whether medieval remains associated with Birtley village or remains of the post medieval smithy survived. A single sherd of medieval pottery was recovered. Excavation revealed a linear foundation of red bricks and mortar and sandstone. The foundations extended further north than those shown in documentary evidence and suggest that the smithy was either extended or a short-lived coal shed was added to the complex. A series of probable post holes and a linear feature were discovered beyond the smithy foundations. A single coursed dry-stone boundary wall of roughly hewn sandstone and brick was observed in the west facing section.

**St. Cuthbert’s Church, Bensham**

This church, which is being converted into a museum, workshop, offices and caretaker’s flat, is listed Grade II. It was built in 1848 to a
A nursing home is to be built on this site. Alan Williams Archaeology was brought in to record the existing industrial building prior to demolition. Research revealed that this was the last vestige of a printing works constructed in 1882 by the civil engineer Walter Scott for Tyne Publishing. It was the largest building in Felling at that time. The publishing company went bankrupt before the building was finished and before Scott had been paid. He decided to take over the business himself in lieu of payment. Publications included standard texts, selected editions by the Canterbury Poets and Camelot prose and original works by Bernard Shaw, W.B. Yeats and George Moore. A fire in 1939 led to the demolition of the northern third of the complex. In 1953 the building housed a cable works and the light electrical engineering works of
This public house in Birtley Conservation Area is proposed for conversion to residential use and four new houses are to be built in the grounds. The construction of the new houses may disturb medieval remains as the site lies within the presumed extent of Birtley medieval village. In 1099 the Bishop of Durham gave Birtley manor to his nephew William. The Boldon Book of 1188 mentions Birtley’s attendance at ‘the great chase with two greyhounds’. The Birtley family held the manor until the 13th century when the landowners were Lord Neville and Gilbertus Eglyne. Birtley was sold by the Crown in 1645 to William Carr and Robert Catchside. In 1692 John Emmerson built Birtley Old Hall. In the 19th century Birtley grew due to the iron industry (established in 1827). Coal was brought to Birtley Iron Works via the Pelaw Waggonway. Edward Moseley Perkins of Birtley Hall was a partner in the iron works. After his death in 1871, a statue was erected directly outside the Queen’s Head on Stock Hill. The Queen’s Head is listed in trade directories from 1873 but there has been a building on the site since at least 1846. The brick public house has bay windows and wooden gables. The ground floor windows have been replaced in Upvc but the first floor windows are original sashes. Evaluation trenching is proposed to ascertain if medieval and post medieval remains survive.

Queen’s Head Hotel, Birtley

Part of the Fox Street complex, prior to demolition

Waverley Road, Harlow Green

Planning permission has been granted for an extra-care development for the elderly on this playing field site. Archaeological Research Services Ltd. produced a desk based assessment and monitored ground works as a watching brief. The site has never been developed and so there was the potential for early archaeological remains to survive. The development site lies adjacent to the Team Colliery Waggonway which was originally built from Kibblesworth to the Team Gut Staiths by Sir Thomas Liddell from 1670. It was
extended to a new colliery at High Park between 1711 and 1723 and a branch built to Low Fell. In 1726 the line reached Allerdene Colliery. By 1812 it reached its greatest extent, running past Farnacres Colliery to the River Team, past Sheriff Hill Colliery to join the Ouston and Pelaw Waggonway, and running to the limit of the Liddell’s Lamesley estate.

Team Colliery (or Eighton Moor or Ravensworth Ann) was sunk in 1824. In 1844 it was held under lease by William Wharton Burdon, of Hartford House, Co. Durham. Later it was owned by Perkins and Partners, Birtley Iron Co, Pelaw Main Colleries Ltd. and the NCB from 1947. Subsidiary pits were Street Pit, Meadow Pit, Flat Pit, Corn Pit, Nelly Pit, Chance Pit and Nanny Pit. Team Colliery closed in 1941 and the site was reclaimed. During the watching brief it was found that the site had been disturbed, either when Waverley Road or the nearby flats were built, and a complex of field drains crossed the site. No archaeological features were recorded.

An 1844 Thomas Hair drawing of Team Colliery

Joicey Road Open Air School, Low Fell

Described by S. Taylor and D. Lovie’s 2004 book ‘Gateshead – Architecture in a Changing English Urban Landscape’ as “one of Gateshead’s hidden gems”, this school has recently been listed Grade II. At least 137 open air schools were built in Britain largely in the inter-war period. This example, the only surviving one in Tyne and Wear, and one of only seven listed examples in the country, was built in 1937 to designs by Borough Engineer F.H. Patterson to accommodate 150 ‘delicate’ children. English Open Air Schools (schools of the wood) were based on the 1904 Waldeschule at Charlottenberg in Germany. They were designed for sickly children, principally pre-tuberculosis sufferers, enabling teaching and afternoon naps to be held outdoors when weather permitted. There was wide access to the outdoors – large bay windows and a heating system which worked with the windows open. Internal spaces were open and airy and windows were large and easily opened. Joicey Road School consists of a main T-shaped building with a basement containing the administrative, medical and wash rooms, scullery, kitchen, latrines and spray baths. To the west of this is a ‘rest-shed’ and to the east a caretaker’s house. There were three pavilion classrooms linked by covered walkways. To the rear was a large dining room. The building functioned as a special school until 1997, then a youth and community centre. In 2003 it became an annexe to Gateshead College and has been out of use since October 2005. The Archaeological Practice and Peter Ryder recorded the school buildings, which are to be converted into business space for creative industries. A wartime air raid shelter in the grounds of the school will be recorded prior to demolition.

Joicey Road open air school
Spanish City

The Spanish City was constructed in 1908-10, by Cackett and Burns Dick with L.G. Mouchel as engineers. Now the symbol of the resort and a landmark on the seafront, it is possibly one of the earliest concrete domes in Britain built of ferro-concrete using the Hennebique patent. Originally built for Whitley Pleasure Gardens Ltd., it is now listed as Grade II.

Repairs to the Spanish City dome

The principle feature is the interior ironwork of the platform canopies and footbridge described as being in an “exuberant style appropriate to a seaside resort”. The arched canopies extend for 200 yards with ornamental spandrels and apex supported on non-classical columns with foliated capitals. The condition of the ironwork has deteriorated to such an extent that the Station has been added to the English Heritage ‘Heritage at Risk’ Register. Discussions took place involving the Council and the Station owner regarding the development of the Station that would fund the restoration of the canopies. The scheme involved relocating the library from Front Street to the northern end of the eastern platform and the building of a retail unit at the southern end. Hodder Architects’ scheme consisted of a series of “lightweight” timber clad, glazed pavilion structures sited between the cast iron columns and below the height of the canopies.

Spence and Dower architects with Patrick Parsons, consulting engineers were commissioned by North Tyneside Council as conservation consultants for the first phases of works to weatherproof and restore the structure. Discussions took place including the Historic Buildings Officer regarding the proposed works which included the restoration of the copper cupola, the reinstatement of the flagpole - a feature that has been missing for the last twenty years - concrete repairs to the dome, re-rendering and the painting of the dome and cupola.

Tynemouth Station

Built in 1882 by William Bell of the North Eastern Railway Company in the tudor gothic style, the station is now listed as Grade II*.

Heritage at Risk in Tynemouth Station
In advance of a residential development, Tyne and Wear Museums excavated a series of evaluation trenches to investigate anomalies identified by the preceding geophysical survey, to ascertain if they were archaeological in origin. The vast majority of the anomalies turned out to be due to changes in the natural geology. However in the south-western part of the site one of the trenches revealed a series of archaeological features cut into the natural boulder clay. The results of the environmental sampling are awaited, but the site appears, by form, to be an Iron Age or Romano British enclosed settlement. There is a ditched or double-ditched enclosure some 50m x 50m in plan, with a series of round houses and other features inside it. There are similar enclosures in the Lockey Park sports ground to the immediate north of the development site. This important prehistoric site will require full archaeological excavation before development can take place.
historic parks has been very successful nationally and certainly in Tyne and Wear, one of the first being Mowbray Park in Sunderland, followed by Saltwell Park in Gateshead, Leazes Park in Newcastle, and South Marine Park in South Tyneside. North Tyneside Council have drawn up proposals for the conservation and improvement to three adjacent Parks in Wallsend – Richardson Dees Park, Wallsend Hall grounds and an area known as the Arboretum. Richardson Dees Park is 14 acres, it contains two burns, a man made lake, natural woodland, three bowling greens, eight tennis courts, a lodge, pavilion, bandstand and bothy. The Hall grounds consist of 9 ¾ acres and were given to the Borough by G.B. Hunter, managing partner of Swan Hunter shipyard, owner of Wallsend Hall. The Arboretum to the north west marks the site of the Wallsend C Pit and was planted at a later date. The Stage 1 bid for £3M to the Heritage Lottery Fund was successful.

