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
- Looking after the archaeology and industrial archaeology of the districts
- Liaising with English Heritage, the 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 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

Jennifer Morrison
Tyne & Wear Archaeology Officer

The Team can be found at:

The Housing, Planning and Transportation Division of Newcastle City Council’s Environment and Regeneration Directorate. Details of how to contact the team, including all telephone numbers, fax numbers and email addresses can be found on the inside of the back cover.
Introduction

The Heritage of Tyne And Wear

The Five districts of Tyne and Wear contain a wealth of important historical buildings, archaeological sites and treasured landscapes. Throughout the County there are:

- 69 Scheduled Monuments,
- 3250 listed buildings (approx)
- 71 Conservation Areas
- 13881 sites and monuments on the Historic Environment Record
- 2396 archaeological events recorded on the HER
- 1 Registered Historic battlefield site
- 13 Historic Parks and Gardens
- 4 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 additional entries to the List of Buildings of Architectural or Historic Interest are received, and the Historic Environment Record is continually being added to as new sites are discovered or more information is found.

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

6th Northumberland Fusiliers War memorial

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 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 project and fieldwork;
- by maintaining and extending the County Historic Environment Record.
- through recording, surveys and research;
- through publication and education
Preserving Newcastle’s Medieval Past

Old Newcastle - Where the Story Begins

The Old Newcastle Project, Newcastle’s flagship heritage project, is now well underway. Last year we reported the successful completion of the project development work and the submission of the Stage 2 bid to the Heritage Lottery Fund for a £1.44m contribution to the £1.6m project. The bid was successful and the Heart of the City Partnership and the City Council received permission to start in November 2011. Since that time enormous progress has been made to meet the objectives of the Project – to refurbish and reuse the currently empty Black Gate building, to improve the experience of the Castle Keep, to install innovative interpretation across the site, improve signage and access (including the construction of an external lift to provide improved access to upper floors in the Black Gate) and to deliver a learning programme based on the history and heritage of the Castle and St Nicholas Cathedral. A Project Manager was appointed in early 2012 to take the activity programme forward and to work closely with the Council’s Architecture and Building Services Section to achieve the renewal of the buildings and facilities. A Learning Officer was appointed in mid 2012 to begin the rolling out of the activity plan and learning programme. The specialist conservation architects, Purcell, were successful in winning the contract to prepare the detailed architectural designs and drawings for the work to the Black Gate and Studio MB were similarly successful in winning the contract to develop the interpretation scheme. The various Scheduled Monument, Listed Building and Planning Consents have been secured.

The capital works to the building will take place in 2013 and the new facilities will be available to the public in early 2014. The Heritage Lottery Fund money will allow the Heart of the City Partnership to continue to deliver the project’s activity plan until October 2015 and from then on hopefully into a long and sustainable future.

The Specialist Conservation Team members and the Council’s Senior Heritage Specialist have been heavily involved in securing the HLF backing for the project, providing conservation and archaeological expertise, taking part in the project Executive Committee and reporting to the Heart of the City Partnership Board of Directors, the Heritage Lottery Fund and to the Council itself.
Newly illuminated lantern tower of St. Nicholas Cathedral

**St. Nicholas Cathedral Lighting Scheme**

In parallel with the Old Newcastle Project, the Cathedral Church of St. Nicholas is implementing its own Heritage Lottery funded scheme. The project, entitled 'Illuminating Stories' looks to greatly enhance the experience and the understanding of the Cathedral’s interior, by a significantly improved lighting scheme which casts light on the many fine memorials and monuments in the building. As a separate but related initiative the Cathedral also introduced a lighting scheme to the top of the tower which picks out the building’s famous lantern tower. The Council were happy to help in this project and the illuminated spire is now a major feature of the city’s night time appearance.

**Trial Excavations at the Black Gate**

In advance of the construction a new lift on the north side of the Black Gate, an archaeological evaluation was required to ensure that the new foundations did not damage any important archaeological remains.

The Castle Garth is the most archaeologically sensitive part of Newcastle. Previous excavations here revealed agricultural activity of the later prehistoric period, in the form of ploughing furrows and drainage ditches beneath the later Roman fort and Anglo-Saxon cemetery.

The Black Gate was constructed by Henry III in the mid thirteenth century to replace an earlier, Norman gateway or gate and bridge, known on contemporary documents as the Great Bridge. The barbican had been converted to domestic use, as the Crown attempted to gain revenue from letting the building to The fortifications saw action during the Civil War siege of 1644,

**Norman masonry exposed in the evaluation trench**

The location of the lift necessitated the re-excavation of archaeological trenches in advance of landscaping and consolidation in 1984. The footings for the lift will penetrate beneath the levels revealed but not fully removed in 1984, and the presence of earlier structures needed to be recorded in detail so that foundation piles could be located to avoid the early structures.
Blackgate

Within the very restricted area of the evaluation trench, it was not possible to uncover the full sequence of building work in this part of the castle. The remains of medieval properties fronting onto the side, ie with their back garden wall facing the Black Gate, were uncovered to the north of the excavated area. Further south, and beneath the foundations for the thirteenth century drum-tower of the present Black Gate, a substantial wall ran roughly east-west, ie parallel to the north wall of the existing tower, which looks to be of Norman character and may be part of an earlier structure re-used in the thirteenth century building. The wall in the trench could be either a retaining wall for the outer defences, or part of an abutment for the Norman bridge and gate, part of which is still surviving in the later building. Documentary record tell of a tower which collapsed in 1221, possible due to subsidence around the defensive moat, to be replaced by a timber tower or brought to in shore up the defences of the royal fortress from another Norman castle in the Tyne Valley, Nafferton Castle near Ovingham.

The excavations showed that it will be possible to place the new foundations for the lift and adjacent elevated walkway against the gatehouse, without damaging any important structural remains.

The Castle Keep

Work has progressed at the Norman Keep to maintain the historic fabric and keep the building compliant with modern Health and Safety regulations. One aspect of the preservation of the fabric is a problem with water inundation during very heavy rainfall. Ironically, this is worse now than before the Norman keep was re-roofed in 2006, because before that date, water seeping through the flat, paved, roof and into the core of the barrel vaulted ceiling. Now, that is water-tight but when the rainfall is too much for the open gutters, it cascades down the open stair-wells and floods the building. A scheme to widen the outfalls and re-grade the flat roof level has helped but we are experiencing exceptional downpours on a more frequent basis and so more intrusive measures will need to be taken.

Work has continued within the building to improve movement around. The ground floor entrance into the chapel has had extra lighting and the stepped changes in floor level accentuated with white strips. The twisted rope handles on the spiral stairways, which have been in use for many years, are becoming increasingly costly to replace and so, in agreement with English Heritage, we have decided to replace them with bespoke metal hand-rails, which provide a much firmer support for visitors and which are very low maintenance.
Sallyport Tower

An increasing problem to the owners of historic buildings is the increase in the incidence of metal theft, not just in the City, but across the country, and which is reaching epidemic proportions. Any theft brings frustration, expense and inconvenience to owners and occupiers, but when the weatherproof protection offered by lead roofing is removed, secondary damage from water inundation can greatly increase the damage to the building and its contents and the subsequent cost of repair. Preventing future thefts is paramount, and for each vulnerable property we attempt to improve the security envelope for the property. In certain instances, where the location makes the building very difficult to protect, we negotiate with English Heritage about the appropriateness of replacing lead flashing with non-scrapable alternatives, without compromising the historic significance of the building in question.

At Sallyport Tower, theft took two forms; the removal of roofing lead from one of the corner turrets, and the internal loss of copper piping and wiring in the toilet and main room. Immediate action saw the repair of the roof, followed by the submission of a Listed Building application for improved railings and the provision of CCTV coverage from an adjacent building. The re-fitting of the interior will be progressed as funds allow.

Camera of Adam before work

Camera of Adam

The Ouseburn Parks restoration, a £6.5m Heritage Lottery Funded, Parks for People project began on the ground in spring 2009, and was completed in 2011. The wider project includes the restoration and refurbishment of four linked parks covering a two mile stretch of the Ouseburn Valley and include Jesmond Dene, Paddy Freeman’s Park, and Heaton and Armstrong Parks. As well as providing a cherished green space for the city, the parks include 3 Scheduled Monuments and 18 Listed Buildings, as well as a Registered Park incorporating Lord and Lady Armstrong’s picturesque woodland garden. Southern Green was Lead Designer and Contract Administrator and worked closely with a number of City Council departments including the SCT.
Camera of Adam in its new improved setting

The design intention at Heaton Park was to enhance the setting of the 13th century ruined manor house (the Camera of Adam), create a new accessible path to it with interpretation, improve boundaries and entrances, add new tree and shrub planting, new seating, and the creation of an outdoor theatre area to the west of the monument.

Works began with significant tree and scrub clearance to open up views to the previously screened ruin, so that it would become a focal point in this refurbished area. The main work to the structure itself involved the reduction of the ground level to the eastern side of the ruin, where previous archaeological investigations identified that ground levels adjacent to the structure had been raised possibly by 1.5m, to accommodate a 1930s bowling green. Throughout construction, earth works in the Scheduled Area were monitored and recorded by Archaeological Services Durham University. English Heritage approved the samples of mortar and the extent of re-pointing. Vegetation growing in the masonry was removed, graffiti was removed, and parts of the structure which had been underground were uncovered and consolidated to advice provided by Patrick Parsons Consulting Engineers. Finally an invisible/protective coating of anti-graffiti treatment was applied to the stonework in order to allow non-aggressive cleaning should the Camera be targeted in the future.

The completed scheme in Heaton Park has helped transform this much neglected area, as well as greatly improving the setting of the Camera of Adam. It was described by Newcastle City Council’s Head of Leisure Services Tony McKenna as, “. . . one of the most transformational pieces of landscape design I’ve seen for many a long year”.

The Ouseburn Parks scheme has been awarded RIBA and RICS awards, a Lord Mayor’s Design Award and on 29 November 2012 the scheme is to receive a Landscape Institute Award in the Heritage and Conservation category.

(Text by Christine Purcell of Southern Green, photos copyright Southern Green)
Caring for the City’s Historic Buildings

Sleeperz

The site located towards the bottom of Westgate Road adjacent to the grade II listed viaduct was previously occupied by the Parcels Office, a timber clad and framed building – it’s condition had deteriorated to such an extent it was deemed as being unsafe. Clash Architects approached Planning with a proposal to demolish and build a new design – conscious but site specific 105 bed hotel for the independent low budget hotel chain -Sleeperz. The proposal was for a six storey building, the façade following the gentle curve of the street with the fifth storey setback and a roof that climbs eastwards from the point where it levels with the adjacent buildings to the west to its projection over the viewing terrace at its apex facing the railway tracks with long views towards the Castle Keep. Discussions took place involving the Historic Buildings Officer, the concept was to maximise the glazing to the Westgate Road façade with internal timber screens in place of curtains that would enliven the façade with an ever changing appearance. The south façade was designed to counter the solar heat gain and contend with the railway noise with small projecting windows, angled towards the Castle Keep. The façade is clad in a skin of diamond shaped blue-grey zinc shingles. Both north and south façades have Blaxter sandstone ashlar ‘bookends’ which frame both elevations. Construction commenced in November 2010 and completed in spring 2012 at a cost of £7.5M. the executive architects through the construction stage were Ingenium ARCHIAL

Interior of the ‘Lit and Phil’

The Literary and Philosophical Society

The Literary and Philosophical Society founded in 1793 occupies a prominent location on Westgate road in a neo-Grecian building of 1822-5 by John Green, two and a half storeys high with a pair of Greek columns in antis, giant pilasters to the façade with large Doric frieze and pediment and is now grade II *.The entrance is approached via a set of external steps that have proven to be a hindrance for visitors, Cyril Winskell Conservation Architect was appointed to address the issue to make the access compliant with the Disabled Discrimination Act and to carry out proposals for the new internal works to provide a new café and w.c. facilities and relocation of the bindery facility. Discussions took place with Planning involving the Historic
Buildings Officer and English Heritage. The proposal for the entrance was for a contemporary wheelchair platform lift at the right hand side of the steps and to introduce one extra step at the top landing level to gain level access at the entrance threshold. The new café facility is to be located on the ground floor in an area which had previously been altered in the 1960’s. Listed Building Consent was granted – it is expected the works will commence on site in 2013.

Samson Hall Architects were appointed, the seats were replaced with an authentic Matcham design, paint section analysis revealed the Auditorium had originally been painted white, however this has not been replicated, instead a pale peach following advice that the white would be too reflective with modern productions using intense lighting, Matcham designed carpets were rewoven together with bespoke light fittings were manufactured based on black and white photographs. The main roof over the auditorium is a flat roof, as part of the refurbishment photovoltaic panels were granted Listed Building Consent, set on an independent structure which is not visible from Grey Street or nearby buildings and so was regarded as not having a detrimental affect to the overall character of the building.

Theatre Royal

The Theatre Royal, grade I listed, 1836-7 by John and Benjamin Green, built in the Roman style, it is the most exuberant building on Grey Street with a majestic portico and Corinthian columns that breaks forward into the street. The Theatre suffered a devastating fire in 1901 and was subsequently refurbished by Frank Matcham. It had always been the intention of the late Peter Sarah, Theatre Director to refurbish the theatre and reintroduce the Matcham colour scheme throughout.
Bolam Coyne completed scheme

Bolam Coyne

Bolam Coyne forms part of the Byker estate designed by Ralph Erskine in the early 1970’s and is listed as grade II *. It was designed as a detached block twinned with its sister block The Brow to the east, both blocks were to be seen as landmarks rising above the surrounding housing blocks and to add visual interest to the southern part of the estate. Bolam Coyne, originally planned as an inward looking courtyard block, horseshoe shape on plan contained 17 units ranging from 1 bed flats to 4 bed family homes, the mix of tenure however led to social problems, it began to fail and people moved out – the number of voids increased, it was vandalised until eventually it was totally vacated and boarded up. The block was added to annual English Heritage publication - Heritage at Risk.

The problems associated with the original design ranged from the size of the units being too small ie one bedroom flats, family sized units located over smaller units, lack of clear external private space, lack of clear boundaries between public and private spaces, access to all properties was to the rear through the courtyard which had open access.

After extensive consultation with the Ralph Erskine Society and local residents a design brief was drawn up by Urban Design in Planning with the view of holding a design competition, entries to be Consortiums made up of a Contractor in partnership with an Architect.

The competition winners were Waites Construction Ltd with Ryder Architecture Ltd and Colour – Landscape Architects, the Developer – Your Homes Newcastle.

The block was reconfigured to contain 15 units with front doors located on the external face of the perimeter wall, the central courtyard garden made secure for residents only – back gardens were created. The thermal performance was enhanced through the use of double glazed windows, increased insulation to walls, roof insulation included and overall increased air tightness. Energy performance was improved by reconnection to the district heating system and the use of efficient Elson tanks, photovoltaic panels were installed to most upper roof areas. The scheme received grant assistance from English Heritage and is now fully tenanted.

Bolam Coyne Courtyard
Celebrating a Proud Industrial Heritage
Forth Banks Goods Station

A new Newcastle Area Command Headquarters for Northumbria Police is being developed on Forth Banks to the rear of Central Station, incorporating two striking and very different historic buildings and a substantial element of new build. Both Kings House, an unlisted but distinctive red brick four storey Edwardian building, and Forth Banks Good Station, a Grade II ferro-concrete former warehouse dating from 1907 are to be retained and converted as part of the scheme. Addyman Archaeology were contracted by Wilmott Dixon construction, on behalf of the Northumbria Police Authority, to carry out building recording, following their preparation of a desk based assessment in 2009.

The surviving Goods Station building was built as an extension to the earlier and substantially larger Goods Station Warehouse designed by Thomas Prosser and opened in 1871. Beneath the building was a vast undercroft. The construction of the King Edward VII Bridge in 1905 cut the warehouse and undercroft into two sections and shortly afterwards the new Goods Station was added to the eastern end of the site. The new building was designed by William Bell and built by L.G. Mouchel using the innovative Hennebique system of concrete reinforced by iron bars. The massive structural strength of the building allowed fully loaded trains to enter the building on the top floor, and goods to be unloaded and stored in the warehouse floors below. The earlier goods station was demolished in 1972. One wall of the building was retained at the western end of the 1907 warehouse and the remaining parts of the undercroft were left in situ. The concrete warehouse itself had fallen out of railway use in the 1930s and was used in its later days as general workshops. It was listed in 1987 principally as an example of one the early major buildings using the

Undercroft of the Victorian Goods Station

Hennebique system. It has however been at risk from decay and lack of use for a number of years.

Kings House was built as offices for the goods station and has remained in office use ever since. Although unlisted it is seen as building which adds to the character of the Central Conservation Area. Existing building plans of 1904 have allowed the archaeologists to get a thorough picture of the building’s original interior and the specific uses of the different offices. Addyman Archaeology have undertaken an extremely thorough and extensive recording of both buildings and the enormously impressive vaults. The Specialist Conservation Team has also advised on the approach to the retention and conversion of the historic buildings, looking particularly at the way in which a purpose built railway warehouse could be adapted to meet new uses and modern requirements and features such as the remaining brick wall of the earlier warehouse could be sensitively retained as part of the new complex. This extensive project which will see the two historic structures linked by a substantial new building to the rear will continue until 2014.
Stephenson Monument

The origins of Newcastle’s monument to George Stephenson are fascinating and particularly relevant as 2012 marks the 150th anniversary of its unveiling. The story was told in ‘A Guide to the Public Monuments and Sculpture of Tyne and Wear’ a booklet produced by the Specialist Conservation Team, with the help of Paul Usherwood and Steve Palmer as long ago as 1996.