### St. Andrew’s Church, Benton

The Church of St. Andrew, Benton, unlisted, is an attractive Edwardian design built in 1904 and lies in the heart of the Benton Conservation Area. The Church is a local ecumenical partnership formed in 2003 between Benton Methodist Church and Forest Hall United Reformed Church. Discussions took place with the Architect, Vincente Stienlet, involving the Historic Buildings Officer and the Council’s Conservation Officer for the creation of a new entrance and foyer, café space, storage, toilets, kitchen, new stairs and a lift. When completed the project was Commended by the RIBA Hadrian Award scheme 2009.

### Wallsend Parks

Over the years the Heritage Lottery Fund’s Parks for People programme of restoring historic parks has been very successful nationally and certainly in Tyne and Wear, one of the first being Mowbray Park in Sunderland, followed by Saltwell Park in Gateshead, Leazes Park in Newcastle, and South Marine Park in South Tyneside. North Tyneside Council have drawn up proposals for the conservation and improvement to three adjacent Parks in Wallsend – Richardson Dees Park, Wallsend Hall grounds and an area known as the Arboretum. Richardson Dees Park is 14 acres, it contains two burns, a man made lake, natural woodland, three bowling greens, eight tennis courts, a lodge, pavilion, bandstand and bothy. The Hall grounds consist of 9 ¾ acres and were given to the Borough by G.B. Hunter, managing partner of Swan Hunter shipyard, owner of Wallsend Hall. The Arboretum to the north west marks the site of the Wallsend C Pit and was planted at a later date. The Stage 1 bid for £3M to the Heritage Lottery Fund was successful.
A number of secondary schools in North Tyneside, which are proposed for refurbishment or rebuild, have been assessed by Tyne and Wear Museums in accordance with ‘The Future of Historic School Buildings Model Brief’, English Heritage 2005.

**Longbenton Community College**

Planning permission has been granted for the construction of Glebe Special School and Goathland Primary School on playing fields of the college. Tyne and Wear Museums produced a desk based assessment in June 2008. This concluded that the college site lies outside the presumed extent of Longbenton medieval village. The village dates back to at least 1183 and was held by the Barony of the Merlays of Morpeth. The 12th century parish church is thought to have lain on the same site as the present Church of St. Bartholomew. The presence of medieval ridge and furrow earthworks, which were surveyed by White Young Green, indicated that the college site was farmland in the medieval period.

However because the playing fields have never been developed, pre-medieval remains could potentially survive. West Yorkshire Archaeology Service carried out a geophysical survey of the playing fields. This identified truncated ridge and furrow. As a precaution, Pre-Construct Archaeology Ltd. was appointed to monitor the topsoil stripping of the site but no archaeological remains were found.

**Seaton Burn Community College**

This school building was nominated for the Local List due to its striking design, but did not make it onto the adopted list. The site lies in an area which is rich in prehistoric settlements. There is no known medieval activity at Seaton Burn. The first buildings to be built were Green Hall and a cluster of structures at Six Mile House in the 18th
century. Green Hall became Seaton Burn Hall in 1820 and is listed Grade II. The school site (then called North and South Long Ridge Fields) was owned by George Unthank of Six Mile Bridge Farm in 1842. Seaton Burn began to flourish with the opening of the colliery in 1844. The settlement developed at Six Mile Bridge, where the Great North Road crossed the Seaton Burn. A row of miners’ houses was built on Front Street, along with a post office, two blacksmith’s workshops and The Bird public house. During the Second World War there was a searchlight Battery at Seaton Burn manned by an American Searchlight Battalion. The college was built in the 1980s. Geophysical survey and evaluation trenching is recommended.

Marden High School, Cullercoats

There is a possibility that prehistoric remains may survive on this site. Some 600m to the north-west there is a Romano-British rectilinear enclosed settlement which was archaeologically excavated by George Jobey in 1961-2. The excavations uncovered the enclosure entrance and a hut circle 5.5m in diameter. Finds included the top of a bun shaped quern (millstone) and a rim sherd of a pottery vessel. A polished stone axe was found at Barrington Road 800m north-west of the site and a human skull at Kirklington Road.

The Monk’s Stone stood just south-east of the site in 1775 to mark the sanctuary boundary of Tynemouth Priory. A monk was supposedly killed here by Delaval (who bought the land after the Dissolution) for stealing a pig’s head. The monks exploited the Marden area for coal from at least the 14th century, and they had a water mill on the Marden Burn. The Monk’s Stone was moved twice in the 19th century and has stood in the grounds of Tynemouth Priory since 1935. Monkhouse Farm was built in the 18th or 19th century. The line of the Blyth and Tyne Railway crosses the site. This was built in 1857 to link Blyth to North Shields and Tynemouth and it reused, in part, the line of earlier Whitley Waggonway, which was built in 1811 to link Whitley Colliery to Low Lights Staith. The Blyth and Tyne was abandoned in 1887. Wartime aerial photographs taken by the RAF show ridge and furrow earthworks, a searchlight battery and a military camp on the site. Immediately to the south there was a Heavy Anti-Aircraft Battery which was equipped to house four 4.5 inch guns. Marden High School was built by 1970. Geophysical survey and evaluation trenching is recommended.

Churchill Community College, Wallsend

There is said to have been an Anglo-Saxon settlement at Willington in 894 AD, when the land was owned by Bernard, who later became a priest on Holy Island. The college certainly lies adjacent to the presumed extent of the medieval village of ‘Wuielintin’, which dates back to at least 1072, when it was gifted to the priory of Durham. Medieval Willington was an oval two-row village with a green. It had a windmill, water mill, a salt pan and possibly a chapel. After the Dissolution, the King leased out the land and eight farms. Aerial photographs show post-medieval ridge and furrow earthworks within the college playing fields indicating that this was the village agricultural land. There is the possibility that earlier archaeological remains may survive particularly because a Romano-
British quern (millstone) was found in Willington in 1842. In the 19th century Willington Farm was built in the south-east corner of the site. This was owned by Messrs. Orde, Collingwood and Dutton. The present school was built in the 1970s. Geophysical survey and evaluation trenching is recommended.

Monkseaton Community High School

This building was nominated for the Local List because of its striking monopitched copper roofs that now have an attractive patination. The school did not make it onto the adopted Local List, but it was recorded by Devereux Architects prior to its replacement by a new school building. The High School was built in 1972 to a design by Northumberland County Council Architect’s Department. The building is of single storey concrete block construction with copper cladding on the fascias, first floors and the distinctive sloping stair towers. The open quadrangle space was roofed in with a glazed pyramid to create an IT centre in 1997. The school is built on disused coal shafts. In 1985 and 1991 two shafts caved in forming large holes in the school grounds.

Norham Community Technical College, Chirton

The archaeological desk based assessment concluded that there is the potential for prehistoric archaeological remains because a prehistoric burial has been found at Billy Mill 500m to the east. The Roman site of Blake Chesters is thought to have been located in Billy Mill or Chirton. There is potential for medieval remains because this is the presumed site of West Chirton medieval village and of West Chirton Grange. The Priors of Tynemouth worked coal mines in Chirton. There is the potential for post medieval remains because this is the site of West Chirton House or Hall, which was built in 1819. It was demolished around 1937. Aerial photographs show narrow ridge and furrow earthworks in the eastern part of the site, but these have been landscaped away. A geophysical survey and evaluation trenching is proposed.
Smith’s Dock

During the course of developing Smith’s Dock a human femur was discovered by contractors. The find was reported to Northumbria Police, who arranged to have the bone radiocarbon dated. Glasgow University dated the bone to between 1430 and 1530 AD. As the bone was over 100 years old the police handed the bone and site to the County Archaeologist. A subsequent site visit by archaeologists demonstrated that the human remains were not in-situ. There were many bones amongst the tipped mixed soil and rubble on either side of a ramp created within the Smith’s Dock site close to the head of Dock 6. The original source of the soil containing the bone is not known. Tyne and Wear Museums carried out a rescue operation to recover as many human bones as possible from the site. In accordance with the licence from the Ministry of Justice, the bones were reburied in Preston Cemetery.