In August 1858 following the successful national publication the year before of a biography of the great railway engineer, a group of leading citizens formed themselves into a Subscription Committee to raise money for a local monument to their fellow North Easterner who had died ten years earlier. In October a public subscription meeting was held in the new Town Hall at which the pros and cons of different forms of memorial were discussed: a conventional commemorative statue on a pedestal, an architectural monument along the lines of the Scott Monument in Edinburgh or an educational statue in Stephenson’s name along the lines of the newly built Willington Quay Stephenson school. The meeting opted for a statue by Lough, a sculptor with local connections. Money then flowed in thanks to the interest that there was in Stephenson’s extraordinary rags-to-riches career and the feeling that many people had that something was required to mark Newcastle’s new-found position as a leading industrial centre. Eventually indeed almost everyone with pretensions to local significance contributed - from the Duke of Northumberland to the “intelligent artisans” employed in the new engineering concerns of Tyneside. Then in April 1859 Lough’s plaster model was exhibited in the nearby Literary and Philosophical Society before it was sent down to London to be cast into bronze. Finally, on 3rd October 1862, the monument was inaugurated at an elaborate and meticulously planned ceremony attended, so it was claimed, by over a hundred thousand spectators.

The corner projections of the monument hold four larger-than-life size figures representing spheres of Stephenson’s activity: miner, locomotive engineer, blacksmith and bridge builder. Now isolated amongst the elaborate traffic system Stephenson, unfortunately looks away from the Railway and Station which grew from his innovations. The statue nevertheless continues to attract the attention of weekend revellers who take time to regularly place traffic cones,
George Stephenson, before . . .

football scarves and the like on the reclining figures.

To mark 150 years since the monument was unveiled the City Council arranged for the cleaning of the five bronze figures and the gentle refurbishment of the stone work. The restoration was carried out with the generous financial support of the Railway Heritage Fund who agreed to meet c.40% of the costs and with the backing of the Institute of Civil Engineering and the Robert Stephenson Trust. The main tender was won by Antique Bronze Ltd, a company with an excellent track-record of working on some of the country’s most famous monuments. Stone cleaning and repairs were carried out by St. Astier. As well achieving the transformation of one of the city’s most visible and recognisable memorials, the programme will incorporate a simple lighting scheme which will pick out the five figures against the night sky. The programme was managed by the City Council’s Architectural and Building Design Services with guidance from planning officers and the Council’s senior Heritage Specialist.

. . . and after

Interpreting the City’s Industrial Heritage

As part of the council’s remit to provide decent neighbourhoods and in the delivery of a working city the provision of informative and engaging visitor information is vital.

As part of the wider scheme of interpretation carried out in Newcastle a number of interpretive interventions have been put in place highlighting key aspects of the city’s industrial heritage.

Working in partnership with Network Rail, Gateshead Council and the Robert Stephenson Trust four interpretation panels were developed for and installed on the High Level Bridge, two at either end. These focused on the ingenious and magnificent structural engineering required to make the bridge a reality, the recent refurbishment and conservation works and the subsequent award given by Europa Nostra for the scheme’s excellence in conservation. The project was paid for by Network rail through funds awarded by Europa Nostra. Content development, design and project management was delivered through TWSCT. Gateshead Council was a key stakeholder and had input at all stages of the project.
development whilst the Robert Stephenson Trust provided strong content development support.

An additional panel was also sited nearby at the Stephenson monument interpreting the history and relevance of the Stephensons in both the advancement of the industrial revolution and in the development of Newcastle as a key industrial city. Again the Robert Stephenson Trust and the Institution of Civil Engineers played a key role assisting us in the development of the content whilst we also provided design and project management support.

An interpretation panel was sited at Heaton Spinney, site of the Heaton Main Pit mining disaster of 3rd May 1815 where 75 men and boys died after they were cut off from the surface by water ingress. TWSCT worked with Newcastle City Council's Neighbourhood response manager and park services to deliver this poignant reminder of a disaster whose impact was so significant and of such large scale that it was felt by the whole local community. The project was paid for by funds made available by the Neighbourhood response manager / ward funding.

**Archaeology across the City**

**Co-operative Store, Newgate Street**

Planning permission has been granted for the conversion of this grade 2 listed building into a hotel. An archaeological desk based assessment was produced by Archaeological Services Durham University. The Brigantia Archaeological Practice was appointed to record the building, guided by a building assessment by John Grundy. Around 1887 the Co-operative Wholesale Society built a store in Queen Anne style at 103-109 Newgate Street. Shortly after
St. Andrews Street, 1902 by Edward Shewbrooks

1896 the society purchased St. Andrew’s Tannery and Newgate Saw Mill in order to extend their store along Darn Crook. The newly extended store, designed by Edward Shewbrooks, opened in 1902. A splendid arched entrance survives with the date of construction recorded in an Art Nouveau cartouche above. The 1902 building comprised a row of separate shops (boot and shoe, bakery, fish and poultry, pork butchers and greengrocery) with a glazed arcade at the rear. In 1928 the remaining properties on the corner of the two streets were purchased and demolished to make way for a major rebuilding. The whole of the original 1887 building on Newgate Street was demolished and replaced in 1931-2 with the present structure designed by LG Ekins, CWS architect. Brigantia describe the overall effect as ‘a gloriously eclectic Art Deco edifice with lashings of Egyptian references and little dashes of Classicism, with something quite American in the massing of its forms’. A multi-storey warehouse was added in 1954. The stair towers are lavishly decorated with marble staircases with black stone treads, stainless steel banisters supported by little bowed figures, Classical style lift doors in a cream marble surround. Behind the St. Andrews Street frontage survives a pair of opulent arches, formerly giving access to the café, the glazed arcade and to the large public function room on the second floor. The arch columns are Tuscan in a dark, red-brown marble studded with fossil belemnites. The cellars are lined with glazed white tiles. An old Otis cage lift still stands at the foot of its shaft. The Otis patent dates from 1852. The former cold meat store retains its original iron louvred door. The kitchen is supported by Classical cast-iron pillars. On the second floor there is a beautifully Art Nouveau tiled corridor in cream and shades of green, under a black and white chequered dado. The scullery retains its Belfast sinks. Unfortunately the private function room has lost its rich fittings. There was a gallery at the north end, supported by richly decorated fluted cast-iron columns, possibly painted brown and cream. The rest of the room was Queen Anne style, with panelled doors, plaster friezes with swags and knots and a panelled and coffered wooden ceiling. The glazed arcade was accessible from this room. On the third floor of the 1930s Newgate Street building is a square white marble memorial ‘To the glory of God and
in honour of the employees of this Society who gave their lives in two World Wars. The boardroom is lined with Australian walnut and the handsome ceiling has stucco-covered beams and a dentil designed cornice. The cloakrooms had an elaborate polychrome glazed roof light with a geometrical, Art Deco design in shades of pink, green and yellow, enclosed within a moulded wooden frame. Soft stripping of the interior is to be monitored by an archaeologist in order that any historic fabric presently hidden under modern finishes can be recorded.

**Hillsview, Fawdon**

Archaeological Services Durham University produced a desk based assessment in response to an application for a residential development on these playing fields. This area has been exploited for coal since at least 1732, when five pits (Corner Pit, First Fattening Pasture, Second Fattening Pasture, Barker’s Close and Caldwell Pit) were sunk to assess the Main coal seam on land at East Kenton, worked by Mr Blackett. The deepest shaft was 32 fathoms. Nearby Fawdon Colliery was sunk in 1810 and exploited the High Main Seam. There were several pits – A Pit, B Pit (opened in 1813), E Pit (opened in 1823) and F Pit (opened in 1836 for draining water). Fawdon Colliery was owned by Newmarch Sons & Co. On 5 September 1827, an explosion killed 2 miners and injured 3. Hillsview School was built on the development site between 1957 and 1959. In 1959 the Infants School and in the spring of 1960 the Junior School were opened. The southern half of the site was not built on because of former mining operations. The school closed in 1987. A mine shaft within the site had to be in-filled and capped when it collapsed in 2000.

**Park Terrace, Newcastle University**

Newcastle University is to refurbish its offices at Kensington Terrace as student flats. Park Terrace is to be replaced by a new student accommodation building. The Archaeological Practice produced a desk based assessment in 2010, and in 2011 recorded Park Terrace, which was built in the 1877 on land owned by Mary Magdalene Hospital. The white brick Victorian terrace remains virtually intact, although much of its ornamental ironwork removed and the white brick chimneys have been reduced in height. No 2 was formerly the western end of the terrace and Nos. 3&4 and 5&6 are symmetrical pairs. The doors have plain pilasters, and good-quality foliate capitals below the surrounds to the overlights, which have raised faceted panels to jambs and lintels, and are capped by a moulded cornice. Park House has a symmetrical façade of three bays, with a pair of two-storeyed bays flanking a central porch (its doorway now converted into a window) flanked by taller pilasters rising to foliate
concludes that Park Terrace (including Park House at its east end) represent a high-status later Victorian terrace and town house, one of the better grand Victorian terraces in Newcastle. The loss of Park Terrace will enhance the rarity value of Kensington Terrace. Archaeological trial trenching will precede the building of the new building because there is anecdotal evidence that human bones were found when Park Terrace was built. The site may have been the hospital graveyard, but more likely it was a cemetery for plague victims. St. James’ Chapel (formerly on the site of the Great North Museum) and its grounds were apparently used as a refuge camp for the townspeople during plague outbreaks.

**Lancefield Road, Walker**

Pre-Construct Archaeology Ltd carried out an archaeological excavation in the grounds of the Lightfoot Centre between March and May 2011. A new primary school was to be built. The earliest feature to be found was a 17th century field boundary ditch, dated by pottery found in its fill. The site was occupied by St. Anthony’s Brickworks in the late 19th century. The brickworks were demolished in the 1940s.

Preliminary trenching recorded brick walls and floors of the brickworks and a ditch aligned north-west to south-east, which was thought to be the trackside ditch of a colliery waggonway. The rest of the site had been truncated by clay extraction for brick manufacture.

Further excavation demonstrated that the 4m wide waggonway trackbed had been damaged by modern landscaping work. However impressions of the timber sleepers were visible along with decayed timber dowels which attached the timber rails to the sleepers. There were drainage ditches on either side of the trackbed, filled with coal fines and containing sherds of 18th or 19th century red earthenware pottery and fragments of clay tobacco pipe of 17th or 18th century date. A shallow angled gully, possibly associated with
laying out the wayleave, pre-dated the waggonway. Stakeholes on the western lip of the trackside ditch represented a fenceline which kept grazing livestock off the waggonway.

Brick manufacture began on the site in the early 19th century using brick clamps. The clay was tempered, probably using a horse driven pug mill, then hand moulded into bricks in the open. A permanent kiln was not required for this process. Unbaked bricks were stacked up on a brick floor with fuel among them and then the fuel was set alight in order to bake the bricks.

Between 1858 and 1898 St. Anthony’s Brickworks was built and pressed wire-cut bricks could now be made on a more industrial scale. The works were probably steam powered. The excavation recorded remains of the western external wall of this building and a series of probable coal chutes. A rectangular room, measuring c. 15m x 9m, was filled with flue channels beneath the floor of what was probably a heated drying chamber, employing waste heat from a nearby kiln or boiler to dry newly formed but unfired bricks, prior to firing. The earliest brick kilns were updraught Scotch kilns. However the kiln on this site was possibly a Newcastle kiln, a horizontal-draught kiln introduced in the North East, with fireholes at one end, flues running under the floor to a back chimney, and was capable of reaching very high temperatures. The brickworks were rebuilt between 1898 and 1907. Parts of the external walls of this rebuild survived, along with a west-east aligned row of brick piers representing an internal partition. To the south of this were the remains of an internal concrete floor. This is the first brickworks to be archaeologically excavated in Tyne and Wear. The results are so significant that they are to be published in an archaeological journal.

Excavating St. Anthony’s Brickworks, flue channels under heated floor
Northumbria University Nursery

AAG Archaeology produced a desk based assessment in advance of a kindergarten being built at the City Campus East. The Pandon Burn once ran through this site in an open valley with gardens on each side. Bourne had previously described it as “a very romantick place, full of hills and vales”. An oatmeal mill is shown in the valley on Thomas Oliver’s map of 1831 and Mr Gregory’s mustard mill, leased out in 1787, stood a little downstream. In 1812 the New Bridge was built over the valley by John Reed, mason, to designs by John Stokoe. In 1837 the Pandon Burn south of the bridge was culverted by Ellison and Buddle. The section north of the bridge in the 1850s. The Pandon Dene was then gradually in-filled. The Victoria Tunnel was built from Spital Tongues Colliery to the mouth of the Ouseburn in 1837-9, crossing the Pandon Dene on this development site. The spoil from the tunnel construction was dumped in the Dene. Material from the construction of Manors Station and St. Michael’s Mount was added. By 1886 the Dene was almost completely in-filled and so the New Bridge was demolished. The Blyth and Tyne Railway built a line down the side of the valley and a station was built on the in-filled Pandon Dene. The Newbridge Terminus, built in 1864, was designed by John Dobson. An engine shed was added by 1896 and a huge goods station was built alongside in 1907, designed by William Bell using reinforced concrete. In 1909 a new passenger station opened at Manors and the Newbridge Terminus became a coal depot. A substantial stone wall survives on Falconar Street still retaining telegraph wire insulators and supports.

The assessment concluded that the grade 2 listed Victoria Tunnel is deeply buried at this location and will not be affected by the foundations for the new nursery.

93-101 Pilgrim Street

Listed building consent has been sought for the repair of 93 to 101 Pilgrim Street to make them wind and watertight. The properties were listed grade 2 in 1998. They are in a poor state of repair having stood vacant for a number of years. The buildings are in origin late 18th century refined townhouses, four storeys high and built in brick with a rendered façade, patterned to resemble ashlar blocks. Transverse stairs exist behind the shops. The windows are sashes. A wooden dentilled cornice runs below the eaves, at either end of which are round-headed lead rainwater heads. Nos. 93-97 have stick baluster staircase with mahogany handrail to upper floors. Doorways have moulded surrounds and 6-panel doors, sash windows have moulded surrounds and pannelled shutters, most rooms retain moulded plaster cornice and some original fireplaces. The inserted shopfronts are late 19th century in date. The interior of No. 101 (the home of the Stokoes) contains a full height baluster staircase with mahogany handrail, curved landings and a circular rooflight. A first floor room is decorated with a Greek key and metope cornice. The panelled doors are in moulded surrounds. The windows have panelled shutters and moulded casements. The vaulted basement is accessed by a stone stair. To the north of 101 is the passageway Wellington Place. GVA produced the Design and Access and Supporting Statements.

93-101 Pilgrim Street
101-109 Pilgrim Street

URS Scott Wilson recorded these unlisted properties prior to demolition. No. 101 is listed grade 2 and will be retained. The unlisted structure to rear of No. 101, which is to be demolished, was built around 1888, and was once a brick conservatory with a pitched glass roof. Nos. 103 to 105 was originally two separate mid to late 18th century shop units at ground level, with a shop front made up of small panes of glass, with apartments above. The ground floor shop interior retains some decorative features including coving with a cavetto profile. In 1879 a more elaborate plate glass shop front with bigger windows was installed and the two shop units become one large shop. The classical pediment was replaced with ornate finials. The height of the building was raised with the addition of a second storey pitched roof extension. Remodelling was undertaken in the 1920s when an Art Deco entrance to the stairwell was added in the side elevation. Above the doorway is a fluted console bracket with fluted pilaster. It seems that this building was an auction room later converted to a lecture theatre. In 1832, Mr (later Sir) John Fife, surgeon and politician, arranged Newcastle’s first formal medical lectures in here. There are a series of stone glinters along the exterior side elevation which prevented damage to the building by horse driven carriages being brought through the carriageway under No. 107, into Bell’s Court. Above the arched entrance to Bell’s Court is a building with panelled window surrounds and an ornate plaster ceiling. It was probably linked to the former William IV public house which once stood at No. 109. The rest of the structure is a late 19th century Baroque style rigid green faience building with an interwar warehouse extension to the rear. In places fireclay bricks are visible beneath the faience.

Detail of 109 Pilgrim Street

This building is four storeys high. The central bay terminates in a rounded arch with fluted keystone. The central doorway is flanked by rectangular windows. There are cast iron casement windows on the first floor and those on the second floor are round-headed with rusticated panels to either side of the central one. There is elaborate Baroque keystone detailing above the outside windows.
Evaluation at Crow’s Nest

**Crows Nest Public House, Benwell Lane**

Planning permission was been granted for conversion of the vacant public house into an industrial unit, with a two storey extension to the rear and first floor extension to form a showroom, alterations to elevations and provision of 6 parking spaces.

The site may lie within the Roman vicus (civilian settlement) which lay south and south-west of Condercum Roman Fort. The vicus included houses, shops, a bath house, a mansion (inn), the temple of Antenociticus and a burial ground, indicated by the finding of a tombstone east of the fort. Pottery has been found as far as 450m from the southern defences. In 1887 while a sewer was being installed in Benwell Lane for the Royal Victoria Blind Asylum (now Hodgkin House) a complete Roman pot was found. The site lies within or just outside the medieval village of Benwell, which dates back to 1050 AD.

**Medieval burial at Bemco**

**Bemco, Clavering Place**

Archaeological Services Durham University’s excavation of 2008-9 was reported in the 2009 Annual Report. It takes considerable time for the finds to
be analysed and the results written up for large and complex excavations like this. In 2011 the report of the human remains was submitted. A small oval grave probably dating to the mid-Roman period had been found during the excavation, and two late Roman stone sarcophagi, the first containing one skeleton and the other possibly containing two. Nine contexts contained fragments of burnt or cremated Roman bone, one of which was an actual cremation burial placed in a pot. The Roman skeletons were in poor preservation due to water ingress into the sarcophagi. They were less than 20% complete. Skeleton 781 and Skeleton 782A were both adults. The only available method for age estimation was dental wear, which suggested both individual were possibly between the ages of 18 and 35 years. Skeleton 673 was a younger juvenile, probably between the ages of four and six years of age. The tooth representing Skeleton 782B could have derived from an individual between 2-11 years of age. It was not possible to determine the sex of either of the two adults as none of the relevant parts of the skeleton survived. Skeleton 781 had been buried with a jet pin and a number of jet beads (interpreted as a necklace). We can therefore suggest that this was a woman. The individuals in the sarcophagi are likely to have been high status and wealthy. Cremation was the main method of burial in the early Roman period.

There were also medieval human remains associated with the 13th and 14th century friary graveyard and chapter house. Nine articulated skeletons were excavated. Two of these were adolescents, seven were adults. Five of the adults died between the ages of 18 and 25, the remaining two were probably 26 to 35. Over half the skeletons were more than 90% complete, and a third were between 20-30% complete. The likely stature of the individuals was measured using the leg bones. The individuals ranged in height from 5’4” to 5’11”. All of the adults were male, which is perhaps not surprising as this was a friary. Disarticulated bone, representing at least 12 individuals, was found in several contexts including post medieval pits that had been dug through the graveyard. The remains included two mature adults. Among the disarticulated bone, there was one female pelvic bone, indicating the presence of at least one female in the graveyard. Relatives of the friars and wealthy benefactors could also have been buried in the graveyard and they might have cared for the poor, sick and elderly. This female was probably aged 36-45 years. Analysis of the bones indicated that the individuals suffered from a variety of pathological conditions. These included vertebral anomalies which may have caused low back pain, sciatica, and scoliosis, a developmental anomaly of the arch of foot, Scheuermann’s disease, Cribra orbitalia, rickets, maxillary sinusitis (probably due to dental caries). Fractures were seen in two individuals. Skeleton 12 (young adult male) had healed fractures in two of his lower thoracic vertebrae and an un-united fracture of his right scaphoid (a small bone in the wrist). Skeleton 13 (young middle adult male) possibly had a healed fracture of his sternum (breastbone). Several individuals suffered from disease of the joints such as osteoarthritis. Skeleton 10 (young adult male) had an underdeveloped left arm. The arm was probably fully or partially paralysed, noticeably smaller and more slender when compared to the right arm. Skeleton 10 (young adult male) had a hollow in the base of the big toe. This might have been due to hallux valgus, which leads to the development of bunions, or to gout. Skeleton 4 had lesions which are consistent to those following the collapse of the arch of the foot due to leprosy. The human remains were re-buried in Jesmond Old Cemetery in November 2010. A ceremony was performed at the burial by the Carmelites from York. A memorial mass was held two weeks later. Co-Op Funeralcare at Durham generously provided an oak-veneered casket free of charge.
Stained glass at Newcastle General Hospital

Newcastle General Hospital

Northern Counties Archaeological Services recorded the original workhouse buildings on behalf of Pre Construct Archaeology Ltd. Newcastle-upon-Tyne Union Workhouse, first constructed around 1840 as a response to the 1834 Poor Law Amendment Act. To discourage dependence on parish relief workhouses was designed like a prison to inspire awe and dread. On arrival, a pauper was bathed and given a workhouse uniform. Once inside the workhouse, inmates could not leave without permission, unless they discharged themselves. The workhouse buildings are built of ashlar or snecked sandstone. Small dormitories formed three sides to a quadrangle – the male ward was in the west range, the female ward in the east. The fourth side contained offices, services, a central entrance block or Governor’s House containing a committee room, waiting room and Governor’s room. This courtyard model was designed by Sir F.B. Head. There were windows both to the outside and onto the courtyard, which was divided into exercise yards. The infirmary stood to the north along with a lunatic asylum which included an ‘idiot ward’ and airing grounds. To the west of the workhouse was a cart road and a school for boys, girls and infants. In 1870 the Workhouse Hospital was built, designed by Septimus Oswald and conceived by Henry Milvain. It had 225 beds, six nurses and one visiting doctor. In 1882 W.H. Dunn designed a new administration block, the imposing Locally Listed Weston Court, and a gatehouse. About 1894 significant remodelling of the northern half of the Workhouse took place. Between 1900 and 1910 a number of new buildings were constructed in brick with sandstone bands and detailing. The infirmary block and the vagrant wards date to 1914. These were of brick with sandstone bands and detailing. The school dining room was converted into a Church of England chapel in 1902. This contained a pulpit, a memorial to Dr. T. Dodd, Workhouse Hospital MO, who was killed in a road accident in 1903. By 1905/6 the eastern range of the quadrangle housed married couples (they had previously been separated). During WW1 the workhouse was taken over by the military for treatment of venereal disease in soldiers. In 1920 a cinematic box was installed in the dining hall. In 1921, in an effort to remove the social stigma associated with the Poor Law, the hospital was renamed Wingrove Road Hospital. By the end of the 1920s the hospital had been significantly improved. It now had 540 beds and a range of full-time medical staff. The Local Government Act of 1929 disbanded the Poor Law Unions and so in 1930 the hospital was handed over to Newcastle City Council in 1930 and became Newcastle General Hospital. In WW2 emergency operating theatres were built with ‘bomb-proof’ concrete roofs. An air-raid shelter was built in the south-east courtyard. The workhouse schools and hospital were demolished prior to 2003.
Grey Street

41-51 Grey Street

Archaeo-Environment Ltd produced a Heritage Statement for these properties, which are listed grade 2*. Grey Street was built by Richard Grainger in the 1830s to the designs of John Dobson and John Wardle. It was at the core of his planned commercial heart with shops, offices and housing. Nos. 41 to 51 were built around 1837 and were divided into three shop units at ground floor with residential accommodation above. The Greenock Worsted Mill Yarn Stores occupied No. 49 in 1860. By 1874 Nos. 39 to 41 were occupied by Reid and Sons, goldsmiths, silversmiths, jewellers, watch and chronometer makers; Nos. 43-45 by John Hare music seller, piano-forte warehousman; Nos. 47-49 by George Foreman, mourning warehouse (undertaker), silk mercer, draper, dressmaker, milner, undertaker, funeral furnisher and mantle maker; and No. 51 by S.H.Farrer a cloth merchant. In 1891 Lamb, Armstrong and Knowles Architects of Grainger Street redesigned the ground floor façade of No. 49 for the bank of Dale, Young, Nelson and Co in a Baroque style with a neo-gothic entablature above an arched window (now a door). In 1898 the original shopfront of Nos. 43 to 45 was replaced for John Hare, piano-forte seller. The 20th century brought more changes. In 1906 Carrick’s Bakery built a brick chimney and flue onto the rear of No. 51 using a Dutch gable design to support the stack. Whilst the classical facades of Grey Street are stone, the functional rear elevations are in brick. Some time after 1911 the fine Corinthian columned entrance to Nos 41 to 43, the Royal Insurance Co, was removed and replaced by the 4 bay façade which still exists. In 1956 Carricks received permission to erect a portable sunblind on No. 51. Canopies like these were commonplace on Grey Street from the late 19th century. In 1989 entirely new premises were built for the Bank of Scotland behind the retained façade of No. 41 to 51. The façade has, over the years been much altered. The metal framed windows date from the first half of the 20th century, when the shops were converted to a bank.
Cottenham Street

AAG Archaeology recorded the 22 surviving gravestones in St. Paul’s Churchyard prior to them being moved into the southern part of the site. St. Paul’s Chapel was built in 1841 by Rev. William Wright, vicar of St. John’s and brother-in-law of Richard Grainger. It was a two-storey church capable of seating 700 people. Wright hoped that it would become the parish church of the proposed new district of St. Paul’s. This was not to be, and in 1855 the Independents (later Congregationalists) bought the chapel. The churchyard is known locally as the ‘plague cemetery’ due to the high number of cholera victims who are buried here. There was a cholera epidemic in 1853 and 547 burials are recorded. 319 of those occurred in September alone, and 55 of those were buried on 20th September 1853. Church of England burial records exist from 1841 until 1854. It is not known whether the Congregationalists continue to bury here after that date. The churchyard was converted into the Dotchin Garden of Rest, named after John Anderson Dotchin, an ironmonger associated with the church. He lived at Oakville on Grainger Park Road and had working premises at 65 Grey Street and 49 High Bridge. In 1931 the chapel became a recreation facility for the unemployed and then in 1934 it became the Gem Cinema. The churchyard railings were no doubt removed during WW2. Newcastle City Council acquired the churchyard from the Congregationalists in 1950 and it is probably at that time when the gravestones were moved to their present position against the north churchyard wall. The cinema was demolished in 1967. William Hopkins Scott, who died in 1850 was a slate merchant and his headstone is made from a single piece of slate. He may have been a partner in Scott & Beck, slate merchants in Gallowgate. John Bell (d.1846) was a wine and spirit merchant. His unusual headstone has quarter-circular shoulders and a pointed top. Robert Armstrong (d.1853) worked for Her Majesty’s Customs and was buried next to his wife Jane (d.1847). They lived at 15 Villa Place.

The northern part of the graveyard is to be converted into a car park for a new Gurdwara on the neighbouring site. Care was taken to keep ground works to a minimum to ensure that burials were not disturbed. Ground works were archaeologically monitored as a precaution and the results will be reported in next year’s annual report.

Gravestones at St. Paul’s churchyard

Stereo (High Barley Mow), City Road

The site of the Barley Mow Public House lies just outside the circuit of the medieval town walls, possibly on the line of the associated ditch. From at least 1717 a milk market was held at the southern end of Causey Bank, opposite to the development site. In 1801 the town wall was breached in order to build Forster Street and in 1803 the section between Forster Street and Sand Gate was demolished. In order to build City Road, the section between Forster Street and Wallknoll Tower was demolished. By the 17th century there were many houses along the waterside outside the Sand Gate, where shipwrights, seamen and keelmen lived. By 1736 Bourne described the first suburb outside the town walls as having a population of ‘several thousands’. It consisted of two east-west roads, Sandgate itself and Low Way, a parallel lane closer to the river. Both were densely occupied with
Barley Mow 1992

closely-packed houses. The two roads were linked by narrow lanes (entries). The suburb was burnt during the Civil War. In 1701 the keelmen of Newcastle built an almshouse, the grade 2* listed Keelman’s Hospital, for the accommodation of wives and children of deceased keelmen, and for those who were ill or destitute. Part of City Road originated as the 18th century Newcastle to North Shields turnpike, entering the town through the Sand Gate. The remainder was the ‘New Road’ built in 1881. Rather confusingly there were two Barley Mow public houses only 26m apart with a yard between them. The High Barley Mow was on City Road and the Barley Mow stood on Sandgate. The pubs, which were in different ownerships, had a brewhouse attached that was fitted to produce 18 half-barrels a week. In 1863 the two pubs were put on sale with the ‘brewery, malt lofts and stables’. In 1897 the High Barley Mow was bought by Edward Timlin, whose family owned it until 1943. The Low Barley Mow closed in 1905, and the other one became known as the New Barley Mow, although it was often known as ‘Timlin’s’ after its owner. Dockers could apparently get a drink here at any time of the day, and hot rum was served in the early morning. In 1943 it was bought by Isaac Tucker, a brewer from Gateshead. When the pub reopened as the Fog and Firkin in the 1990s, an extension was added to the west end of the building. In 2001 it was renamed Stereo and was extensively altered and extended to the south. The building is a simple brick structure of three storeys with a slate roof and wide chimney stacks and windows with shallow segmental arches. The interior of the building has been comprehensively gutted in the course of conversion and extension. During their site visit the archaeologist noticed some early 1960s wallpaper under the modern plasterboard on the stairs between the first and second floors. The paper is decorated with musical instruments, dancers and a guitarist. While not an archaeological discovery in the usual sense, this is of some significance in terms of social history. It was recommended that a larger sample of the wallpaper was exposed and recorded and a sample donated to English Heritage’s wallpaper archive in London.
St. Cuthberts House

St. Cuthberts House, West Road

In advance of remodelling the east end of this Locally Listed building, it was recorded by Archaeological Services Durham University. This was Benwell Hill House, the imposing home of Henry Westmacott, partner at Armstrong’s Elswick Works. The house was built by James Shield in 1868. Westmacott expanded and altered the house several times in the first fifteen years of living there, as his status increased and his family grew. From 1878, he was also engaged in a dispute with the Benwell Colliery over subsidence, as cracks had appeared in the west and east walls. Land to the south of the property sank as much as five feet. Damages were paid in 1883. Around 1882 the service rooms at the east end of the house were replaced. By 1887 stables, sheds and greenhouses had been built to the south of the house. Percy Westmacott lived at Benwell Hill House until 1899, when it was leased to his son-in-law, Philip Nobel, who lived there until 1910. It was subsequently let to Col. W.H. Dodds. When his widow moved out in 1917 the house was left in the hands of a caretaker, Mr Newton. The Westmacott family finally sold their lands at Benwell in 1921, and the house and grounds were bought by the Roman Catholic School Authority. The building was renamed St Cuthberts House, and opened as a school in 1922. It is now used as offices for St. Cuthbert’s Care. The archaeologists recorded those parts of the building which are to be replaced - the 1882 dairy, pantry, wash house, scullery, stores and meat safes. The masonry is coursed squared rock-faced stone with ashlar dressings around the windows and doors. They also recorded the school’s red brick sickroom which has elaborate dressings to its east window and gable parapet. Inside the room has a timber boarded ceiling carried on chamfered beams and moulded corbels. The new build lies on a Scheduled section of the Roman vallum and so Scheduled Monument Consent is needed. Archaeological investigation will be required during and after demolition.

269 to 271 Westgate Road

269 to 271 Westgate Road

TWM Archaeology produced a desk based assessment for these properties. No. 269 is part of the grade 2 listing of 9 to 13 Ravensworth Terrace. Both properties lie within Summerhill Conservation Area. The report concludes that the first building to be constructed in this area was Summer Hill House, which was built for Mr Barber, an Irish book-seller who named it after a place near Dublin where he grew up. Hadwin Bragg, a Quaker, rebuilt Summer Hill House in the 1880s.
Hill in the late 1700s as a double-bow fronted house with large grounds. By 1819, he had acquired the land to the south and east forming a small estate which would later become Summerhill Conservation Area. The wealthy were by this time moving out from the town to new high-class suburbs up-wind of the industrial pollution and so Summerhill soon became a sought-after place. Around 1820 Riddell Robson built the houses on Westgate Hill, including 269 to 271, and Ravensworth Terrace, Swinburne Place and Greenfield Place. In 1877 Elswick Parsonage (the southern half of Summer Hill House, which had been subdivided into two properties) was demolished and the Church of St Matthew was built in its place. In 1889 No. 269 was occupied by a Mrs M Brown, but by 1900 was occupied by J. Losh, a solicitor who continued in residence until after 1920. In 1877, a merchant lived at 271 Westgate Road, but by 1881, the property became known as Westgate Hill House and was occupied by W.A l’Anson, a surgeon. This continued until 1900 when another surgeon named W.A.I Charlton also lived at the property, before being sole occupant by 1910. An extension was built onto the eastern side of 271 Westgate Road during the 1950s, surrounding the original entrance to the building. Building recording will be required before any works can take place to the properties.