52 Bell Street, North Shields

The Royal National Mission to Deep Sea Fishermen was built in 1952 by George H. Gray & Partners. This is a modernist building which has design cues from its maritime context (porthole windows and curved frontage, reminiscent of a vessel). The site was once occupied by two public houses, the Newcastle Arms and the Lord Collingwood. The Collingwood family of Chirton sold the site to Charles Connacher in 1904. It was bought by Tynemouth Council in 1937 and sold to the Mission in 1950. The building is on North Tyneside Council’s Local List. The site lies within the former extent of North Shields medieval town.

Due to the decline of the fishing industry - the Mission closed and the building was put on the open market. Discussions took place with Danbrugh to convert and extend the building to be a restaurant for the new owner. Planning permission was granted for the demolition of the single storey garage and the building of a three storey extension in the style of the host building, replicating the windows and art stone surrounds. Tyne and Wear Museums monitored ground works associated with the construction of the extension and recorded the old stone and handmade brick boundary walls before they were covered up. No archaeological remains were recorded.
Northumberland Square buildings

North Shields expanded at the end of the C18 coinciding with the increase in mercantile business in Newcastle. The new town, planned on a grid form, had Northumberland Square at its heart. Only one range of 8 houses was built on the northern side of the Square comprising a symmetrical, 2-storey terrace in sandstone ashlar with plinth, quoins, sill bands, gutter cornice and classical door cases, and roofed using Lakeland slate. The terrace is terminated at either end with a 2-storey bow fronted bay and is now listed as Grade II and dates to before 1811. North Tyneside Council’s Legal Section occupied four of the former houses which were extended at the rear in the late 1950s when converted to office use. Over the years the interiors have been altered and features have been lost. The Legal Section relocated prompting discussions involving the Historic Buildings Officer and the Council’s Conservation Officer, regarding the marketing particulars. It was accepted that the 1950s extensions could be demolished and be replaced with more modest sized extensions more suited to future residential use.
The remainder of the basin of Tyne Dock is to be infilled with dredgings from the new Tyne Tunnel excavations in order to create usable developable space. The Archaeological Practice were appointed to review their desk based assessment of 1999 and to record the basin before infilling. Tyne Dock was designed by Thomas Harrison for the North Eastern Railway Company and was built between 1855 and 1859 by civil engineers Jackson, Bean and Gow. This deep-water dock was used principally for the export of coal. It is still a working dock in the ownership of the Port of Tyne Authority and comprises a tidal basin with piers and quays, an 80 foot wide tidal entrance and a lock fitted with two sets of 60 foot wide gates. The entrances are the only substantially complete surviving elements of Tyne Dock as constructed. A third entrance was added in the 1890s because the original tidal entrance was too shallow. The dock basin was originally over 20 hectares in extent with quays, jetties and cranes. It is now reduced to a quarter of its original size. There were four staiths at the southern end of the basin, two for coal export and two for the removal of ballast. The terrestrial part of the dock included offices, warehouses, store facilities, railways, sidings, embankments and bridges.
was heavily involved in the repair of warships. A new graving dock was constructed in the late 1950s which was intended to take ships of up to 80,000 tons. The yard was merged with Swan Hunter in 1972 and reorganised as part of a multiple shipyard complex. The A & P site is fascinating and the team is grateful to A & P Tyne for allowing access.

**Harton Staiths**

Entec UK Limited produced a desk based assessment to accompany a planning application for a business centre. The Mill Dam was a natural inlet sheltered by the Lawe headland and is considered to be the most likely location for the Roman harbour which served the supply base at Arbeia. The medieval town and fishing port of South Shields grew around the Mill Dam (the name referring to a watermill) before 1239 AD. 17th century maps show a double row of houses on either side of the inlet along the shore. There was a windmill at South Shields from at least 1530. The most significant product of South Shields from at least 1489 was salt. Indeed, the area south of Mill Dam was known as West Pans. 143 salt pans were present in 1696. Other important industries were glassmaking and shipbuilding. From 1741 huge quantities of ballast was brought to the River Tyne by empty cargo ships and was dumped in hills along the full length of the town’s river frontage. The Mill Dam was backfilled around 1817 and became a formalised quay. The development site was reclaimed in 1999. Reclamation deposits are up to 4m deep and below these is a 10m depth of ballast. The proposed undercroft car park may extend into the post medieval ballast deposits and so a watching brief is required. However Roman and medieval remains will be deeply buried below the ballast and will not be affected by the scheme.

**New Tyne Tunnel**

Pre-Construct Archaeology has been archaeologically monitoring the construction of cut-and-cover sections of the new Tyne Tunnel and the transition shafts on the river banks. Previous archaeological evaluation trenches had failed to safely reach the depth of natural subsoil. The watching brief recorded the natural boulder clay up to 9m below present ground level, which was overlain by several metres of post medieval sand and gravel ballast. Close to the south transition shaft the eastern end of a substantial sandstone and brick building and a culvert related to a 19th century quayside industry were recorded. A 19th century river wall took the form of a sandstone wall supported by timber piles driven into the clay. A large pit containing industrial waste and a post medieval boundary ditch were recorded at the southern tunnel portal.
South Tyneside 52 SCT Annual Report 2009

Schools for the Future

The Government’s Building Schools for the Future Initiative was launched in February 2004 and sets out a programme to rebuild or renew every secondary school in England within the next 15 years. The historic interest of five more schools has been determined in accordance with ‘The Future of Historic School Buildings Model Brief’, English Heritage 2005.

Harton Technology College, Lisle Road

Planning permission has been granted for the redevelopment of Harton Comprehensive School, including the refurbishment of the imposing 1936 South Shields High School for Boys, demolition of several single storey buildings, erection of a sixth form centre and new sports pitches. Northern Archaeological Associates produced a desk based assessment in 2008. This concluded that the school lies on the south-eastern edge of Harton (Heortedun) medieval village, which dates back to 1074 AD and was one of a number of vills which were granted to Aldwin to assist in the reconstruction of Jarrow monastery. Harton was an L-shaped nucleated settlement with 10 farms, now bounded by Sunderland Road, Moor Lane and Marsden Road. In May 2009 Tyne and Wear Museums excavated four evaluation trenches to ascertain if medieval remains survived. Only evidence of medieval ridge and furrow agriculture was found.

Harton Primary School, East Avenue

Harton infant and junior schools are proposed for demolition and replacement with a new primary school. AOC Archaeology Group produced a desk based assessment in 2008.

This concluded that the school lies well outside the former extent of Harton medieval village so medieval remains were not expected. The school buildings were built in 1939 and were equipped with three distinctively shaped large air raid shelters which were big enough to accommodate all of the pupils and staff. Geophysical survey by Tyne and Wear Museums in June 2009 located the shelters and identified several linear anomalies which could be archaeological in origin. Three evaluation
trenches were excavated. The linear anomalies were found to represent ridge and furrow agriculture. The covered air raid shelters were found to have been formed by 2m wide and 2m high linked tunnels of reinforced concrete built into pre-excavated trenches. Entrance would have been via two flights of steps flanked by blast walls. Seating took the form of wooden benches and sanitary facilities were basic – a chemical closet or soil box behind a sacking curtain. After the War the flat roofs were removed and the shelters were backfilled with building rubble. The wartime school buildings have been recorded.

**King George V Comprehensive School, Nevinson Avenue, South Shields**

Planning permission has been granted for the construction of a two storey replacement school building. Northern Archaeological Associates produced a desk based assessment in May 2008. This report identified 30 archaeological sites within 1km of the school. The site was agricultural land until the school was built in the 1970s. In 2009 Tyne and Wear Museums excavated a trial trench on the site of a proposed attenuation pond. A post medieval gully was recorded and a buried plough soil.