**Walker Technical College**

In August 2011 the Archaeology Officer recorded this school prior to demolition. An archaeological desk based assessment had been produced in 2008 by Pre Construct Archaeology Ltd. Middle Street School opened on 11 January 1932 with two departments, a Central Technical School, Headmaster Mr. F.L. Mills, and a Central Commercial School, Headmaster Mr. G Welch. Middle Street School was the first school in Newcastle to use oil fuel for heating purposes and while the classrooms were designed on an ‘open air principle’ they were designed with

**Sir Charles Parsons School**

An archaeological excavation was carried out by Pre-Construct Archaeology Ltd in November 2011 in advance of the construction of a new school as part of the Building Schools for the Future project. The desk based assessment of 2008 had identified an 18th century colliery waggonway within the site which once linked Gosforth Pit and Delight Pit to the River Tyne. It is shown on a plan of 1840. The waggonway ran along a substantial embankment where it crossed the dene of a tributary of the Stott’s Burn. Preliminary
as a road to the Tyne. The recovered artefactual material comprised a small assemblage of pottery, clay tobacco pipe, brick, other building material and glass. The very earliest waggonways in the North-East region tended to be single tracks with passing loops. The width of the embankment recorded during the investigations demonstrates that this waggonway would have been a single track. Until the 1720s main ways took the loaded wagons to the river and bye ways returned the empty wagons back to the pit head. The known range of gauges used on waggonways within the North-East coalfields is 1.22 (4ft) to 1.52m (5ft) and it is likely that the gauge for this waggonway would have fallen within this range. By the time of the 1858 Ordnance Survey map, evaluation trenching in 2009 revealed the clay waggonway embankment. The excavation recorded the NW-SE aligned trackbed embankment, which was up to 7.60m wide and up to at least 1.11m high. No timbers of the waggonway track survived, but the impressions of sleepers (roughly trimmed branches) and flat timber rails were recorded, as well as postholes representing track fixings. Material dumped on the embankment potentially represents later trackway upgrade to stone sleeper blocks and iron rails. Trackside ditches were present along both sides of the embankment. Recutting probably represents cleaning out or re-establishment of ditches to maintain drainage efficiency. Timber posts and stakes, as well postholes and stakeholes, represent revetting of ditch sides to increase drainage efficiency, a simple bridge across the features and a fence line. Successive colliery waste deposits were recorded and a NW-SE aligned ditch which truncated these deposits was probably a drainage ditch in use after the abandonment of the waggonway, the route of which was probably still utilised.
Bailing skip found in 1994 at North Elswick Pit

**North Elswick Pit**

A desk based assessment was produced for the Tyne Brewery site by Archaeological Services Durham University in 2006. Ultimately the site will be redeveloped as Science Central (a mixed use development) but in the mean time coal under the site will be opencast, then transformed into a community park. The principal buried industrial archaeological feature within the site is North Elswick Colliery and firebrick manufactory. North Elswick Pit (also known as Fenham Colliery) was producing coal by December 1875. Geotechnical surveys of the site indicate the presence of historic galleries in the Metal and Five Quarter seams. A plan of 1878 shows that the Beaumont seam was also mined. By 1885 the main shaft was 19m deep. 19th century mine workings usually take the form of pillar and stalls. The coal was removed by excavating a grid pattern of galleries to the height of the seam, leaving square pillars of un-worked coal in place to support the roof of the galleries. Partially collapsed pillar and stall galleries have been successfully and safely archaeologically recorded during opencast operations at Dehli Opencast Mine in Blagdon Park and similar recording is ongoing at Brenkley. Mining equipment (such as props and lift cages) may exist in these old shafts and galleries. In 1994 during the grouting of the upper levels of the colliery a skip for bailing water and a lift cage were discovered on the North Elswick Pit site. 10 mine shafts were found. At Coleorton in Leicestershire a variety of abandoned tools, clothing, props and shoring were found in the old galleries. A coal tub has just been found at Brenkley. In 2008 geophysical survey found another shaft. Firebrick manufacture began around 1900. Coal and brick production ceased by 1940. It is possible that shallow coal outcrops on the site were exploited on the site in the medieval and post medieval periods using bell pits or adits. Open cast coal mining will not only totally destroy the surface remains of the colliery (the mine shaft caps, foundations of colliery buildings and the reservoirs) but also the underground coal workings (the shafts and galleries) of North Elswick Pit and any earlier coal workings. Opencast operations will be subject to archaeological monitoring in order that historic mine workings can be recorded.

**Walkergate Hospital**

In November 2011 the Archaeology Officer recorded the buildings at Walkergate Hospital, prior to demolition. A desk based assessment was produced by Northern Counties Archaeological Services in 2003. The City Hospital for Infectious Diseases was designed by A.B. Gibson and opened in September 1888. It was one of the first to be built on the single storey pavilion system and set in landscaped...
grounds so that ‘the comfort of patients and nurses has been considered in every possible way’. The hospital could accommodate 105 patients. There were five pavilions, each with 22 beds. The scarlet fever pavilion had 33 beds. There was an entrance lodge on Benfield Road, an administration block (with rooms for the medical officers, superintendent and matron with dormitories for nurses and servants above), a laundry, steam disinfecting room, a stable for the horses that drew the ambulances and a mortuary. In 1908 another pair of pavilions were built, along with two observation blocks, providing another 71 beds. The admin block was extended and a large nurse’s home was built. During WW1 two temporary pavilions were added on the east side of Benton Road (converted into a geriatric unit in 1953). In 1916 a 62 bed sanatorium for TB cases was opened. In 1929 a new 44 bed TB block was opened, giving a total bed capacity of 338. In 1932 the nurse’s home was extended with two return wings in 1932. By 1940 the hospital had almost reached its full extent. A 30 bed Ear Nose and Throat ward was opened in 1950 (an operating theatre was added in 1954). Open wards were converted into cubicles in 1951. In 1956 an Ophthalmic Unit was added in wards 4 and 5 to replace the old Eye Hospital in St. Mary’s Place, which was to be demolished to make way for the civic centre. By 1960 the hospital had a Polio Unit and a department for skin disease. Also in 2011 North Pennines Archaeology carried out a watching brief during the construction of a health centre, pharmacy and radiology building in the hospital grounds. The aim was to ascertain if remains of the Benton to Wincombe Waggonway survived. The waggonway is shown on a plan of 1745 but had disappeared by 1788. Although the embankment and trackside drainage ditches of the waggonway had been found in the north part of the hospital grounds in 2003, no evidence was found in 2011. It was probably destroyed when the hospital was built in 1888.

Along the Roman Frontier

Changes to Legislation

Although in English Planning Law, designation of a World Heritage Site by UNESCO brings no additional statutory protection, new guidance published in 2011 clarifies the protection offered within the planning System. Being the largest designated site in the UK and with the Tyneside section running straight through the centre of Newcastle, even subtle changes in policy can have major consequences for the conservation and management of our most important archaeological remains. The National Planning Policy Framework (discussed further on p**), has two policies which specifically relate to area-based designations (World Heritage Sites and Conservation Areas) rather than site-based designations like Scheduled Monuments and Listed Buildings. The policies stress the need to enhance and better reveal the significance of World Heritage Sites (Policy 137) and has a new policy that allows for change to affect those elements that do not make a positive contribution.
to the site, while stressing the need to embrace the important parts within the protective policies elsewhere in the document. Underlying these changes are an international trend towards the conservation and preservation of the significance of the site, rather than a dogmatic emphasis on the fabric of the site.

**Transnational World Heritage Site – “Frontiers of the Roman Empire”**

Antonine Wall visit – presentation “Managing Hadrian’s wall on Tyneside”

In August 2011, the Transnational World Heritage Management Group, comprising representatives of the three inscribed Roman Frontier sites (Southern German Limes, Hadrian’s Wall and the Antonine Wall) met in Scotland to discuss matters of common concern. The meeting was attended by colleagues from the Deutsche Limescommisson, the four regional Landes (the Rhineland Palatinate, Hesse, Baden-Württemberg and Bavaria), English Heritage, Historic Scotland, Hadrian’s Wall Heritage Ltd and the T&W Specialist Conservation Team. On the agenda for the meeting was the group’s contribution to the periodic WHS monitoring report, which is a form of site audit, assessing the impact on the “Frontiers of the Roman Empire Transnational World Heritage Site” – (FRE) of a range of factors including development pressure, the detrimental effects of tourism and the success or otherwise of current management regimes.

The County Archaeologist contributed a presentation on managing Hadrian’s Wall on Tyneside. This is the most intensely urbanised section of the Imperial Frontier, and, while representing an ever-demanding conservation challenge, the very presence of the monument in such a dynamic environment presents many opportunities for improving our understanding of the archaeology and making the monument accessible to the widest possible audience.

**Finding and preserving the Wall**

Every year there are a large number of applications by the utilities, by local businesses and householders, or by the city’s highway and engineering services to excavate across, or very close to, the line of Hadrian’s Wall. Each application needs to be carefully assessed, to ensure that there is no new damage to the most important parts of the frontier works. Where existing trenches can be re-used, there will be little problem in accommodating new service connections, but in those instances where it is unavoidable to put a new trench across the line of the Wall, an evaluation trench must be excavated by an archaeologist, to

Simplified sketch of the frontier work forming Hadrian’s Wall
see if the monument survives at the depth of the new trench. If important remains are found, an alternative route, to the east or west, must be found, so that the Roman masonry is left in tact, for future generations. To allow the monument to be damaged by building or engineering work would run the risk of having the World Heritage Site status removed by UNESCO, as has recently been threatened at St Paul’s London, and Liverpool Historic Waterfront.

In 2011, evaluation or archaeological monitoring or trial excavation were undertaken along the line of the curtain wall at Fossway during the installation of new lighting columns, at Melbourne Street when a new electricity main was constructed, at Mill Inn, West Road, during the re-building of the former pub, and for road widening at the junction of Westgate Road and Elswick Road.

The Vallum

Lemington Middle School
This school became redundant as part of the wide-scale re-organisation of schools across the district. The grounds and school field occupy a large area of land to the south of the A69/Blucher sliproad, and represent a prime site for mixed development and open-space provision. In advance of the production of a site master plan by Your Homes Newcastle, the County Archaeologist produced a programme of work to ensure that the remains of landscape elements associated with Hadrian’s Wall were preserved during rebuilding and interpreted as part of the new landscaping of the site.

The major feature of interest is the Vallum of Hadrian’s Wall that runs diagonally across the former school field. The Vallum is a large, straight-sided ditch, flanked with banks made from the upcast material. This can be held in place with revetments of stone or turf. It runs to the south of the Wall, usually at a distance of between 80 and 120m, and so cannot be part of the defensive design for the frontier boundary.

Excavation trench at Lemington School

The fact that the Vallum has crossing points at the milecastle and fort gates, suggests that it may have been to control and monitor traffic moving through the frontier, defining a de-militarised zone which would be patrolled and kept clear of obstructions. It was build a few years after the curtain wall, and was partially slighted, at least, when the Tyne-Solway frontier was abandoned in the AD140s by Antonius Pius. When the short-lived Antonine Wall was abandoned in the 160s, parts of the Vallum were re-commissioned, but most of it was left partly filled.

The Lemington School section was first excavated in 1961, in advance of the construction of the school. From that time, this excavation has been the most complete investigation of the Vallum in Tyne & Wear until the present programme. The main question to be answered is how much of the monument seen in 1961 has survived the extensive landscaping to make the school playing fields, and what other features exist to the south of the Wall.

Seven trenches were excavated in all, four across the 330 m length of Vallum in the study area, one to the north, against the sliproad embankment, and two in field to the south of the Vallum and west of the school. Archaeological Services of Durham University did the fieldwork in spring 2011.

The trenches along the Vallum all located the ditch, but on a very slightly different alignment to that shown on modern maps, being slightly further to the north. Evidence
The Temple of Antenociticus, Benwell

for the flanking mounds, so prominent in 1961, was only found in trench 4, close to the 1961 trench, but very heavily truncated by landscaping. Here, the ditch was 10 m wide and with a fill of mixed clay and sandstone fragments. The presence of modern pottery and brick within this material shows that the ditch was still prominent as an earthwork until the school was built. The south mound is now less than 40 cms thick; it had been over 70 cm in 1961. The effect of landscaping was also traced in the trenches to the north and south of the Vallum. In all three areas examined, deep deposits of material, scraped from the northern, sloping section of the field, has been deposited to level the ground for the playing field. This was found to be of sufficient depth to enable any archaeological remains to be preserved beneath any new development that might be proposed for this area.

Another evaluation was undertaken in 2011 in search of the Vallum, this time in the western part of the town centre, in Blandford Square. The Vallum does not follow the curtain wall into the City Centre, and it is a matter of debate as to whether it turns towards the river, in the vicinity of the Centre for Life, or just stops somewhere on Westgate Hill. Nothing was found in a large evaluation trench in Blandford Square, but it is important that any opportunity to solve the mystery of the missing Vallum is taken during development along this part of the Wall corridor.

The Roman Settlement at Benwell
Pendower Way Assessment

A new housing site in on a small parcel of land ringed round with houses on Pendower Way was the subject of an archaeological research by Tyne & Wear Museums Archaeology, commissioned by Your Homes Newcastle. This site had been identified as a location for a small estate of bungalows, a type of property...
which is under-represented in the housing stock of this part of the City. Given its proximity to the Wall and Benwell Roman Fort, which is 275 m to the north-east, a Desk Based Assessment was undertaken at the request of the County Archaeologist as the first step in understanding the archaeological potential of the site.

The Assessment highlighted a number of antiquarian observations and stray finds in the vicinity. Most tantalizing is the record of a bath-house for the soldiers at the fort which was recorded by the local landowner, Robert Shafto of Benwell Towers, in 1751-2. From the surviving plan, it is of a typical layout, and although a considerable distance from the fort (Shafto says 300 yards) it may have been located to access a reliable water supply on this lower ground.

In addition to the bath-house, pottery, coins and building remains have been found over many years to the south of the fort, at Bertram Crescent, Lismore Place and in the grounds of Pendower Hall School, presumably from the civilian settlement (vicus) that surrounded each Roman fort along Hadrian’s Wall.

Little is known of the centuries following the Roman withdrawal from Britannia in the early fifth century. The village of Benwell is first mentioned circa 1050 AD, as a village which later developed a manorial hall, known to later generations as Benwell Towers.

Close examination of early maps show the site to be crossed by the park boundary that enclosed the Benwell Towers estate. Known as a “ha-ha”, the ditch had one straight side and one sloping side, and acted as a boundary to keep stock from the hall gardens without spoiling the view across the park.

The lack of later development in the play-area grounds suggests that archaeological survival may be very good, and so a programme of trail excavation has been recommended before planning permission is granted for any new housing.

Managing the City’s Monuments

**South Lodge, Jesmond Old Cemetery**

The South Lodge of Jesmond old Cemetery is a Grade II Listed Building which has been derelict for at least twenty years and was on the Buildings at Risk Register. It was part of John Dobson’s original design of 1836, and is in his austere Greek Revival style. Neglect has led to the gutting of the interior, and the total collapse of the modern roof of pinned soft-wood trusses covered in bitumen felt. The renovation of the South Lodge, which has long been an aspiration for the Historic Environment Group, complimented the Capital Repair scheme for the cemetery outer (Sandyford Road) wall, and the efforts of the newly formed community group, The Friends of Jesmond Old Cemetery in caring for the cemetery and its impressive collection of funerary monuments. Jesmond Old Cemetery is a II* Registered Park and Garden, a Site of Local Conservation Interest and a designated Wildlife Corridor.

The building was been transferred to the care of the City Monument Manager and a scheme developed to achieve the renovation of the building. Feasibility Appraisal identified a two strands of use for the two-room lodge. The rear room will act as a secure store for the County Archaeologist to house archaeological material previously deposited in the West...
South Lodge in 2013

Chapel, while the front room will form an attractive meeting area for the Friends group, giving them a presence on site, and their presence in turn will help curate the historic assets in the cemetery.

An application to the Grant-to-Owners section of English Heritage has secured £34K, representing 52% of the cost of the renovation, and a scheme drawn-up by Spence & Dower Ltd. Furniture and other internal fittings have been contributed by the Friend’s Group and the room is available to other community groups who require an occasional small meeting. The renovation of the South Lodge can be

**Newburn War Memorial Lighting Scheme**

The final stage of a major programme of repair and renovation has been the architectural lighting of this important war memorial. Work completed before 2011 included

- The repairs of the plinth replacement of missing roll-of-honour plaque
- replacement of inscription plaque
- renovation of the stairs, railings and paving of the open space around the monument
- erection of new protective railing

With the help of Frank Haslam Milan Ltd and the Ward Committee for Newburn, a design for the lighting was commissioned from Spence & Dower, and installed by city Build. The lighting makes a prominent feature of the monument in the evening townscape of Newburn and, like the railing, helps to deter anti-social behaviour which has blighted the war memorial for many years.
Archaeology in Gateshead

Newburn Bridge Road

Archaeological Services Durham University excavated two trenches on this site in the English Heritage-Registered Newburn Ford Battlefield of 1640, which is proposed for vehicle sales and storage. The military conflict began when King Charles I attempted to impose a new prayer book on the Scots. To avoid assaulting the strong defences on the north side of Newcastle, a Scottish army of up to 20,000 men under the command of Alexander Leslie decided to cross the Tyne and attack from the weaker southern side. Lord Conway opposed the crossing from the south bank of the Tyne, constructing fortifications to defend both of the fords. The English were driven from one fortification by the weight of the Scots’ artillery bombardment. The Scottish cavalry crossed the ford but were countered by English cavalry. The Scots forced the English to retreat to higher ground where they made a last stand but were beaten off by the Scots’ advance, who afterwards occupied Newcastle. The Battle of Newburn Ford was the only battle of the Second Bishops’ War. Politically it was of the greatest importance. The landscape of 1640 was profoundly different from that of today. The river has been straightened and the floodplain largely developed. A depth of alluvial material overlies the ground surface of 1640. Indeed, river deposits of interleaving sands and silts were exposed in both archaeological trenches, overlain by a homogenous subsoil. No archaeological features were observed. No significant objects were found by the metal detector survey. Elsewhere in the battlefield musket balls have been found.

The Sealed Knot re-enactment society recreate the battle in September 2011, Tyne Riverside Country Park
Gibside Warren Haugh

A planning application has been submitted for a visitor welcome building and car parks at Warren Haugh and West Woods. Warren Haugh is of some archaeological sensitivity. The National Trust appointed John Nolan of Northern Counties Archaeological Services to produce a desk based assessment for this site. Geophysical Survey was carried out by GeoQuest Associates in 2003. Ridge and furrow earthworks within Warren Haugh will not be affected by the work. Neither will the footings of a small early 20th century agricultural building associated with milking cattle and associated drainage system. This was a three-stall cow byre built in 1922. Along the north-western end is the remains of a brick wall including bricks stamped ‘VGC’ for Victoria Garesfield Colliery which operated between 1875 and 1926. To the west is a brick-lined cesspool. The development may impact on the of the Victorian carriage drive which crossed Warren Haugh (this access to Gibside became more significant once the railway station opened at Rowland’s Gill c.1860). A section was machine cleaned across the carriage drive during geotechnical investigations to ascertain its profile and make up but the carriage drive was left undisturbed.

There is a mound in the south-west part of Warren Haugh which may be a man-made feature.

There are documentary references to an iron working site in Warren Haugh in 1632. Slag debris has been ploughed up adjacent to what appears to be the former watercourse associated with the forge waterwheel. Geotechnical investigation revealed the presence of early stone built land drains. The car park proposals may affect the late eighteenth century Watergate Lodge. The collapsed remains of a corrugated iron air-raid shelter is dug into the bank below the estate road, presumably serving the Lodge during WW2. A timber livestock pen comprises reused roof joists, which have mortices to take uprights, some joints having chisel-

Culvert, part of the realignment of carriage drive, Gibside

cut carpentry marks for assembly. The timber is machine-cut, and probably of late 19th –early 20th century date. They may have derived from demolition of the Lodge, or the cow byre. A waggonway seems to have crossed at or close to the present Derwent bridge. This is part of the ‘Western Way III’ waggonway constructed by Lady Jane Clavering in partnership with Richard Ridley and John Simpson and probably opened in June 1728. The waggonway fell out of use c.1800. A hollow way seems to be associated with the local outcrop workings and perhaps a fording point on the river. There are earthwork remains of ephemeral banks and mounds apparently forming a curved enclosure containing one or more square/rectilinear features (buildings?) inside. A linear arrangement of sandstone rubble is visible among the rushes and grass of the marshy area, and possibly extending a further 6m to the south-east. The stones look like the remains of a wall or stone and earth dike, but could also be the exposed capping/fill of a stone-built field drain. A tank or pond appears on the 1856 OS map and lay in what is now an area of wetland with dense and high sedges and other vegetation. A lead-lined tank is possibly referred to in the Gibside estate cash-books for September 1746. The scheme will restore the three-and-a-half acre walled garden, enclosed by brick walls - laid out by George Bowes in the 1730’s. The walled garden has been used as a visitor car park in recent years. The desk based assessment recommended
Old Brown Jug Public House, Carr Hill

In May 2011 Ely Architects Ltd recorded this pub prior to its conversion into three residential units. A Jug Inn was present on the site in 1894. The pub served workers at the local pottery works and those working in the allotments on the site of the present Elgin Centre and school. John Warburton moved his Newcastle pottery business to Carr Hill in 1740, manufacturing white earthenware. The business was operated by the Warburton family until 1817. The last owner was Thomas Patterson of Sheriff Hill Pottery in 1893. In the 1920s the existing housing estate was built to replace the 'slum' cottages which had been cleared. The public house was refurbished to serve the new population. A date stone of 1926 exists above the main doorway. The removal of the entrance porch will uncover the original Edwardian entrance doorway. The new entrance will make use of an existing window opening and shall complement the symmetry of the building. Derelict outbuildings will be demolished. The re-use of blocked-up window openings will greatly improve the rear aspect of the building. Materials to be used shall match the materials of the original building as far as possible and internally, many features of the original building are to be restored.

1 White House, Stella

TWM Archaeology produced a desk based assessment in response to an application for four flats next to 1 White House. The site lies within the Registered Battlefield of Newburn Ford of 1640. However, the first reference to Stella dates back to 1143 when it was referred to as 'Stellinglei', meaning a clearing at Stelling or the place where fish are caught. Between 1143 and 1149 the Bishop of Durham had granted Stella with all its woodlands, fields, roadways, boundaries, mills, meadows, waters, fish dams and fisheries, forest rights and pasturage of the bishop's hogs to the nuns of St. Bartholomew of Newcastle. Stella remained in the possession of the nuns until the reformation of 1539, although according to the Boldon Book of 1183, Stella was then held by the son of William the moneyer. In the early 17th century the Tempest family built a grand mansion called Stella Hall on the site of an earlier house, which was used by the English as their headquarters in 1640. The Hall was demolished in 1953 but the gardener's cottage and a summerhouse survive, both listed grade 2. High Stella House, or White House, as it is known today is shown on a 1767 plan of Stella as belonging to Thomas Foster. It was probably built in the early 18th century as a staiths manager's house. The house is on Gateshead Council’s Local List. Two early colliery waggonways pass beside the site – the Cowclose Way which was in use
in 1690 and the Ryton Woodside Way. A watching brief is recommended in order that any buried archaeological remains relating to medieval Stella or the post medieval waggonways and battlefield can be recorded.

57 Barlow Lane, Barlow

AAG Archaeology monitored groundworks associated with the construction of a bungalow on land adjacent to 57 Barlow Lane. Barlow is, in origin, a medieval hamlet. The earliest reference to Barlow is in the Boldon Book of 1183. It is a long straggling settlement formed of two rows on either side of a green, along a road which led south-west from Winlaton. The hamlet might have been founded to exploit marginal land. Today a few 19th century farms survive. By the 19th century Barlow village was surrounded by coal mining operations. The OS first edition map shows old shafts scattered all round this area. Lily Drift, Spen Colliery and Garesfield Colliery Nos. 2 and 3 Pits were all located nearby. Opened in 1800, Garesfield Colliery was co-owned by the Marquis of Bute and Miss Simpson of Bradley around the 1860s, passed to the Consett Iron Company Ltd in the 1890s, and then the National Coal Board in 1947 before closing in 1960. During WWII there was a Women’s Auxiliary Air Forces camp at Barlow, which consisted of prefabricated buildings and had a radar dish. No archaeological remains were found during the watching brief.

Survey of Quay Wall at Pipewellgate site by NAA 2006

Quay Wall Condition Survey

The team were consulted by Gateshead Council, which had commissioned JBA Consulting to undertake an assessment of the Gateshead Quay Wall. The aim was to review the structural stability of the river wall and its expected remaining life taking account of the impact of increasing flood risk due to climate change. This work followed on from the Strategic Flood Risk Assessment and was to inform our infrastructure delivery plan. The river wall at Gateshead is considerably interesting. The river wall on the Newcastle side is listed whereas that on the Gateshead is not. The Newcastle wall was rebuilt by the River Tyne Commissioners in the 19th century; is of granite construction and the whole length is of identical build. By contrast, much of the Gateshead wall is much older (medieval or early post medieval) and preserves many different phases of build, material and construction technique. Even the sections of modern shuttered concrete and steel probably hide an earlier wall face.

Two sections of the Gateshead wall have been looked at in detail by archaeologists – that between the High Level and Swing Bridges and that at Brett Oils on Pipewellgate. The length alongside the River Police Station is of coursed ashlar of varying course heights, with bold concrete coping and a 20th century handrail. There is a stone paved walkway along bottom
of the wall at low tide and steps down to the river. The stretch of wall where the Fountain Inn used to be is a rubble wall of smallish stone topped by two or three courses of later, much larger squared stones. This appears to be the oldest section. The form and construction of the quay walls in this area appear to be directly related to the construction of the Fountain Inn (formerly a Quaker meeting house) and a three storey warehouse which stood two building plots to the west of the inn. The Quaker Meeting House/Fountain Inn was built in the 17th century.

The wall at Brett Oils probably dates to the mid 19th century but evidence of the early pattern of medieval land division and property boundaries are preserved in the plan and fabric of the walls. This section is built of rectangular sandstone ashlar blocks, finely jointed. This section preserves the location of a blocked ginnel (narrow passageway) and adjoining walls which represent the pattern of narrow medieval burgage plots shown on early maps. There is a blocked recess, outlet vents and evidence of flights of steps. Other sections of this stretch of wall illustrate the rapid but piecemeal expansion of Pipewellgate in the late 18th and early 19th century. By contrast there is a substantially engineered section at Durham Glass Works wharf at the end of the surveyed section. There are blocks of infill in machine made red brick.

The Gateshead river wall preserves within it a long sequence of riverside development and provides an indication of the archaeological potential of the land it retains behind it.

Sterling House river wall

Coincidently The Archaeological Practice recorded another section of river wall next to the Sterling House site on South Shore Road prior to strengthening and repair. Planning permission had been granted for a hotel and office development on the site. The photographic record was made from the north bank of the River Tyne at low tide when all of the wall structure above river-edge silt level was visible, although the lower part of the wall was partly obscured by seaweed. The walls are constructed of dressed sandstone blocks, but much of the upper parts of the walls were rendered, thereby obscuring structural details and indications of phasing, although some blocked pipes and an arched culvert were visible in the central section. Some of the wall-top stones visible during visits to the development site were shaped to accommodate quayside features, such as winches and cranes; some remains of in situ ironwork were noted. No clear indications of the date of the construction or repair of the walls were identified, but the walls are believed to have been constructed from the early 19th century onwards, when industrial activity on the adjacent plot was predominantly associated with iron working. Archaeological excavation in 2007 (TWM Archaeology) had recorded well preserved remains of Gateshead Iron Works.
Hedley West House Farm

Anthony R. Thomson, Chartered Town Planner, recorded this farmstead prior to its conversion to residential use. The land was owned by Sir Thomas H. Liddell until 1803 when it was acquired by the Bowes family. The farm is shown in a linear arrangement on Thomas Walker’s plan of 1822. A valuation of 1854 describes a byre, a hovel with one arch with granary above, a hovel with three arches, stables, barn and a six-roomed house all in very poor condition. In 1856 the tenant farmer was Peter McLaven and his brother Alexander. The tenants and their workers were Scottish. The next development at the farm was to be a ‘horse house’, but in the event, the horse-engine or gin-gang was never built and a steam powered engine house was constructed instead, along with a boiler house, chaff house and chimney. John Bowes completely redeveloped the farm to 1860 plans by J.E. Watson. This was a mechanised model farm with ranges of hovels, stables, byres and feeding houses built around two fold yards. A turnip house provided winter feed for the livestock. From 1888-96 the tenancy passed to local man George Thompson. This proved to be a disastrous tenancy, which ended in legal dispute. The tenancy was then given to another Scottish farmer, James Turnbull from Melrose, for a rent of £230 per annum. A plan of 1933 illustrates that the nature of the business was changing. Increasing corn yields meant a need for more straw and hay storage so a corrugated iron Dutch barn was built. Mobile threshing machines, later combines, meant that barns could be converted to granary stores. Arched hovels were used as byres for fattening. The piggery was demolished and potato production became important. In 1976 the Earl of Strathmore (Gibside Estate) sold the farm to the present owner who developed an equestrian business and fishing ponds. The original cartsheds are now holiday cottages.

Demolition of Trinity Square Shopping Centre

Trinity Square

Archaeological evaluation continued in January 2012 on this major development site in the centre of Gateshead with the excavation of another two trenches by Archaeological Services Durham University, on another part of the site that had just been cleared ready for construction. The area was found to be almost entirely filled by a large basement 2m deep and contained a dark ashy material overlying reinforced concrete walls and floor. Bedrock was present immediately below the concrete. The basemented building on the corner of Ellison Street and West Street was probably industrial in nature and is shown on the 1970 OS map. The second trench recorded the southern edge of a small cellar, which was cut into the bedrock and contained a mortared sandstone internal facing wall. Three trenches remain to be excavated later in 2012.
Preserving Industrial Heritage

Dunston Staiths

Dunston Staiths is a Scheduled Monument and Grade II structure on the south bank of the River Tyne in Gateshead. It is included on the Heritage at Risk Register. Adjacent to the structure and part of this project is the River Team Saltmarsh Gardens Local Wildlife Site and the River Tyne Tidal Mudflats Local Wildlife Site.

The Staiths were built by the North Eastern Railway in two stages; the first Staith opened in 1893 and ten years later a second similar Staith was built though this was taken down in the late 1970’s. The Staiths were used to load coal from trains onto ships so that it could be delivered to market, which was predominantly the power stations in London. At its peak in the 1930’s the volume exported reached over 4 million tonnes per annum.

The structure is of national and international significance for historical reasons. It is approximately 526 metres long and is reputedly the largest wooden structure in Europe. The structure is essentially three elements: the timber piles driven into the ground; the superstructure in the form of 98 individual frames; and lastly the coal chutes, designed to be raised and lowered to suit tidal conditions, for the distribution of coal into the ships holds.

A Conservation Plan was produced in March 2006 and funded by Gateshead Council, with support from English Heritage, Durham Wildlife Trust and Bridging NewcastleGateshead. It provides a full understanding of the site, examines...
The Staiths were the last working timber Staiths on the Tyne and they represent the only remaining substantial Staiths in the region. The survival of the trackways, gantries and chutes allows the complete interpretation of this monument. When in use they were the largest and busiest single coal shipping point in the Great Northern Coalfield. It is a symbol of the industrial nature of the city and region. Ecologically, the Tyne is considered the third most important tidal area in north east England. Dunston Staiths and is included within two nature conservation designations.

Tyne and Wear Building Preservation Trust are preparing a Heritage Lottery Fund bid for a project which combines both the built and natural heritage and is aiming to reconnect the Staiths and the Saltmarsh to the local area whilst reminding people of its significance. During spring, summer and autumn the project will provide access to the Staiths (Frames 1-40) and Saltmarsh and enhance the visitor knowledge and understanding. During the winter months the Staiths will continue to act as a roost for over wintering birds.

To provide safe access to the Staiths it will require a large amount of repair, particularly where sections of the structure that have been continuously attacked by arsonists. The project looks to enhance the community ownership of the area with the creation of a Friends Group and to develop linkages between the natural and historic environment through working in partnership with the Durham Wildlife Trust, English Heritage Northern Architecture and Gateshead Council. Tyne and Wear Specialist Conservation Team have taken part in the steering group meetings which have seen this project develop.

Milkwellburn Wood

Milkwellburn Wood is an 80 hectare ancient semi-natural woodland reserve situated on the south west boundary of Gateshead borough. Durham Wildlife Trust are undertaking a project to provide sensitive long-term management of the woodland and contacted the Team to help with the identification of archaeological features in eth woodland, with a view to providing an interpretation panel. The remains of a number of industrial features can still be seen within Milkwellburn Wood, as coal was mined here for over 120 years (c.1798-c1920). By 1856, Milkwell Burn hamlet had become established, and in 1874, Mr. Carr developed Milkwellburn Colliery (locally known as Carr’s Pit). Coal from several drifts was brought to the surface before being carried from the colliery on a rope worked tramway of narrow gauge, and over a skew bridge. The coal was then taken across the River Derwent on a wooden trestle bridge, before travelling up the valley-side to be transferred onto the North Eastern Railway (now the Derwent Walk) to be transported to the River Tyne.

Production of coal reached a peak in the latter part of the 19th century, before bankruptcy brought an end to Mr. Carr’s operations. Later, a short revival of the workings by the Consett Iron Company saw Taylor Pit connected to No.3 Pit and coal brought to the surface from No. 3...
Pit to be transferred by rail to Chopwell Colliery. The exact dates when Carr’s and Taylor’s pits fell into disuse are not known but it is believed to be sometime shortly after 1920. Milkwell Burn hamlet was demolished in 1968.

Grindstones in central pier of Butterfly Bridge

**Butterfly Bridge, Winlaton Mill**

Butterfly footbridge over the River Derwent at Winlaton Mill, which links Derwent Walk and Derwenough Park, was toppled during severe rainfall and flooding in September 2008. The bridge was replaced in 2011. The western abutment lies within the former extent of Winlaton Mill Ironworks, which is protected as a Scheduled Ancient Monument. Scheduled Monument Consent was therefore required and a programme of archaeological monitoring, which was undertaken by Alan Williams Archaeology. This crossing point is historically significant. On 15th July 1650 a contingent of the New Model Army led by Cromwell crossed the ford on their way north, pre-empting a Scottish invasion of England in the Third Civil War.