**Hebburn Comprehensive School**

AOC Archaeology Group produced the desk based assessment for this site. The school lies just south of the medieval settlement which, like Harton, was granted to Aldwin by Bishop Walcher in the eleventh century. A pele tower was built in Hebburn village in the 14th century. This was a defensive building with 1.4m thick walls. Part of the tower, which was demolished in 1686, is said to be incorporated into the present Hebburn Hall. A manor house was built on the site of the tower around 1700. This was a symmetrical C-plan house, probably of Palladian style, and it had formal gardens to the south-east. The present neo-classical hall was built in 1790 possibly to designs by William Newton. During the 19th century the area south of Hebburn Hall was subject to sandstone quarrying. By 1897 four huge ponds were excavated, linked by waggonways. Known locally as ‘The Lakes’, these man made ponds were established by...
damming the Bede’s. Their primary role was to provide water for industries. Stone from local quarries was used to form the east side of the eastern-most pond. The ponds were used for recreational purposes - swimming, walking and boating. A boat house was built by 1897. The ponds were drained by 1968 by Hebburn Council and Hebburn Parkview County Infants School built. Tyne and Wear Museums will monitor the excavation of foundation and service trenches to record any surviving evidence of the ponds and waggonways.

**Jarrow School**

Further to last year’s Annual Report, The Archaeological Practice and Peter Ryder were appointed to record this impressive Edwardian building which has been replaced by a new modern purpose built secondary school. Jarrow Grammar School was designed by Fred Rennoldson in 1909 along with a caretaker’s house. The school was divided into boys and girls areas. The boys’ playground was laid out with Fives courts. A technical school and evening institute was added by 1949. The original building is U-shaped in plan and is built in a free Tudor/ Gothic style in orange brick. The flat-arched window heads are in a brighter orange brick and the dressings of the front block and hall are ashlar. The roofs are green slate. The windows are four-pane sashes, often paired, with small horizontal tilting casements above. The seven bay front block has an embattled moulded parapet and a projecting gabled porch with a casement-moulded Tudor arch with carved foliage in the spandrels. The porch has half glazed double doors with an overlight and a wheel window above. The wings to either side are plainer. Inside, the walls of the corridors and classrooms are of brown glazed brick to one third height. The half glazed doors with brass hinges and handles survive. The internal segmental headed windows between corridors and flanking rooms retain their original glazing.
Conserving South Tyneside's Heritage

Jarrow Town Hall

Following the success of the new Customer Service Centre in South Shields Town Hall, the Council decided to refurbish the existing facilities at Jarrow. The Town Hall, built in 1902 by Fred Rennoldson in a mostly baroque style of red brick and red glazed terracotta, was extended at a later date on the eastern side. The interior is made up of two characters, the public and staff part being plainer, the Civic spaces being finished with high quality finishes. Discussions took place with the Historic Buildings Officer regarding the refurbishment of the ground floor public area - later partitions, exposed cabling and conduits were all removed returning the spaces to their original form. The space was then fitted out in a contemporary style for the new Customer Service Centre. A further discussion took place relating to a programme of works for the Civic spaces including an electrical rewire and new light fittings, a new heating system, refurbishment and repairs to the main staircase roof light and the restoration of dado wall tiling. Through paint analysis on site, the original colour scheme was recreated.

South Marine Park

South Marine Park re-opened in Spring 2009 following a £5M refurbishment to restore the Park to it’s Victorian splendour. The park designed by Matthew Hall, Borough surveyor and engineer, with John Peebles being appointed as head gardener in 1886, set about creating the park in an area that was made up of ballast hills. He reported on progress on a monthly basis to the Parks Committee, these reports proved an

South Marine Park’s new bandstand is based on an original design.
invaluable resource when planning the restoration works. The works have included improvements to the three main entrances, restoration of the promenading terrace, a new bandstand based on the original design, new cast iron benches, new lighting, re-landscaping of the lake shoreline, improvements to the miniature railway, a new boat kiosk, a new play area and the inclusion of new plants, shrubs and trees.

**South Shields Town Hall**

On the recommendation of the Fire Officer a series of works were needed to the basement area of the Town Hall and were discussed with the Historic Buildings Officer. Original doors had to be upgraded to meet minimum requirements of half hour fire resistance. This was achieved through the use of proprietary intumescent fire coatings applied to the original vertical boarded doors. New fire doors were needed in the central corridor - a contemporary style of door was chosen so the additions could be easily understood separately. A former cloakroom / retiring room

on the first floor for use by Members of the Council had been altered prior to listing. It was proposed to refurbish the room to provide an additional room for smaller groups of people to use for meetings. Through paint analysis on site the original colour scheme in the room was recreated.

**Mariner’s Cottages, South Shields**

Mariner’s Cottages on Broughton Road comprise two groups: Nos. 1 to 22 around 3 sides of a garden courtyard built in 1839 for The Mariners Asylum and Annuity Society; and Nos. 23 to 39, built 1859-62 by Oliver and Lamb Architects now listed as Grade II. The Grainger Trust acquired the properties and commissioned CSM Architects for a series of works relating to the external fabric of the cottages. This consisted of the replacement of later windows with new vertical sliding timber sash windows, repairs and, where necessary, the reinstatement of dormer windows based on the original design. Repairs and the reinstatement of chimney stacks to the original design were also undertaken. Works commenced on site with the first phase now complete.
Rackly Way, Whitburn

A planning application for 27 houses, 20 bungalows and a sheltered housing unit was accompanied by a desk based assessment by Scott Wilson Ltd. The Whitburn coast is designated as an area of potential archaeological importance due to previous findings of prehistoric artefacts such as flint tools and a cist burial at Wheatall Farm. The earliest documentary reference to ‘Whitberne’ medieval village is the Boldon Book of 1183, when the parish included 28 villeins (peasants) who farmed strip fields, and 12 ‘cotters’ with small holdings. Whitburn was a two-row village with a central green and a windmill. A number of medieval objects, including a bronze belt buckle and a silver finger ring have been recovered in the fields surrounding the village. Sir William Williamson was the main landowner in Whitburn in the 18th century. His family seat was Whitburn Hall, which was demolished in the 1970s. The development site was, in 1839, within a parcel of grassland known as High Park which was owned by Sir Hedworth Williamson Baronet. By 1942 terraced housing had been built on the plot. The assessment report concluded that the demolition of these terraces and the subsequent grubbing up of foundations and remediation work will have destroyed any archaeological remains.

6 The Hawthorns, East Boldon

Fitzarchitects were commissioned to carry out a development scheme to the rear of 6 The Hawthorns which consisted of the demolition of a derelict outbuilding and the replacement with a new building on the same footprint - access would be gained from the house via the private garden of number 6. The design is based on that of a stable block – 2 storey, brick built, slate roof incorporating conservation rooflights, timber windows and doors and has been designed to be sympathetic to the surroundings and to the wider context of the Conservation Area.
In response to a planning application for a mixed use development (business, industrial, warehouse, hotel, public house and coffee shop) Pre-Construct Archaeology Ltd. produced a desk based assessment for this site. The report concludes that a colliery at Harraton, which lay to the south of the factory site, had a shaft possibly sunk as early as 1590. The general area was known as Harraton Outside Colliery. Gibson’s map of 1788 shows two colliery waggonways running through the development site. Hobson’s map of 1839 also shows two pits (Milbank and Thorald). Ralph Milbanke was associated with coal workings here in the 18th century and Sir John Thorold of Lincolnshire acquired land in Harraton in 1730 on his marriage to Elizabeth Ayton of West Herrington. By 1847 the Fatfield Waggonway was divided into three branches within the development site. These were abandoned by 1896. In January 2009 four preliminary archaeological trenches were excavated to ascertain if the waggonways survived. Trench two recorded the clay embankment of the central waggonway.
Some of the Bowes Railway wagon fleet branch and a trackside drainage ditch. Trench four recorded several waggonway sleepers – crudely fashioned tree branches arranged parallel to each other. A section of iron rail and two coins were found. The best section of the three waggonways was subsequently archaeologically excavated. Timber survival was found to be quite spectacular and the arrangement of the waggonway junction with its crude points system and various overlying phases of routeway proved to be complex. A final archive report and publication in Industrial Archaeology Review is awaited.