Butterfly Bridge was built in 1842. The central pier reputedly constructed by ‘Lang Jack’ John English. The bridge was toppled by floods in 1902 and was rebuilt. This second bridge lasted until 1950 when it was replaced again. Ambrose Crowley, from a family of West-Midlands nailmakers’, and owner of a major ironmongery business in London, set up a nailmaking works in Sunderland by the 1680s. In 1691 he leased a corn and fulling mill on the River Derwent at Winlaton Mill to set up an iron and steelworks. The corn and fulling mill was adapted into a blade mill to turn grindstones to sharpen knives and other edge-tools produced in the works. The iron works included a finery/chafer forge, plating forge, slitting mill, steel cementation furnaces, blade mills, anvil shop, hardening shop, nailmakers’ and filemakers’ workshops, warehouses, offices and housing. The Great Pool was a substantial reservoir supplied by a race from the river. Upriver there was another reservoir, the Square Pool, two steel furnaces, a warehouse for steel and a forge. The surviving bridge abutments were found to belong to the original 1842 bridge, although they had been raised with concrete in 1950. Stonework was coursed and of high quality rectangular blockwork throughout with neatly tooled faces. The gritty sandy fill of the abutments contained six grindstones (probably from Crowley’s blade mill) which had been re-worked into facing stones and lumps of industrial slag, possibly furnace bottoms. Ground works associated with creating new paths to the bridge were kept to a minimum depth to avoid damage to the buried remains of the 17th century iron works.
Coulthard’s Lane

TWM Archaeology carried out a watching brief at Coulthard’s Lane during the construction of a new gatehouse and shower block for Union Electric Steel UK Ltd. The rear and side walls of a substantial sandstone building 2m high along with the brick wall of a subsidiary outbuilding, a brick drain and a large stone plinth were recorded. The remains appear to belong to a mid 19th century canvas manufactory. Historic map regression shows that the site was situated between two major industrial developments: Falcon & Ellison Glass Works and the Quarry Field Ironworks. The Quarry Field Works (marine, locomotive and general engineers) were established by John Coulthard (ex Walker Iron Works) & Son in 1840. He was shortly joined by his brother Ralph. They commenced building locomotives for NER and collieries. In 1865 Ralph retired and the works were taken over by Black Hawthorn & Co. Building was concentrated more on industrial locomotives for collieries and iron works but a number of tender locomotives were also built and went to many parts of the world. In 1896 the firm was bought by Chapman and Furneaux who produced a further 70 locomotives, but ceased marine engineering. The last locomotive built was in 1902. In 1904 Ernest Scott & Mountain, electrical and colliery plant engineers, purchased the site and renamed it Close Works after their former works in The Close, Newcastle. In 1913 C.A. Parsons & Co Ltd acquire a section of the Works. In 1915 Sir W.G. Armstrong Whitworth & Co. Ltd took over. It was re-equipped as a foundry in 1920 (the foundry baths still stand). Roll manufacture commenced in 1933 and pneumatic tool manufacture was transferred here from Armstrong’s Elswick works in 1937. Wartime production included bomb casings, gun barrels, aero engine cylinder blocks and propeller hubs. In the 1950s Kue-Ken rock crushing equipment was made and the pneumatic tools division was sold to Thor Tools Ltd in North Shields. In 1968 Close Works was acquired by Davy Ashmore and in 1970 the Davy Roll Co. Ltd was formed. It is interesting that the square footprint of this plot of land appears to have survived unaltered into the modern era, especially as all around it has changed. The sandstone built western boundary wall of the current site is actually the remnant of the boundary wall shown on the 1858 OS map. Darren Blake of Blake Hopkinson Architecture recorded the Victorian foundry baths before demolition.
1916 canteen at BAE Systems

**BAE Systems, Birtley**

TWM Archaeology produced a desk based assessment for the BAE site which is proposed for a residential development. Some time before 1908 Birtley Tinplate Works was built in the south-east corner of the site. In 1908 the Cooperative Wholesale Society took it over and it closed in 1968. The works made domestic tinware and industrial flour bins. The military complex was built in 1916. By July 1915, 136,000 shells above 4.5 inches were needed per week, but Britain could only produce 32,000. This led to huge allied losses and the fall of the Asquith cabinet.

The armament firms were opposed to the establishment of state factories and so Lloyd George, Minister for Munitions for the new coalition government, arranged that armament firms would build and manage new factories but the government would pay for the construction, raw materials and staff wages. Each firm received a percentage of the expenditure involved and a fixed sum per shell. In July 1915 Armstrong Whitworth were asked to build two factories at Birtley - one for shells and one for cartridge cases. The site had a direct link to the firm’s Elswick works.

The cartridge case factory was owned and run by Armstrong Whitworth & Co with British labour. It manufactured 12.5 million cartridge cases during WW1.

The National Projectile Factory was owned by the Ministry of Munitions but was run and staffed by Belgian refugees who had arrived in England in Spring 1916. Belgian workers also ran munitions factories at Letchworth, Birmingham and Colingbrook. The two factories were divided by a wall. The shell factory made 6 inch shells. The 3,500 Belgian workers and their families lived in a self contained village next to the factory (Elisabethville). By the end of the War the factory was also manufacturing cars, lorries, railway parts, marine machinery, tools, aeroplanes, agricultural machinery, cranes, electrical machinery. The National Projectile Factory closed.

It was partially placed under care and maintenance (with skeleton staff) and other parts of the site were also sold to local firms. Another part became a Government Instructional Factory run by the Ministry of Labour to teach joinery, upholstery, tailoring, cabinet making etc. The Belgians left Birtley in December 1918.

By July 1919 at least part of the factory was used by Sir Angus Sanderson & Co. to make motor cars. The company went into administration in 1921. Some time before 1933 the Newcastle upon Tyne Zinc Oxide Co. Ltd, an electrical works and disinfectant works opened within the site. Between 1934 and 1939 Royal Ordnance Factories were set up around the country to enhance the capacity of the Royal Arsenal, Gunpowder Factory
Excavations at Bridon Works

Further to our 2009 Annual Report, the site of the Hemp & Wire Rope Works has been archaeologically evaluated by Archaeological Services Durham University. The ropeworks were established in 1840 by R.S. Newall Ltd. 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 nearby Low Team Hemp Ropery of Dixon and Corbitt provided the cores for Newall’s wire ropes and the two sites were linked by a wooden bridge. 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. The evaluation recorded the remains of a mid 19th century house, Team Villa, that later became incorporated into the ropeworks. The walls lay buried under a dark grey-brown silty sand that contained stamped bricks made by Jones Bros. Pelaw Terracotta Works. The brickworks were established by Maxwell in 1895 and taken over by Jones Bros. in 1911. Concrete wall foundations and floors of the latter buildings of the ropeworks were revealed, along with railway sleepers on a clinker trackbed with a stone boundary wall on its southern side.
Conserving Historic Buildings

Brighton Road Studios

Brighton Road Presbyterian Church Hall, built 1903 now listed as grade II stood empty for many years. The Hall appears rather austere, built from snecked sandstone and occupies a sloping corner site in Bensham. Kiosk Architecture & Design were commissioned by Mushroom Works CIC (Community Interest Company) to create 13 creative workspaces (average size 350 sq ft) a meeting room, a kitchen and dining room and accessible toilets.

Discussions were held between Christoph Oschatz, Architect, Gateshead Planning including the Historic Buildings Officer and the Director of Mushroom Works where the advice given was that the essential internal character had to be respected. The proposal by Kiosk was to provide flexible workspaces through the creation of independent studio pods within the main hall whilst still allowing the original space to be experienced and the existing ceiling being left intact.

There was a desire to improve the energy performance of the building slimline double glazing was installed in the original frames, internal wall and ceiling linings installed, 70sqm of Photovoltaic panels were installed to the hidden side of the main roof which contribute to the long-term economic viability and environmental sustainability generating approximately 9KW of electricity. The project received support from the Department for Communities and Local Government, Arts Council England and Gateshead Council, and all the workspaces are now let.
East Lodges and Gate Piers, Whickham Golf Club

Gibside Hall originally dates from 1603-20 for William Blakiston it was enlarged in the mid eighteenth century for George Bowes, Local MP and coal owner. At this time he employed Daniel Garrett to build the Stables to the south-east in 1746 in the Palladian style, followed by the Monument to British Liberty in 1750-57, the Banqueting House in 1751 in the Gothic style, an ice house south of the Hall in the latter half of the eighteenth century, a Chapel and Mausoleum started in 1760-69. Much later around 1860 the Lodges and gate piers were built creating an east entrance off Clockburn Lane. The Architect is unknown however they are built from sandstone ashlar in the Gothick style, single storey square on plan with hipped roof and crenellated parapet. The Lodges were listed in 1983 and are now grade II – at the same period the crenellations to the South Lodge were removed, an application for Listed Building Consent was lodged by the Golf Club for reinstatement which included historic photographs showing the missing features. The basis for the works will be copying the size and dimensions of those at the North lodge, works are expected to be completed in 2013.
Heworth Constitutional Club

Nether Heworth Hall, now known as the Heworth Constitutional Club, dates from the early eighteenth century, the south elevation is later and dates from the late eighteenth century and listed as grade II *. It is unattributed however recent scholarly research indicates it is by the Newcastle architect William Newton who designed Hebburn Hall, Backworth Hall, the Assembly Rooms and Charlotte Square in Newcastle where he lived. A feature common to all his mansion houses is a continuous projecting band at ground floor window cill level, the south elevation includes this feature. Originally built as a country house, the grounds would have spread to both the north and south. The setting of the house has been severely harmed by transport links over the last two hundred years, in the mid nineteenth century a railway cutting was created on the northern side just beyond the front entrance and to the south, the Felling by-pass was built in the 1950’s which has resulted in the house having very little surrounding land contributing to a setting. A consequence of the by-pass is that southern elevation has become the more important façade and has been used as the main entrance for the last sixty years.

Following the closure of the Club the Hall was sold to the new owners Aspire – software consultants who then appointed Dixon Dawson Architects to carry out the refurbishment of the building to become their new office headquarters. Discussions then took place with Planning involving the Historic Buildings Officer. Prior to listing in 1984, the interior had been altered where most of the non load bearing walls had been removed and lowered ceilings installed throughout.

At part of the new proposals the 1960’s fit out was stripped out, cornices and downstand beams were revealed at ground floor level, walls were reinstated on the historic layout.

At first floor early windows on the northern elevation were revealed, these were repaired, sections of delicate ceiling plaster were revealed which indicated this perhaps belonged to a small dressing room located centrally perhaps attached to one of the principal bedrooms. The plasterwork was consolidated and left exposed.
North Tyneside's Major Heritage Projects

**Northumberland Park**

In June, the Specialist Conservation Team supervised a community archaeology project with the New Friends of Northumberland Park – the exploration of the remains of the medieval hospital of St Leonards.

In the north-west corner of the park. The dig was led by a small band of professional archaeologists from the Tyne & Wear specialist conservation Team and the Archaeological Practice of Newcastle, but the vast majority of the digging was achieved by the Friends.

The site was first discovered in 1885, when the land for the new park, having been donated to the Corporation by the Duke of Northumberland. A large labour force was employed as the country was suffering from economic depression, and the work of landscaping the grounds and planting the borders provided employment and poor-relief. When human remains were uncovered, the local paper reported that they may have come from ancient battles between the Celts and the Romans, or from the Civil War skirmish at Tynemouth in 1644. When examined by antiquarians, the remains, along with stone walls and grave slabs, were recognised as coming from the medieval hospital of St Leonard’s, a satellite foundation of Tynemouth Priory.

The dig in 2011 lasted three weeks and excavated a total of six trenches. The walls and paved floor of the structure found in 1885 were quickly found, exposed and recorded, but little surviving stratigraphy from the period had survived later landscaping. Generally, the whole area had been cleared and only faint traces of robbed walls from the original buildings survived. These were drawn and photographed, and need to be linked together to reconstruct the original plan of the buildings. Survival of remains was better towards the north, by the main road, but the presence of trees and shrubs here makes digging difficult. Further excavation is needed in this part of the park.

Several burials were recorded but left in place. These were often very shallow, and much disturbed by tree roots. A local palaeo-pathologist, DR Myra Geeson, looked at the bones, particularly looking for signs of leprosy, but none were found.

Among the most interesting finds was a Neolithic stone axe, which came from the foundations of the park cottage excavated in Trench 2. This is at least 5,000 years old and probably came from the Lake District. A considerable amount of pottery and building fabric, including roof and floor tiles, were also recovered.

The SCT proposed the idea that a medieval medicinal herb garden might be constructed in grounds next to the hospital site, as would have been the case in the Middle Ages. The idea was enthusiastically taken-up, and plans for a separate project, supported by the Heritage Lottery, are well advanced, with the Friends doing the research and design work for the garden.
As a result of the success of the preliminary scheme, the Heritage Lottery Fund have now agreed to support the park renovation project, and the team will continue with the excavations in 2013 to open a larger area and investigate survival closer to the main road.

**Crane at Swan Hunters**

**Former Swan Hunter Ship Yard Enterprise Zone and Local Development Order**

As part of the drive to stimulate the manufacturing economy of the district, North Tyneside has identified the former Swan Hunter shipyard site as a suitable site for designation as an Enterprise Zone which will be accorded a Local Development Order (LDO) to streamline the planning process. The Enterprise Zone initiative is intended to support and attract investment in key sectors which have been identified as having potential for growth, in this case, sustainable, knowledge-based industries associated with green energy production. An LDO is a new designation which allows, defined development to be undertaken without the need for obtaining planning permission, providing the development is carried out in accordance with established design guidance and conditions.

The Specialist Conservation Team has worked with North Tyneside Council and English Heritage to agree the procedures for those parts of the site in close proximity to the UNESCO World Heritage site of Hadrian’s Wall. Sedgegundum fort lies immediately north of the site and archaeological conditions are required in the area of possible survival of Roman remains between the fort and the riverside, which has been almost wholly disturbed by the construction of the shipyard dry docks. The arrangements also provide an opportunity record any surviving evidence for early shipyard structures and other river-side activities.

**Clifford’s Fort**

2011 saw the completion of landscaping in the areas cleared by the demolition of modern, derelict, buildings from within the ramparts of the seventeenth century artillery fort. The County Archaeologist has been leading on the heritage issues for the Authority, and has provided archaeological monitoring for the smaller packages of work. The removal of the redundant fish-processing units on the former moat has enabled the re-development team to re-landscape of the sea-ward defences of the fort, and improve the public realm in this part of the Fish Quay. The reduction of the ground level uncovered a further section of the counter-scarp wall on the outer edge of the moat. This was constructed as part of the refurbishment of the sea-wall in the eighteenth century, and was needed because the soft, sandy, ground here was easily washed away during storm-flooding. Counter-scarp wall stands to nearly full height on the western side of the perimeter, but had been lost on this, the southern side, facing the river frontage.
Clifford’s Fort

Chapel Lane, Monkseaton

In May 2011 Archaeological Services Durham University excavated three trenches on the site of Monkseaton Infant’s School which was built in 1929-30. The site is to be developed with 38 flats for elderly people. In 2006 a Romano-British ditch was archaeologically excavated on the site on the other side of Chapel Lane. Querns and pottery were recovered from the fill of the ditch. However there was no evidence that this ditch extended into the school site. The first documentary evidence for Monkseaton village was between 1106 and 1116 AD when the Graffard manor of Seton was given to Tynemouth Priory by Henry I. After this the village became known as Seton Monachorum (meaning Seton of the monks), and later as Monkseaton. There were 880 acres of land in cultivation in 1295. By 1377, four of the 10 land holdings were in the Prior’s hands and the other six were derelict as a result of the Black Death. The village recovered and by 1538 there were ten tenants, each tenant having 36 acres of arable land for crops and one rood of meadow. There was pasture for six cattle, 20 sheep and three horses in common pasture and for six oxen in the ox pasture. The village buildings were grouped together along the road (now Front Street and the northeast end of Cauldwell Lane) with rear yards and plots running out to the edge of the settlement. After the dissolution of the monasteries, Monkseaton was given to Dudley, Earl of Warwick, who was created Duke of Northumberland by Edward VI in 1551. No buried evidence of the medieval village was found in the trenches. The presence of ridge and furrow in the trenches suggests that the site lay outside the village in an area used for agriculture.

YMCA

YMCA, Grosvenor Drive, Whitley Bay

Archaeological Services recorded this building prior to its demolition to make way for retirement living housing. The building was originally a steam laundry for Provincial Laundry Ltd and was built in 1899. The company also had laundries at Low Fell, Harrogate and Leeds. By 1902 there was a branch in the Royal Arcade, Newcastle, another at South Gosforth, at 1a Heaton Road and The
Meadows in Durham. As well as laundry work, dyeing, dry cleaning, carpet beating and renovating were carried out. Laundry was collected by horse-drawn vans. North Shields library has a postcard of one of these vans on Whitley Bay Promenade postmarked 1933. In 1925 bag wash facilities were introduced. In 1964 the YMCA purchased the laundry building, demolished the boiler chimney and removed the boilers and laundry equipment. A new main entrance was built and the narrow winding staircase replaced with a new wider one. The YMCA officially opened on 12th November 1965.