**Bowes Railway - Conservation Plan**

The suite of Conservation reports prepared by North of England Civic Trust, to underpin the future management of the historic fabric of the Bowes Railway site, was completed in August 2009. The reports had been commissioned for the Railway Company by the Specialist Conservation Team and funded by Sunderland City Council, Gateshead Council and English Heritage. The reports include a general Conservation Statement for the Railway and more specific statements for the two buildings most in need of care and maintenance of the site – Springwell Waggon Repair Shop and Black Fell Hauler House. The statements describe their history, identify their general condition and heritage significance and outline management issues. Additionally, condition reports and costed schedules of repairs, together with options appraisals have also been prepared for the two buildings.

Major renovation and repair work has simultaneously been underway at Blackham’s Hill Hauler House – again utilising grant aid from English Heritage added to funds from Sunderland City Council and supervised by the City of Sunderland’s Principal Conservation Officer. This work, to be complete by mid 2010 will see the roof and rainwater goods once again in good order, the doors and windows, together with their protective shutters, restored, cracking and pointing issues addressed on the exterior and internal damp issues addressed. As arguably the most important building at the Bowes Railway site, this work is of enormous value and importance.

Also of immense value and importance is all the work carried out by the site supervisor and the members and volunteers of the Bowes Railway Company, without whom the site could not continue. Once again a whole range of everyday repair and maintenance has been carried out. The work to conserve and renew those parts of the wagon fleet damaged by fire has progressed rapidly and successfully.
In the City

Jarrow/Wearmouth World Heritage Site candidature

Work is progressing on the nomination of the Anglo-Saxon monasteries of St Paul’s, Jarrow and St Peter’s, Wearmouth on to the list of UNESCO World Heritage Sites. Work is on target for submission in 2011. The Tyne and Wear Industrial Archaeologist has contributed to management and conservation issues as part of the Planning Working Group, while the Tyne and Wear Archaeologist has been active on the equivalent for archaeology and historical issues, the Archaeology Working Group. In 2009, archaeological and landscape history was the subject of a research survey, undertaken jointly with the Universities of Newcastle and Durham. Called “One Monastery in Two Places”, it reflects the intimate relationship between the two sites, which were founded by one man, Benedict Biscop, to fulfil his ambition of re-creating the lifestyle of the early Christian saints through a communal life dedicated to prayer, academic study and good works in the community.

The OMITP study will concentrate on the environs of the monasteries, to see what survives of the outer precincts and the surrounding landscape. The Tyne & Wear HER provides the starting point for the detailed landscape study. New research into the relationship between the modern landscape and the fields and settlements shown on early maps will attempt to add clarity to Bede’s description of the two estates given by Ecgfrith, King of Northumbria, to Biscop – 70 hides to Wearmouth and 40 to Jarrow (a hide is the contemporary land unit representing farmland sufficient to sustain a single family). The results will both strengthen the Jarrow/Wearmouth bid and contribute to an improved understanding of this seminal epoch of English history.

Castletown

Archaeological Services Durham University produced a desk based assessment for a housing scheme on this site. The site was in agricultural use until the 19th century, and was part of the Hylton Castle estate. The site lay between two farms, Dean House and Park House. Castletown was established in the late 19th century next to the railway which had been built between 1871 and 1876. It comprised 170 houses in 1894, many of which had lain empty since the Wear Steel Company Works closed in 1891. By 1898 six rows of terraced houses had been built (East View, Castle and Baron Streets and Oswald Terrace) next to some reservoirs and a brick works. Castletown was served by a post office and a school. By 1919 more terraced housing had been built, along with an infant school, Methodist chapel, club, meeting hall and allotment gardens. Castletown became a separate ward in 1922. In the 1960s the terraces on the northern part of the site were replaced by flat-roofed houses. The southern part of the site was cleared in 2004. Archaeological Research Services Ltd. excavated a series of evaluation trenches in December 2009. The site was found to have been truncated when the 19th and early 20th century terraces were built. No archaeological deposits were found.
**Hudson Dock East (South Dock)**

York Archaeological Trust produced a desk based assessment for a site on the east side of the dock, which is proposed for a biomass plant for electricity generation. George Hudson, Chairman of the York, Newcastle and Berwick Railway, was Tory candidate for Sunderland in 1845 and he promised to promote a new dock in the town because the 9 acres basin at North Dock was too small for coal exporting needs and was on the wrong side of the river from the main coalfields and rail network. The YNB Railway invested £75,000 in the Sunderland Dock Company and a 33 acre site was bought. By 1850 a 20 acre dock had been built on land reclaimed from the sea, to transport coal from the Durham coalfield. In 1871 the dock was renamed Hudson Dock. Shipbuilding began at here in the 1860s, when John Haswell had a yard there. From 1871 his yard was run by Iliff and Mounsey, who began building iron ships. The yard closed under the Sunderland Shipbuilding Company in 1926. The proposed development site lies within the former extent of the shipyard. Evaluation trial trenching will be undertaken to ascertain if subsurface remains of the yard survive. There is a World War Two concrete pillbox within the site. This is circular, about 2.5m in diameter, with a conical roof, horizontal gun slits and a doorway on the west side. This will need to be either preserved in-situ or recorded before removal.

**High Street East**

The site adjacent to the Exchange is proposed for a 65 bedroom hotel. Archaeological Services Durham University produced a desk based assessment in April 2009. The site lies within the presumed vicinity of the early medieval South Wearmouth settlement, which possibly dates back to 685 AD. The site certainly lies within the former extent of the medieval borough of Sunderland, which was in existence by 1180. The Elizabethan fishing village is thought to have been based around Low Street. Archaeological evaluation at Wylam Wharf in 1994 recorded remains of a building and slipway of 16th and 17th century date built on top of ballast. Evaluation in 1997 at Bodlewell Lane recorded a stone-lined pit cut into sand deposits. In 2004 the adjacent site was excavated by Northern Archaeological Associates. Thirteenth century walls and structures associated with riverside industries were later filled with domestic rubbish and shell middens to extend the river frontage northwards to create Low Street. The finds included a 14th century silver penny, a copper belt buckle and strap, a 17th century cannon ball and iron nails and rivets from boat building. Tyne and Wear Museums excavated a preliminary trench on this site in June 2009. Post medieval stone and handmade brick walls were recorded cutting the earlier ballast and a shell midden dump. A bulk sample was taken from the site which was found on assessment to contain large amounts of edible marine shell (oyster, cockle, winkle and whelk). The shell is to be further analysed to provide a full list of species present, to record any evidence of cut marks made when the shells were opened, which would prove that they represent food waste rather than accumulations from foreshore reclamation, and may be radiocarbon dated. Further archaeological excavation is to take place further up the slope.
**Washington Old Hall**

Planning permission was granted for a path and external platform lift at Washington Old Hall to provide disabled access to the terraced gardens. Northern Counties Archaeological Services was appointed to monitor the excavation of the lift foundations. The upper terrace was found to be composed of mixed building debris, glass and ceramics, which may have been laid down during restoration works to the hall in the mid 20th century. On the lower terrace an area of brick flooring of a possible 19th century lean-to building was recorded, incorporating a small damaged stone trough. From the late 12th to 14th centuries Washington Old Hall was the home of the de Wessingtons, George Washington’s ancestors.

Most of the west wing of the medieval house was incorporated in the rebuilding of around 1623. What survives is a medium sized early 17th century sandstone manor house with thick medieval walling, part of a medieval lancet window and two arched openings from the kitchen into the great hall. The hall fireplace is from Newburn manor house. The east wing has a withdrawing room with 17th century panelling from the old manor house, Abbots Langley, Herts. The staircase is from the White Hart in Guildford. The hall was tenemented until 1937 then was restored with Anglo-American funds. It is now in the ownership of the National Trust.

**Rainton Bridge Farm, East Rainton**

This working post medieval farm is proposed for redevelopment. The vill of Rainton dates back to at least 1125 when it was a manor and park owned by the Prior and Convent of Durham. East Rainton village, an irregular pattern of houses around a large open area, is first referenced in 1296. Court Rolls of 1378 state that any workers of the forge at East Rainton who placed anything dirty or soiled into the common spring would be fined 12d. Medieval rent assessments record that there was a village mill. After the dissolution of the monasteries, East Rainton passed to Durham Cathedral. By 1834 there were six farms in the village and several coal mines (Duns House, Cooperside, Dunwell, Hazard and Pontop) had been sunk around it. Rainton Bridge Farm is shown on the Tithe Map of 1839. The present farmhouse is late Victorian or Edwardian in date. Two small gabled sandstone rubble outbuildings survive as shown on the tithe map. Tyne and Wear
Museums have produced a desk based assessment and building recording report. A programme of trial trenching will be required to ascertain if any medieval or post medieval remains survive.

**St. Nicholas Church, Hetton-le-Hole**

This formerly Grade II listed church is proposed for conversion to sheltered accommodation. The church was made redundant in 2002 and was gutted by fire in November 2007. All internal fixtures and fittings (including the barrel roof, the oak reredos and panelling in the chancel, the stalls with poppy head decoration, pinnacled canopies over the clergy stalls by R. Hedley of Newcastle and black and white marble tiled floor) were destroyed and the building is now a roofless shell. The Brigantia Archaeological Practice has recorded what remains of the church. It was built in 1901, to replace a chapel of ease of 1825 and a replacement church of 1832, to designs by Newcastle architect Stephen Piper in Early English style. The builder was W. Sparrow of Hetton. It consists of a three bay aisled nave, a west baptistery and north and south transepts. To the east is a chancel with the Lady Chapel in the south aisle and organ loft and vestry in the north aisle. The Grade II listed gothic altar tomb of Nicholas Wood, mining engineer who lived at St. Nicholas House then Hetton Hall, stands in the churchyard. Wood died in 1865 and a stained glass window to his memory from the earlier church had been re-used in the 1901 Lady Chapel. His son, Sir Lindsey Wood laid one of the foundation stones of the church on 24 May 1899.

**Racecourse Estate, Houghton-le-Spring**

The site of the ‘Racecourse Estate’ (named after the mid 20th century greyhound stadium) is proposed for 111 houses, a community building and an extra care facility. Archaeological Services Durham University produced a desk based assessment in September 2007. The estate lies on the outskirts of Houghton medieval village, which dates back to at least 1112, and was within the grounds of the manor house, the present Houghton Hall. One of the owners of the Hall in the 17th century, Robert Hutton, Captain of Horse Guards in Cromwell’s army, died in 1680 and was buried in his orchard, supposedly with his favourite horse! When the housing estate was built his tomb was moved to Houghton churchyard. Houghton was a substantial village belonging to the Bishop of Durham, with the parish church and rectory at the west end (which still stand) and the market place at the east. It is referenced as ‘Ottona’ in the Boldon Book of 1183 when the tenants included 13 cottagers, a blacksmith, a carpenter, a pounder and a bailiff. Hatfield’s...
Survey of 1380 lists a watermill, brew house, oven and forge at Houghton. In February 2009 seven archaeological trenches were excavated in the least disturbed parts of the site and on the site of Hutton’s tomb. The site must have been severely truncated when the housing estate was built. No archaeological deposits survived.

**Greenholme, The Green Washington Village**

Archaeologists from The Brigantia Archaeological Practice monitored ground disturbing works associated with the construction of a two-storey side extension, a conservatory and a detached garage to the rear of this 19th or early 20th century house, which sits right on the edge of the medieval village green. Washington is referred to in the Boldon Buke of 1183 when the village was held by William de Hertberne. Hatfield’s survey of 1380 records that William of Wessington held the manor and vill. In the 15th century the owners were the Blaykestones, then the Mallories, and in the 18th century, the Bracks. The 12th century parish church of Holy Trinity was rebuilt in 1831. The watching brief recorded that below the turf was a rich garden soil. Beneath this was a layer of clinker and ash containing modern pottery and glass. Below this was a deposit of clay containing brick and cinders. This proved that ‘Greenholme’ has been built on a modern man-made earth platform which is supported by a retaining wall. Any surviving medieval deposits will be deeply buried below this platform and will not be affected by the development.

**1 Paddock Lane, Tunstall**

Planning permission has been granted for two bungalows with detached garages on this site. The desk based assessment had been produced by Tyne and Wear Museums back in April 2006. The site lies within the presumed extent of Tunstall medieval village, a two-row village of oval outline with a village green, which dates back to the 12th century. A blacksmith’s workshop occupied the plot from 1830. In May 2009 Tyne and Wear Museums excavated a single archaeological trench to the north of the existing 19th century bungalow to ascertain if medieval or post medieval remains survived. The trench showed that the site probably lay beyond the main occupation area of the village and was probably either open or agricultural land. There was no evidence of any archaeological features. Underneath the modern layers were a buried soil horizon and then natural subsoil.

**The Forge, Neville Road, Pallion**

Desk based assessments have been produced by Scott Wilson and On Site Archaeology Ltd. for two different schemes on
this site. The site is of industrial archaeological interest. Trade directories show that the first industry to occupy the site in 1881-2 was Ball & Sons, earthenware manufacturer. They continued on the site until 1918. Diamond Hall Cottages were probably occupied by workers from nearby Diamond Hall Bottle Works. These were replaced by a row of 20 terraced houses in 1898. At that time the site was occupied by a pottery, a coal depot, and iron foundry, Sunderland Forge and Luke’s Engine Works. The industries were linked to the Penshaw Branch Railway by sidings. By 1919 the iron foundry had been replaced by a clay quarry – presumably to provide clay to the brick works. Sunderland Forge continued to expand throughout the mid 20th century. In 1963 there were three companies here – The Sunderland Forge and Engineering Co. Ltd., Pallion Steel Works (E. Jobling & Sons) and Pallion Foundry (R.W. Collin). Two student halls of residence, Jobling House and Marr House, were built on the site in 1993. The assessments found that before the halls of residence were built the site was thoroughly cleared, with all foundations of industrial buildings having been removed and natural subsoil being truncated to a depth of 1m. Ground levels were then built up and the site retained within the present brick boundary walls.

47 Durham Road, Sunderland

The Archaeology Officer recorded a small brick air raid shelter with reinforced concrete roof attached to a garage to the rear of No. 47 Durham Road prior to its demolition to make way for a domestic extension. The shelter measured 2.45m by 2.95m in plan and was 2m high. There is one door but no ventilation slits. An internal door leads into the garage.

Air raid shelter at Durham Road

Nissan site, Washington

A plot of land at Nissan, which is presently open space, is proposed for a sustainable manufacturing centre by Gateshead College. The site lies within the former extent of RAF Usworth, which started life as Hylton or West Town Moor Flight Station for ‘B’ Flight of 36 Squadron. By 1917 it was used by ‘A’ Flight and was known as Usworth. Usworth was a training station for most of the two World Wars. During World War One there were two squadrons based at Usworth, one of which was 607 Squadron (City of Durham). From 1934 until the end of World War Two, 607 Squadron of Auxiliary Air Force was based there. The trainee pilots were mostly miners and shipworkers. In 1940 Usworth was a Fighter Command Station and Hurricane
Squadron No. 43 from Tangmere was sent there. During the Battle of Britain, Usworth Sector came under the direction of No. 13 Group. Thanks to the efforts of that group and the Anti-Aircraft guns, RAF Usworth was never touched by Luftwaffe attack. After the War Usworth was home to No. 31 Gliding School. In July 1963 RAF Usworth became Sunderland Aerodrome, a successful light aviation centre. In 1986 the Nissan factory was built over the runway. All that survives of the complex above ground are two blast defence mounds, a repositioned Pickett Hamilton Fort from the runway (in the North East Aircraft Museum), some RAF officer’s houses (Usworth Cottages) and the public house The Three Horse Shoes. A desk based assessment by North Pennines Archaeology Ltd. reproduced a plan of the Usworth site dated to 1945 which shows the individual buildings which included a Lamella Hangar, a Callender Hangar, workshops, stores, armoury, air raid shelter, drill hall, operations room and a dispersal pen for fighter aircraft. In December 2009 a series of archaeological evaluation trenches were excavated to target the main stores, motor transport sheds, offices and workshops. Unfortunately it was discovered that the site had been levelled and all foundations of wartime buildings removed.
HER Enhancement

1202 new sites have been added into the Historic Environment Record this year, bringing the total number of sites to 12,345.

One of the visions of the proposed Heritage Protection Review 2007 was to develop a unified approach to the historic environment. This theme was also explored in the 2009 consultation paper on the new PPS5. HER databases need to provide a comprehensive up-to-date local record of all historic assets (not just archaeology). The Tyne and Wear HER already includes listed buildings, local lists and many undesignated historic buildings. In 2009 all of the Conservation Areas were added along with the buildings of interest within their boundaries. The ongoing enhancement scheme added several other types of historic asset.