The upper floor accommodated a small hall, handicrafts room, chapel, studio and dark room. The centrepiece was the Joseph MacGregor Hall which could be used for conferences, lectures, sports and dances. The surviving buildings are brick-built with cement render on parts of the south and east elevations. The gables have mock timber-framing with roughcast panels. The pitched roofs are covered in slate. The roof structures are made of iron-jointed timber, with an open roof truss with raised tie beams with curved brackets below and kingposts above. In the attic, which was probably offices for the laundry, there is a painted sandstone fireplace. The other old building is an open shed which has a timber lintel carried on cast iron columns.

**West Lane, Killingworth**

The Brigantia Archaeological Practice produced a desk based assessment and excavated four trenches on the site of St. Joseph’s Business and Training Centre, which is to be redeveloped with 24 houses. The site lies within the medieval settlement of Killingworth, which is a linear ‘two-row village with green’. Cartographic evidence indicates that the greater part of the site was enclosed in the late 18th century and continued in agricultural use until very recent years. The construction and demolition of the former educational buildings within the central and southern sections of the site have involved substantial levelling and landscaping operations. Consequently a depth of re-deposited clay was found in the trenches but no archaeological remains, which would have been destroyed when the training centre was built in the 1960s.
Scaffold Hill Archaeological Services Durham University’s desk based assessment for this residential development confirmed that Scaffold Hill Farm may contain elements of a late 18th century steading. The site was once part of Killingworth Moor. In 1792 the common was enclosed into small fields by Act of Parliament. The land was allotted to a number of prominent families and endowed landowners. These landowners included Balliol College, Calverley Bewick and Shaftoe Craster. Post medieval farming practices have been identified in the form of ridge and furrow earthworks. A windmill once stood in the south part of the proposed development area. Benton Square Waggonway, which may have been in existence as early as 1788, and Holystone Waggonway run through the site. Killingworth Moor was used for the extraction of coal from bell pits, an activity that may have began around 1600 by the Earl of Northumberland. Mine shafts, bell pits and evidence for coal mines may be present and there is a former quarry in the southern part of the site. From 1630 (when the winner’s prize was two ‘silver potts’) Killingworth Moor was the location of Newcastle Races. The place name of Scaffold Hill derives from the ‘scaffolds’ or stands used by the spectators to view the racing. Killingworth Moor is also recorded as the site where the Earl of Carlisle mustered his troops during a military review in 1667. In 1715 the county militia and trained bands mustered (hence the nearby street name Muster Row?) here to defend Newcastle during the Jacobite rebellion. A concrete World War Two hexagonal pill-box and a red brick searchlight battery accommodation unit survive within the site. This battery was manned by the 225th Anti Aircraft Artillery (Searchlight Battalion) USA. A ‘starfish’ World War II bombing decoy (SF15a) is thought to have existed to the north of the farmhouse. Geophysical survey has identified possible soil-filled ring ditches, ridge and furrow and the waggonways. Evaluation trenching is now required. The farm, pillbox and searchlight battery accommodation hut will be retained.
East Wideopen Farmhouse

East Wideopen Farm

A housing development on this site will incorporate the restored historic farmhouse, which is of typical Northumbrian farmhouse type. Archaeo-Environment Ltd produced a Heritage Statement for the development. This concludes that the farm dates to the 18th and 19th centuries, with 20th century additions and alterations. The original linear arrangement of farm buildings was altered into a complex set around two foldyards in the mid 19th century, to coincide with the introduction of gin gangs, machinery for threshing etc. The farm may have been called ‘Greenhouses’ in the 18th century. The barns are of interest because they still retain some vernacular traditions with early, albeit reused roof timbers in byre 1, historic door fittings in byre 2 and traditional window and ventilation openings throughout. Byre 1, which is aesthetically pleasing, is the earliest building on the site and appears to correlate with that shown on the 1754 estate map. It retains some features of historic interest – square windows with stone surrounds, ventilation slits, external hinges, door latches and arched cart openings. Byre 1 represents the much altered remains of the original 18th century linear range. The east end of the byre is of two storeys and includes domestic windows, now blocked, at first floor level. The first floor includes a fireplace. The foldyard walls have distinctive round coping stones. The brick stable and tack room, with interior hearth, sash windows and chimney, is of a very different character to the rest of the buildings on the site and takes its architectural style from the coal mines and waggonways rather than the farm. It may have been associated with the nearby quarry or mine. Although the barns are going to be demolished, some of the features found in the historic farm complex will be replicated in the new build. Building recording and a watching brief is required.

Greystone Reformed Evangelical Church, Longbenton

Alan Williams Archaeology carried out the archaeological work on this site which lies within the extent of the former medieval village of Longbenton which consisted of rows of properties extending from either side of the east-west running Front Street. The earliest specific mention of the settlement is from the Northumberland Lay Subsidy Roll of 1296, a tax return for Edward I, which lists 14 taxpayers in Longbenton (Magna Benton). From the early nineteenth century, the site of the church lay within the gardens and grounds of Benton House, a grand grade two-listed farmhouse built for TC Bigge in the 18th century. It is of sandstone ashlar of two storeys and five bays with wings. The central door, now turned into a window, retains a Tuscan porch. In 1908 the house became the site of the 18th hole of Benton
Window in Greystone Church

Golf Club (the golf course is now built over). It has been the Conservative Club since 1949. A fire in the 20th century destroyed the interior of the house. To the north of the church stands the locally listed coach house, later used as an amusement arcade, now offices and workshops. In the grounds of Benton House the late 18th century ha-ha and sandstone wall survives. The present church, which is to be replaced by a new one, was constructed in 1951, and is a long, low, T-shaped structure. It includes a flat-roofed vestry/library to the west and a low gabled Sunday School block to the east. The main body of the church has a curving, felt-tiled roof supported on pebble-dashed walls with four rectangular windows along each side - one within each bay – formed by narrow supporting buttresses or props which slope outwards from the wall head. In December 2011 Alan Williams excavated a single evaluation trench to ascertain if buried remains associated with the medieval village or Benton House survive. The evaluation revealed a consistent stratigraphy consisting in succession of modern topsoil; a loose loamy soil with much fragmented rubble overlying a buried-topsoil including a few pieces of pottery and bottle glass of the 18th and 19th centuries. This buried topsoil directly overlay a thin skim of natural Boulder Clay above bedded Carboniferous Sandstone. No medieval deposits were recorded.

Wall foundations exposed at Stanley Miller site

Stanley Miller site, Benton Square

Further to last year’s Annual Report, Archaeological Services Durham University excavated 8 evaluation trenches at the site of Prosperous Pit, which dates back to the 18th century when in 1777 a horse gin was replaced with an engine powered by a waterwheel by civil engineer John...
Smeaton. In trench 1, wall foundations were exposed which probably formed the remains of a building depicted on the First Edition Ordnance Survey map of 1861 and labelled as ‘Prosperous’. The remains of brick structures were exposed within trench 4, which relate to a building depicted on the Third Edition Ordnance Survey map of 1919. This building was likely to be associated with the early 20th century Prosperous Pit mining complex which was part of Backworth Collieries (they took over Prosperous Pit in 1906).

In trench 5 a small drainage gully was encountered that was probably part of a system of drainage associated with the mining complex. An extensive cut which was partially exposed within trench 7 may be associated with former mining activity. The pit closed in 1960.

A 19th century barracks once lay within the site. This was presumably associated with Craster Pit. A late 18th or early 19th century waggonway crosses the site. Its line is preserved as a field boundary. The ridge and furrow earthworks visible on aerial photographs are no longer upstanding. The Assessment identifies that the Site lies within a wider area of prehistoric, Romano-British and Post-medieval activity. The geophysical survey of the site produced good results. Ridge and furrow (from post medieval ploughing) was identified across the whole site. The results in the eastern part of the site are strongly suggestive of an Iron Age or Romano-British enclosed settlement. There is possibly another enclosure in the same field to the north of the first enclosure. There is possibly another archaeological enclosure in the western field. This appears to have a central roundhouse. There is another possible enclosure 55m to the north. Fieldwalking is required on the arable parts of the site to collect any artefacts (such as flint tools and pottery) which have been turned over by the plough. Archaeological trial trenching is required to investigate the anomalies shown on the geophysical survey and to test that the blank areas on the geophysics are genuinely devoid of archaeological features.

Station Road, Wallsend

An archaeological desk based assessment has been produced by TWM Archaeology, and forms an appendix to the Environmental Impact Assessment Scoping Report for this site. The assessment concludes that prehistoric remains have been found in the vicinity.

Backworth Colliery, from ‘Backworth - an Illustrated history History of Mines and Railways’ by J. Elliot and D. Charlton 1994
Backworth Colliery A Pit

A planning application at Backworth Business Park for 67 residential units was accompanied by an archaeological desk based assessment by Archaeological Services Durham University. The site lies south-east of East Backworth medieval village, which dates back to at least 1189 AD. It was probably used for agricultural purposes at that time.

In 1815 Backworth Colliery (A or Maud Pit) was opened on the site. By 189 a gas works had also been built. By 1919 a large pithead baths had been added. Backworth Colliery was owned by Waldie & Co in the 1850s, then Maud Taylor & co, J.C. Lamb & Co, Backworth and West Cramlington Collieries, then Backworth Colleries Ltd, and from 1947 the National Coal Board. A Pit closed in 1960. Trial trenching is required on the site of colliery buildings, the gas works and the Backworth Colliery Railway West Cramlington Branch of 1818.

Norgas House, Killingworth

Norgas House, which is to be replaced with 117 dwellings, is one of a series of rather dramatic gas industry buildings in Killingworth designed by Gordon Ryder and Peter Yates. It was completed in 1965 and won a series of architectural awards. The building is described in detail in Rutter Carroll’s 2009 book on Ryder and Yates. The offices were on two floors around a central courtyard or ‘secret garden’. The lower floor was raised on columns above ground level. Inside, the office partitions were demountable to allow flexible planning – a design which they could have patented. Yates said the building was like ‘a jellyfish capable of extending down and out in all direction and as hurriedly contracting’. There was a boardroom suite and small auditorium for lectures. A restaurant and caretaker’s flat were located in a separate single storey block linked to the main building by a glazed walkway. The roof lights were made of fibreglass in the shape of the Minoan horns of Knossos in Crete. Rutter Carroll says ‘for a building of the early 1960s Norgas House was a very
sophisticated design in its servicing' – it had air-conditioning, warm air heating in the restaurant and under-slab heating to prevent the concrete entrance court from freezing in winter. The gas boilers were visible in glass walls to advertise the use of gas. A giant gas meter was housed in a pyramid with each face a different colour. There was a cascade/waterfall made from a green glass cylinder set above a pool for cooling the air conditioning. The main staircase, reception desk and boilers were all sculptured in cantilevered form. Because the Minoan horns, the boardroom and main staircase have been removed, the building was not listed. In 1974 a computer building also designed by Ryder and Yates was built next to Norgas House. It is completely glazed and has movable partitions inside to allow internal flexibility. The ingenious glazed outer and inner skins of the building reduced heating requirements. The distorted mirror glazing, set in aluminium framing, was imported from Corning Glass in Pittsburgh. Aside from the upstanding buildings, the other feature of heritage interest is the Burradon Waggonway which once ran through the site, linking Burradon Colliery to West Moor Colliery. The waggonway opened in 1820 and remained in use until around 1942. Archaeological building recording and a watching brief will be required.

Barn at Holywell Grange Farm

Holywell Grange Farm

Three barns at this farm are to be converted into six dwellings. The oldest barn was recorded by TWM Archaeology. The report concludes that the stone barn is either late 18th or early 19th century in date. The barn has changed very little since the tithe map of 1840. Unfortunately the original roof timbers and roof covering have been replaced, but the stonework is in good condition. Historic maps show a gin-gang on the north facing elevation. This has now gone, but its former presence suggests that this was a threshing barn. The other barns to be converted are of less historic interest, being later in date and built of brick. There is a presumed late prehistoric enclosed settlement in the field directly adjacent to Holywell Grange Farm and rotary Beehive querns and a collection of stone balls have been found in the fields. In 1568 Thomas Bates purchased ‘Halliwell’. In 1663 the farm came into the possession of the Fenwick family of Earsdon, probably through the marriage of Sarah Winship of Holywell to Nicholas Fenwick. By the early 20th century the farm was owned by Thomas Fenwick-Clennel of Harbottle.
Castle. A World War Two hexagonal pillbox stands in the field east of the farm.

**West Shiremoor**

Archaeological Services Durham University carried out a programme of archaeological work on this site, which is proposed for housing. A hoard of Roman gold and silver objects was reputedly found close by at Backworth in 1812. In 1850 most of the objects were passed to the British Museum. They consisted of two silver skillets, a pair of silver-gilt trumpet brooches, six silver and gold rings, one gold bracelet, two gold chains, three silver spoons, a white bronze mirror and more than 280 Roman coins. The date of deposition is thought to have been around A.D. 140. Backworth village is first be mentioned in a grant by Henry II (1154-89) of lands to Tynemouth Priory. When Richard I confirmed this grant in 1189 two Backworths are specifically mentioned. There is a direct reference to both East and West Backworth in 1306. Both villages were small, each having only four taxpayers at that time. West Backworth had been deserted by the 16th century, and does not appear in the Dissolution survey. Its site lies in a field to the west of the modern village. East Backworth forms the core of the modern settlement of Backworth, to the north of Backworth Hall. The land surrounding the two villages would have been utilised for agriculture. Ridge and furrow earthworks are still visible in the grounds of Backworth Hall. Aerial photographs from the 1940s show these earthworks extending into the northern field of the proposed development area. The southern third of the proposed development area, south of the two streams, formed part of Shiremoor, a large area of open ground held in common by the townships of Tynemouth Priory. Shiremoor was enclosed in 1792 and divided among the various townships. Ralph Grey, Newcastle merchant, built a hall in 1675, which was replaced by the current Backworth Hall in 1778-80. The Greys estate was purchased by the Duke of Northumberland in 1822. Geophysical survey detected a number of small positive magnetic anomalies. It is possible that these could reflect the truncated remains of soil-filled pits and parts of ditches or gullies. The remains of two probable former field boundaries have been detected. A series of parallel anomalies probably reflect land drains in the east and possibly traces of ridge and furrow in west. Archaeological evaluation trenching is now required.

**Evaluation at the Black Bull public house**

**Black Bull Public House, Longbenton**

Planning permission was granted for 9 dwellings and a new car park for the pub. The archaeological desk based assessment had been produced back in 1999 by Northern Counties Archaeological Services. Longbenton (or Magna Benton) lay within the medieval barony of Morpeth, established by the Merlay family in the 12th century. On the death of Roger de Merlay in 1266 the barony was divided into two and passed to the Somerville and Greystoke families.
Excavating the cellars of the Globe Inn and the Crown and Anchor pub

Lilley and Gillie, Clive Street, North Shields

Further to last year’s annual report, TWM Archaeology excavated a series of archaeological trenches and recorded the 19th century Lindsay Arms Public House in July 2011. A number of substantial post medieval sandstone and brick walls were recorded in the trenches. These probably relate to the beer cellars of the Globe Inn and Crown and Anchor Public House. Unfortunately the construction of these cellars will have destroyed any earlier archaeological remains which may have existed on the site. Thus there was no evidence relating to medieval North Shields. The earliest settlement was at
the mouth of the Pow Burn. In 1225 the prior of Tynemouth founded a new town and port at North Shields to provide fish for the priory. Seven houses were built between the Pow Burn and a ‘sikket’ to the west (the small stream now known as the Dogger Letch) and twenty houses beyond this. Some of the houses lay within metres of the high water mark and were probably raised on piles. Wooden quays were attached to these ‘shields’ to provide moorings for fishing boats and a place where fish could be sold. Mills were also built and coal from the priory pits at Tynemouth was loaded at a pier at the Pow Burn. Trade developed in fish, wine, wool and hides. Around 1390 around 4 acres of marshy land below the high water mark (which included modern Clive Street and Low Street) was drained and 200 houses, inns, stables, wine taverns, butcher’s stalls, shambles, shops, herring houses and fish houses were built and a market was established. North Shields was at its most prosperous in the 15th century when a royal charter granted the prior the right to bake and brew there, the right to sell goods to sailors and to trade in coal and salt. Customs still had to be paid on wool, leather and hides. However in 1530 the Newcastle burgesses placed constraints by Act of Parliament on the commercial development of North Shields, resulting in its decline until a period of growth in the 17th century and then the construction of the ambitious 18th century new town.
Working with the Historic Buildings of North Tyneside

Tynemouth Station

The Railway Station, 1882 by William Bell for the North Eastern Railway Company, built in the Tudor Gothic style, is listed as Grade II* as the platform canopies are considered to be a fine example of Victorian ironwork. The station was partially restored in the 1980’s when the Metro opened, however the majority of the canopies were neglected to such an extent that the building was added to the English Heritage Buildings at Risk Register in 2007.