The HER has benefitted this year from data from the English Heritage-funded North East Rapid Coastal Zone Assessment.

Defra’s Shoreline Management Plans. The report combines coastal sites already recorded in the HER and National Monuments Record, with new sites identified from aerial photographs. Nearly 75% of the sites recorded from the aerial photograph transcription exercise date from the Second World War. 183 new sites have been added to the HER from this dataset, including air raid shelters, barrage balloon sites, practice trenches and shipwrecks.

War memorials

This year the final batch of war memorials from the excellent North East War Memorials Project were added into the HER. Only stand-alone monuments (Crosses of Sacrifice, Archaeological Research Services Ltd were appointed by EH to assess the threat posed to heritage assets on the coast by rising sea level and consequential sea erosion. The assessment was undertaken with reference to World War I memorial, Eighton Banks
calvaries, Celtic crosses, statues, buildings etc) have been incorporated into the HER. The website www.newmp.org.uk however includes many other forms of war memorial such as stained glass windows, plaques, pulpits, organ screens, fonts, books of remembrance, rolls of honour (usually wooden frames with paper inserts) and individual soldier’s graves. There are now 140 war memorials on the HER including 10 Crosses of Sacrifice. Tyne and Wear has a wealth of impressive monuments which are protected by listing. However amongst most interesting and unusual memorials are the clock tower at Easington Lane, the gates at the maternity and child welfare centre on Church Road, Gosforth, the Emma Colliery workmen’s memorial hall at Bar Moor, Primosole Footbridge in Saltwell Park, community centre at Hazlerigg, horse trough at Four Lane Ends, two strake boats at Tynemouth Rowing Club, Church of the Holy Trinity at Jesmond and Cleadon Cottage Homes.

Eight famous clocks were added to the HER from Thomas Yellowley’s 2006 chapter on ‘Newcastle Timepieces’ in the ‘Tyneside’s Finest’ book and Brenda Whitelock’s 1992 book ‘Timepieces of Newcastle’. Northern Goldsmith’s clocks feature gilded female figures. The original one by Alfred Glover is on the shop at Blackett Street and dates to 1935. The shop also features a carillon of bells. The Westgate Road clock is a replica of the other, erected in the same year. The Keelman’s Hospital has a sundial dated 1701 and a clock turret added in 1772. The present clock on St. Nicholas’ Cathedral dates to 1895 and was made by William Potts & Sons of Leeds. The clock uses four bells of the peal of twelve for the chimes and the Major Bell to strike the hour. The first cathedral clock was erected in 1565. This was replaced in 1761 (in 1829 this became the first clock to be lit by gas in Newcastle) and again in 1832. Emerson Chambers in Blackett Street once had an attractive Art Nouveau style clock designed by Benjamin Simpson. It was a weight-driven clock which was installed by William Potts in 1904. Newgate Street Co-operative Stores feature a barometer depicting the words STORMY, RAIN, CHANGE, FAIR, VERY DRY
and a clock with the letters COOPETERI V E in places of figures. The Coronation Clock in Exhibition Park was erected in 1953 as a gift of the Freemen to the City of Newcastle to commemorate the coronation of Queen Elizabeth II. It is built of special brick supplied by the National Coal Board. Callers Clock in Northumberland Street was set up in 1972 by W. Robson, City Architect. This is a 4m high stainless steel four sided clock tower given to the City by Callers the Home of Good Furnishing to celebrate their 75th Anniversary 1897-1972, which now stands in the Haymarket.

Workhouses

English Heritage carried out a project to study buildings erected under the poor-law system in recognition that such structures are threatened by improvements to hospital sites and rationalisation of the National Health Service. These buildings are a reminder of an extreme, cruel and sometimes inhumane system which amazingly continued into the early 20th century. There were few purpose built premises before the 18th century. Between 1750 and 1834 workhouses tended to accommodate children, the disabled, the mentally handicapped, the sick and the aged, not the unemployed labourers for whom they had been intended. The system was deemed an economic, moral and social failure. New model workhouses were built in response to the New Poor Law of 1834. The exterior of these buildings was often rather grand, austere or decorative (although many others looked like prisons), but inside the rooms had no comforts. The workhouse regime was harsh and oppressive. 11 workhouses from Kathryn Morrison’s 1999 book ‘The Workhouse - a study of poor-law buildings in England’ have been incorporated into the HER. These include Bensham, Houghton-le-
Spring, Newcastle, South Shields, West Harton, Sunderland and Tynemouth. The workhouse at Houghton was built in 1824 then rebuilt in 1877. It could accommodate 203 destitute wives, children and the elderly. A former boardroom was converted into ‘lunatic wards’ with a padded room. The building no longer exists. However Newcastle General Hospital incorporates some former workhouse buildings, as does Bensham Hospital, South Tyneside Hospital and Sunderland Royal. No.16 Barrington Street in South Shields is a Grade II listed union workhouse office built in 1882.

Fisheries

Not surprisingly there is evidence of sea and river fishing on the Tyne and Wear in the medieval period. South Shields was an important fishing port, where fish was sold wholesale. A report of 1565 suggests that there were more fishing boats at South Shields than at Hartlepool or Sunderland. Sea fishing was fundamental in the development of North Shields, which was developed by the Prior of Tynemouth to provide the monks with fish. Ninety-four medieval and post medieval fisheries from Victor Watts’ fascinating 1986 papers in Durham Archaeological Journal have been added to the HER. The medieval names are peculiar. Berde (beard) yar (yare or fish weir) in Winlaton, for instance, could mean edge, rim or margin, or it could have been a person’s name like Bearda or Beorda. The name Vthwardesyar’ Fishery in Wallsend is thought to derive from the word ‘Utweardes’ which is Old English for ‘towards the outside’. The fishery was thus either located mid-stream. Most of the fisheries were owned by religious houses such as the Bishop of Durham or Tynemouth Priory. The main catch would have been salmon, but a wider range of fish would have been taken such as eels, pike, minnow, burbot, trout and lamprey.

HER data has been provided to English Heritage for inclusion in their Archaeological Map of Hadrian’s Wall which is due for publication in May 2010. The map will show all the elements of the Roman Wall,
Publication

The Tyne and Wear Archaeologist contributed the first chapter of a new book on the early history of Tyneside – “Newcastle and Gateshead Before 1700”. The publication is edited by Diana Newton and Tony Pollard, and published by Phillimore & Co. The first chapter deals with the origins of Newcastle and Gateshead, and relates some of the exciting new discoveries from archaeological excavations in the two centres. The theme that runs through the essay is the suggestion that the Great North Road, documented from the Middle Ages, is in fact a prehistoric route, and the crossing point at Newcastle/Gateshead became a focus for religious ceremonies that involved making offerings to the river. Once established, the pattern of congregation on the banks of the Tyne continued as a strand in the history of later development, so that, for example, while there was a major Saxon period burial ground on the Castle Garth promontory, there is almost no evidence of contemporary settlement within what became the centre of the medieval town. It is suggested that earlier patterns of occupation, that saw the early farming communities spread across a countryside lacking in centres of nucleated population, continued beyond the Roman Conquest and into the later first millennium AD. Other chapters deal with the medieval archaeology, history, economics and religion. A major new study of medieval Gateshead is included, along with more specific sections of buildings and institutions.

Community Involvement

The involvement of the community in the care, preservation and understanding of the area’s heritage is a vital part of its future well-being. The Specialist Team has a role to play in fostering the interest and enthusiasm of the people of Tyne and Wear in the care and conservation of their historic environment. One of the key ways in which this is done spreading knowledge through talks, walks and lectures, and increasingly more importantly, by providing increased access to heritage information on the web.

The world wide web provides so many opportunities to access historical information and reports of recent conservation and archaeological activity in the region. This Annual Report, along with the reports from the past five years, can all be found on, and downloaded from Newcastle City Council’s website. Tyne and Wear Sitelines, Tyne and Wear Heritage Open Days, Newcastle Heritage Partnership and the Old Newcastle Project all have their own dedicated sites, and more information about all of these sites is given below.

Friends of Jesmond Dene at Millfield House

However genuine enthusiasm is often best imparted face-to-face and so, whilst individual activities reach smaller numbers of people than web-based information, they can be the best way of engaging people in their surroundings and their past. The Team has therefore supported community groups and voluntary heritage organisations across Tyne and Wear, including the Friends of Jesmond Old Cemetery, the Friends of North Gosforth Chapel, the Friends of Copt Hill, the Bowes
Railway Company, the Robert Stephenson Trust and the Church Advisory bodies. Team members have also been involved with public events including the Blaydon Burn Festival, the Council or British Archaeology’s Industrial Archaeology Day School, a walk through Blaydon Burn and have given talks to, amongst others, the Newcastle and Northumberland Society. Work on War Memorials has been undertaken in co-operation with Veterans Groups and the War Memorial Trust, the Stephenson 150 celebrations engaged a wide range of voluntary bodies in the area.

Whilst, perhaps, not the mainstream planning based work of the Team, these strands of activity, taken with the increasing significance and use of web-based public engagement, have over the years helped to raise the profile of heritage across Tyne and Wear and helped to foster its care and conservation.

Accessing Heritage Online
www.heritagepartnership.org.uk
www.oldnewcastle.org.uk
www.twhods.org.uk
www.twsitelines.info

Representing Tyne and Wear

On behalf of individual Districts or Tyne and Wear as a whole, Team members attend meetings or sit on a number of committees relating to the care of the historic environment.

The Tyne & Wear Industrial Archaeologist sits on
North East Historic Environment Forum (on behalf of ALGAO)
English Heritage Advisory Committee
English Heritage’s national Industrial Archaeology Panel
is Technical Officer for the Bowes Railway Company
and a Council representative on the Robert Stephenson Trust

The Historic Buildings Officer sits on
Historic Churches Committee of the Catholic Diocese of Hexham and Newcastle

Diocesan Advisory Committee for the Northumberland Diocese.

The Tyne & Wear Archaeologist and Archaeology Officer are involved in
Association of Local Government Archaeology Officers Committee
Society Of Antiquaries Executive and Buildings Committee
National Historic Environment Records Forum
Yorkshire, The Humber and the North East HER Working Party
Northumberland Archaeological Group Committee
Council For British Archaeology (CBA) North Committee
Society of Antiquaries Council, Research and Publications Committees
Newcastle Cathedral Fabric Advisory Committee
University of Newcastle Archaeology Liaison Committee
North East Maritime Archaeology Forum

All team members attend the District Conservation Officers Working group to maintain links between all the authorities in Tyne & Wear.

St. Andrew’s Church, Benton
Facts and Figures

Budget

The budgeted net cost of the service in the financial year 2009/2010 was £183,798. This figure was divided between the five contributing authorities in the following way.

- Sunderland: £22,975
- Newcastle: £91,898
- S.Tyneside: £22,975
- N.Tyneside: £22,975
- Gateshead: £22,975

Historic Buildings Consultation Figures

The Team received 277 consultations relating to listed buildings or unlisted buildings in Conservation Areas across Tyne and Wear in 2009, although not all required specialist architectural advice. Of the consultations, 64 related to applications or pre-applications to Grade I or II* listed buildings in Newcastle.

The Historic Buildings Officer was also asked to attend approximately 180 site visits or office based meetings regarding historic buildings across North Tyneside, South Tyneside, Gateshead and Sunderland. The level of involvement in each case obviously varies and often work on one building can have many facets and require many different pieces of advice, but overall there have been approximately 270 issues in 2009 relating to historic building conservation where the Specialist Team has been able to assist advise the Local Authorities across Tyne and Wear.
The total number of planning applications, pre-application enquiries and utility schemes checked in the calendar year of 2009 was 892. This is lower than last year’s figure of 1008 and mirrors the overall reduction in the number of planning applications due to the recession.

**Recommendations:**

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Central Bar, Gateshead

Tynemouth Station

These figures include 99 consultations from utility companies, 1 from the Environment Agency, 7 from the Forestry Commission, 3 for Farm Environmental Plans for Higher Level Stewardship and 239 pre-application enquiries (113 from planning consultancies, agents or developers and 126 from the five district planning authorities).

The figures also include 90 pre-application enquiries direct from planning consultancies, agents or developers and 269 formal pre-application enquiries from the five district planning authorities.
Much of the workload of the team in 2009 has been necessarily dictated by the need to respond to current development pressures, however some targets for specific service developments were set for the year. Outlined here is the progress which has been made to meet those targets. More detailed information about many of these items of work are contained within this report.

1. Continued to provide a high quality, prompt and efficient development management consultation response service to the five Councils.

2. Continued involvement in major historic buildings, parks and areas e.g., 55-57 Westgate Road, Jesmond Cemetery Wall, Dunston Staiths.

3. Enhanced the Historic Environment Record with the addition of sites from the coastal zone assessment, maritime sites, war memorials and the completion of data re Conservation Areas across Tyne and Wear.

4. Prepared the draft Historic Environment Record Disaster Plan.

5. Completed the HER Instruction Manual to meet the national benchmark for HERs.

6. Undertaken the Phase One restoration of Newburn War Memorial.

7. Completed works to the South Lodge, Jesmond Old Cemetery.

8. Supported the highly successful Tyne and Wear Heritage Open Days 2009 in co-operation with the five Tyne & Wear Councils.

9. Taken a leading role in the Robert Stephenson 150 Commemoration.

10. Continued involvement in Local Authority World Heritage Forum (LAWHF).

11. Made the Tyne and Wear HER Sitelines information available through the national ‘Heritage Gateway’.

12. Contributed to the completion of the Bowes Railway Conservation Plan and to preservation works on elements of the site.

13. Developed a draft planned maintenance programme for Clifford’s Fort, North Tyneside.
Targets for 2010

1. Continue to provide a high quality, prompt and efficient development control consultation response service.

2. Provide input and advice into local planning policy documents.

3. Complete the Archaeological Assessment of Newcastle.


5. Assist in the 2010 submission of Jarrow/Wearmouth and integrate the results of the new landscape survey into the Tyne & Wear HER.

6. Assist in the interpretation programme for Clifford’s Fort, North Tyneside - due for completion, summer 2010.


8. Undertake repairs to Newburn War Memorial resulting from vandalism to the statue in 2009.

9. Assist in establishing a future for Bowes Railway and Marsden Limekilns.

10. Assist in the preparation of Local Lists.

11. Continue involvement in major historic buildings, parks and areas e.g. 55-57 Westgate Road, Dunston Staiths, Spanish City, St Paul’s, Jarrow.

12. Enhance the Historic Environment Record by continuing to bring the events table of archaeological activity up to date.

13. To begin the incorporation of maritime sites – shipwrecks – into the Tyne and Wear HER.

14. Adopt the finalised Historic Environment Record Disaster Plan and the HER Instruction Manual to meet the national benchmark for HERs.

15. Support Tyne and Wear Heritage Open Days 2010 in cooperation with the five Tyne & Wear Councils.


17. Involvement in Local Authority World Heritage Forum (LAWHF).

18. Develop proposals for a programme of Historic Landscape Characterisation.
Contact Information

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To talk to individual local authorities about conservation matters contact:

Gateshead MBC: Mr. P. Thompson, Head of Environment and Regeneration, Development and Enterprise Group, Civic Centre, Regent Street, Gateshead, NE8 1HH, through Clare Lacy, Senior Planner - Conservation. 0191 433 3510

North Tyneside Council: Mr. P. Brown, Planning Manager, Development Directorate, Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY, through Ian McCaffrey, Planning Officer (Conservation). 0191 643 6334

City of Newcastle upon Tyne: Mr. H. Emms, Director of Strategic Housing, Planning & Transportation, Environment & Regeneration Directorate, Civic Centre, Newcastle upon Tyne, NE1 8PH, through Fiona Cullen, Heritage Officer. 0191 277 7192

South Tyneside MBC: Mr. G. Mansbridge, Head of Housing Strategy & Regulatory Services, Neighbourhood Services, Town Hall & Civic Offices, Westoe Road, South Shields, NE33 2RL, through Christine Matten, Senior Planning Officer. 0191 424 7407

City of Sunderland: Ms. J. Johnson, Office of the Deputy Chief Executive, Civic Centre, Burdon Road, Sunderland, SR2 7DN, through Mike Lowe, Principal Conservation Officer. 0191 561 2546