In 2009 work commenced on the £3.7M restoration project under Sea Change – a programme funded by the Department for Culture Media and Sport designed to regenerate England’s seaside towns by investing in culture and heritage, other funders included North Tyneside Council, English Heritage, Nexus and Station Development Limited. The project involved dismantling all of the iron work, removing all the paint so it could be inspected for cracks, missing elements recast and then reassembled – the metalwork restoration was carried out by Eura Conservation Ltd, the design team was headed by Lathams Architects with Gifford employed as structural engineers and the main contractor being Mansell. An inherent failure throughout the canopy was the cracking of the cast iron columns due to longitudinal thermal expansion of the structure – an innovative method of sleeve repair was adopted to overcome the problem. 17 layers of paint were analysed, the original colour scheme for the metalwork was a deep burgundy red and cream – harmonising with the red brick and sandstone dressings of the station building however there was the desire to paint the metalwork in accordance with LNER’s 1930’s livery that being bright green and cream.
Old Vicarage

Old Vicarage, Waterville Road, North Shields

Christopher Padgett architect LTD recorded this former vicarage, latterly a residential care home prior to its demolition. The vicarage was built between 1861 and 1894 (probably 1874) to serve Trinity Church on Coach Lane, a chapel of ease to Christ Church, Tynemouth, parish church from 1861. In 1886 the resident was Rev. Philip Henry Phelps. The building is an elegant double-fronted house in Italianate style with mullioned projecting bays and tall sash windows with segmentally curved heads. The roofs are slated with heavy stone watertabling at the gables, which have decorative stone brackets and carved gargoyles. Stone outbuildings at the rear would have provided stabling and provided storage for a trap or other small horse drawn vehicle. Two extensions were added in the 1980s. A three storey extension is to be added to the retained 1980s block to provide an additional 27 bedrooms.

Edward Eccles Hall, Earsdon

The Council received an enquiry to build a biomass boiler house on the eastern side of the building. The boiler would run on either wood pellets or wood chip fuel and to provide heat to both the Hall and St Alban’s Church, linked via an underground super insulated pipe located beneath the grave yard. The advice given was that the structure should be independent of the building, be a simple contemporary form and design and be ‘lightweight and compliment the Hall’. The approved scheme was for a simple plain vertical timber clad structure detached from the Hall.

The Edward Eccles Church Hall stands to the west of the Church of St Alban and was gifted by the J.P. whose name it bears. Built 1910-11 by Wilkinson and Crawley in the Domestic Revival style using local sandstone and roofed using graduated Lakeland slate is listed grade II. Two tall hip-roofed dormer windows
Edward Eccles Hall

rise through the eaves and have Jacobean style wooden mullions and transoms. The raking buttresses and semi-octagonal porches at each end are rather charming. At the gable end there is a big round-arched window with a keystone. Inside the hall has broad arch-braced collar beam trusses with upper king-posts. St. Alban’s Parish Church was built in 1836-7 to designs by John and Benjamin Green. The chancel was added in 1889. The Early English style church is of coursed squared sandstone with ashlar dressings, plinth and quoins. The tower has a gothic panelled double door, stepped lancet belfry openings, buttresses with spirelets on the upper stages and canopied pierced lancets to the parapet. The glass in the east nave lancets is 16th century in date, possibly by Galyon Hone for Hampton Court, restored by L.C. Evetts in 1958. It shows armorials of Henry VII and VIII. The Archaeological Practice produced the Heritage Statement and monitored excavations for the boiler and underground pipe. Although the pipe ran through the churchyard no burials were disturbed and the only find was an early 19th century grave or vault surround.

Old Low Light, North Shields

Every port in the world has a pair of navigational markers, when lined up guide ships to the deepwater channel. On the Tyne the first lighthouse was erected in 1539. The current Low Light was erected in 1727, its height raised in 1775 and was converted to be almshouses in 1830. When built the gable end faced out to see and was painted white – this together with the old High Light were the markers for the Tyne, however the deep water channel changed and two new High and Low Lights were built in 1808, the gable end was then painted black.

By the late 1980s the building was derelict and was acquired by Buttress – Tyne and Wear Building Preservation Trust who carried out repairs. The building recently became vacant. Using Ian Ness Conservation Architect, Buttress applied to carry out works to the building to become the Fish Quay Heritage Centre with ancillary commercial uses including a café and conference rooms, the proposals include building vertically on top of the 1980s rear extension to include a lift and staircase serving the upper floors with viewing gallery over looking Clifford’s Fort – the scheme being funded by North Tyneside Council, HLF and the Fish Quay THI Common Fund.
TWM Archaeology produced a desk based assessment for this site which fronts onto Earsdon Road adjacent to Eastfield House at the edge of the Conservation Area. There are a number of prehistoric settlements in the vicinity of Earsdon. The name ‘Erdesdun’ is an early form of Earsdon, Eard being an old English personal name, and don pertaining to Hill. The first documentary reference to Earsdon is in the 11th century when the village belonged to Robert De Mowbray, earl of Northumberland. In the 12th century it passed to Tynemouth Priory, then the Benedictine Monastery of St Albans. The medieval economy was based on agriculture although early records show that the Tynemouth monks were also getting an income from a coal mine at Earsdon. The village was essentially a two row formation, a common form in the Northeast and Yorkshire, with dwellings (tofts) fronting either side of the main road or Street, with long plots (crofts) of land to the rear. The original church was founded before c.1250. Three archaeological trenches were excavated, to ascertain if buried archaeological remains survived. The evaluation proved that ground levels have been raised using imported material, probably when neighbouring Eastfield House and the garage were built. The foundations of the new buildings will lie within this modern made ground. No archaeological remains were recorded.

The site was formerly used by Box Brothers as a motor car repair garage with an electricity sub station built in the 1950s located further down the bank. Early discussions with Kensington and Partners led onto a scheme for redevelopment for the whole site where the sub-station would be retained, extended and be converted to residential use in a contemporary style, the timber clad garage building be demolished and a new residential courtyard development of five units planned with three Georgian style stone town houses fronting on to the main road reflecting the style of the buildings opposite. The courtyard development, single storey with roof space accommodation reflects the style and appearance of a farmstead to be built from red brick with slate roof matching other agricultural buildings located along Earsdon Road.
Caring for South Tyneside’s Archaeological Heritage

St. Hilda’s Churchyard, Coronation Street, South Shields

In 2006 Oxford Archaeology North excavated part of the churchyard, which is now part of the Asda site. The work was project managed by Scott Wilson. In 2011 the results of that excavation were written up.

St. Hilda’s Church was built in the 18th century to replace a medieval chapel of the same name. The medieval burial ground had been extended in size in 1631. In 1805 the churchyard was again approaching full capacity and so between 1816 and 1818 levels were built up using ship’s ballast, allowing further rows of burials to be added on top of earlier ones. In 1855 the churchyard was closed to new burials because a new cemetery had been laid out at Westoe.

Coronation Street was built through the churchyard in the 1970s, isolating a small part of the burial ground on the south side of the road. The 18th and 19th century human remains which existed within this area had to be exhumed before the site could be redeveloped.

The depth to which the burials extended created a health and safety challenge for the archaeologists. Working conditions inside the box shoring were difficult. The deepest burial was a well preserved timber coffin, found at a depth of 5m below ground level.

The area to the west, which was outside the original area of the churchyard, was dominated by the burial of infants, possibly un-baptised, and a few adults for whom burial in consecrated ground was not seemed appropriate. This discovery appears to be unprecedented in British archaeology.

The assemblage of skeletons comprised 117 adults and 87 sub-adults. Charnel (disarticulated) material represented around 50 individuals.

In several cases coins had been placed on the eyes.

Most burials were in earth-cut graves, but one was in a brick shaft-grave capped by a large stone. The adult inside was wrapped in a shroud and covered with an iron departure plate.

Levels of nutrition-related disease in the infants was unexpectedly low, suggesting that the working class diet at South Shields was at least reasonable.

The dental health of the individuals was poor and the soft food, sugar consumption and bread made from finely refined flour contributed to caries, tooth loss, calculus and periodontal disease. A number of individuals exhibited dental wear caused by pipe smoking. Pipe and cigar smoking was popular in the 19th century. Cigarettes were introduced in the 1880s.
Congenital vertebral defects were visible in 22 individuals. An adolescent of around 15 years of age had partial spina bifida occulta. Lesions characteristic of primary osteoarthritis were present in 34 adults. There was also evidence of spondyloysis, benign bone tumours and joint disease. 12% of the assemblage suffered from maxillary sinusitis, caused by air pollution, poor hygiene and respiratory tract infections. Three individuals are likely to have had syphilis and another three probably had TB. 27 people had suffered one or more fractures in life, most affected the femur. 14 individuals bore lesions suggesting metabolic disorders such as rickets, scurvy and anaemia. 4 people had deformed bones caused by corset-wearing and ill-fitting footwear. An adult male had had an autopsy performed on him.

The remains of 177 simple wooden (pine and ash) coffins were found. More will have rotted away. Fixing nails, screws and hinges, mostly iron, survived. Working class coffins tended to be plain and undecorated. 80 iron coffin breastplates were identified. Corrosion obscured the name and dates but swirling flora, foliage and drapery could be made out. One breastplate depicted palm fronds, a draped urn, two angels and a winged cherub. Studs for fixing a textile cover to the outside of the coffin were found on 13 coffins. One coffin preserved the remains of velvet. The most elaborate coffin had its lid decorated with a double margin of copper-alloy studs and the side panels with diamond shapes. Unlike other parts of the country, few coffins had metal handles but instead bore large metal departum plates.

Objects associated with the burials included coins, buttons (copper-alloy, bone, steel, glass and mother of pearl), pins, two belt buckles, two iron bladed knives.

Archaeologically excavated industrial-period funeral assemblages are exceedingly rare in the North East. The Coronation Street assemblage has enormous potential to provide information on the lives and deaths of the little-studied and poorly understood population of a port town, who have left few other records. For this reason, the assemblage is being further-studied at Sheffield University with
permission from the Ministry of Justice before being returned to South Shields for reburial in due course.

Difficult working conditions at Coronation Street using box shoring

South Tyneside Development Management Policies

In December 2011, South Tyneside Council published a new set of policies governing the Authority’s duty to guide future development in the borough over the next 10-15 years. Known as a Development Plan Document, the policy guide has the aim of preserving the district’s cultural heritage, beautiful coastline and countryside while ensuring the economy is promoted through the planning system by encouraging sustainable development and excellent infrastructure.

The SCT assisted with the drawing-up of the archaeological policies, contained in Chapter 5 – “Protecting Heritage and Archaeology”. The relevant policy, DM6, ensures that the most important sites, including the UNESCO World Heritage Site of Arbeia Roman Fort and the borough’s Scheduled Ancient Monuments, will receive the greatest degree of protection, while other heritage assets, in line with new national government policy, if it is not feasible to ensure preservation in situ, will be fully recorded and that information made publically available. The fully document is available from: http://www.southtyneside.info/article/14871/LDF-Development-Plan-Documents-DPD

119 Baring Street, South Shields

TWM Archaeology monitored the excavations for the foundations of an extension to this house, which lies within the vicus (civilian settlement) surrounding Arbeia Roman Fort. Knowledge of the vicus is still fairly rudimentary. Little is known about the road system and the baths, temples and mansio (inn) have yet to be located. However an indication of the extent of occupation and the approximate position of the cemeteries are known. Buildings have been recorded of all four sides of the fort and the area where finds have been recorded is defined by Mile End Road to the west and Coston Drive and St. Aidan’s Road to the south, an area of 25 hectares. Some of the finds outside the fort are of major importance – such as the Regina and Victor tombstones. Other finds include a paved road, a sculptured stone, a skull and human bones, Brigantia altar, Julius Verus altar, a ‘wall of Roman

Tombstone of Victor found at South Shields © TWM Archaeology
tiles’, a female skeleton with five bronze bracelets and a ring, a linen smoother, a stone lined grave containing a skeleton, graves and urns, coins and pottery. During the watching brief, the ploughsoil was found to consist of dark brown clay silt, with common inclusions of small limestone fragments and occasional small sandstone fragments and small pebbles. It had a distinctive common inclusion of broken sea shell (used during the 18th and 19th-centuries as a way of controlling the pH value of the soil). The material was very similar to observations of the ploughsoil made over the last 20 years within the Roman Fort site during research excavation. The ploughsoil contained post-medieval material but also some Roman pottery, consisting of a large sherd of Dressel 20 amphora and a small sherd of Thameside greyware. No in situ remains or features of any period were encountered.

Documents refer to the communar of Durham and John Hedworth as holding land in Monkton. Buried medieval remains have previously been found at White House and White Cottages. The site would have been used for agriculture during the medieval period, indeed ridge and furrow earthworks created by ploughing once survived and were identified by geophysical survey. The site is bounded to the north by the line of the Bowes Railway. Pelaw Brickworks stood to the south-east, established in 1895 by Jones and Maxwell. Initially the bricks were fired in four brick machines which had the capacity of producing over 40,000 brick a day. The works were still in use in the 1970s. West of the site was Monkton Cokeworks, which opened in 1937. The works provided coke for the steel industry and originally there were 33 ovens in one battery. In 1956 a second battery of 33 ovens was added. the plant was owned by the National Coal Board until the closure of the works in 1990. To the north of the coke works is Campbell Park which was formerly used to dump smelting ore waste from Palmer’s Shipyard in Hebburn to the north. Successive dumping lead to the creation of a large slag heap, which was eventually reclaimed in the 1990s to form a recreational green space. Within

**Lukes Lane, Monkton Fell**

URS Scott Wilson produced a desk based assessment for this site, proposed for 465 houses, which lies south-east of the medieval village of Monkton. Documentary evidence for Monkton dates back to 1074-80 when it was granted to Aldwin by Bishop Wacher. Monkton was under the demise of the prior and convent of Durham and following this it became the property of the dean and chapter of Durham.
Geophysics at Monkton Fell

Campbell Park is the site of Bede’s Well (178), which was named after a local prior. Sources up and until 1740 infer that it was customary to immerse diseased children in the well to cure ailments. It has also been suggested that it was a wishing well. Running through the middle of the southern part of the site is a World War II aircraft obstruction trench which was visible on aerial photographs. This feature forms part of a group of over 150 sections recorded within the area as part of the regions anti-aircraft defence system. The obstructions have been recorded in a variety of forms including a long continuous bank flanked by small mounds, or a ditch flanked by two parallel banks. Archaeological Services Durham University carried out a geophysical survey of the site. Ridge and furrow, linear anomalies, possibly tracks and the wartime aircraft obstruction ditch were detected. Evaluation trenching will follow up the monitoring of geotechnical trial pits.

Harton Staiths

John Mabbitt of Amec Environmental & Infrastructure UK Ltd produced a desk based assessment for the proposed New Shore Park at South Shields. This drew on the previous South Shields Riverside assessment 2008 and Harton Staiths assessment 2009 by Entec. The Mill Dam inlet is the most probable site for the Roman harbour associated with the supply base at Arbeia Fort. It was also the focus of medieval settlement and salt production. Archaeological deposits are believed to be deeply buried under substantial deposits of sand and gravel ballast deposited by coastal colliers trading between London and the north-east from the 16th century onwards. The quay at Mill Dam was formalised in 1818 and then the site was used for light industry associated with shipbuilding and chandling. More substantial industries included barilla (soda ash), soap and glass. These factories were swept away by the construction and expansion of Harton Low Staiths. Today the boundary wall, staiths master’s office and the glassworks chimney survive. Harton Staiths was reclaimed in the early 1990s for use as a public open space, when virtually all elements of the staiths were demolished and foundations grubbed up. Geotechnical test pits showed that modern material deriving from the demolition is between 2m and 4.5m below present ground level. Landscaping for New Shore Park will represent a minimum impact and will exceed below the modern made ground. Where archaeological remains do survive they will remain safely buried.
A Reserved Matters application has been submitted for a business incubator unit at Havelock Street, South Shields. This is part of the wider Trinity South development site which has Outline Planning Permission. There was a factory (Circatex) on the site which was cleared in the 1990s. Entec UK Ltd produced an archaeological desk based assessment for the Trinity South site. The Havelock Street site lies outside the presumed extent of Roman and medieval settlement. It was agricultural land until developed in the 19th century. There was a 17th century Quaker burial ground in Laygate but its exact location is not known. The Quaker Burial Ground was situated in Robert Linton’s garden. The first recorded burial was in 1673, the last in 1697. Hodgson states that Linton’s house was in West Pans Way, “now Laygate Lane”, and the OS quotes the South Shields museum curator as saying the burial ground was situated west of the present Trinity Church in Commercial Road. The site could also preserve evidence of a tilery and brickyard present in 1768, Bulmers Patent and Common Ropery present in 1827, Brandling Junction Railway, South Shields Branch (later NER) built in 1839, St. Hilda’s Wagonway which was built in 1822 by the Brandlings and eventually became part of the Harton Colliery Railway. The line was modernised during the 1890s and electrified in 1908. Four archaeological trenches were excavated by TWM Archaeology. The evaluation revealed that the post-medieval ploughsoil had been buried by a large quantity of ship’s ballast, up to 3m deep in places, and that subsequent development of the site had taken place at a higher level, building upon the ballast deposits. An extensive line of ballast hills are shown on Richardson’s map of 1768 and Fryer’s map of 1772. Examination of documentary sources found further information of the Quaker burial ground. The tombstone of a Ralph Milburn (died 1668) was said to have come from the garden of the ‘Adam and Eve’ public house in Laygate. Milburn had been in partnership with Lewis Frost, Michael Coatsworth and Robert Linton: all salt pan owners, and all acquired an interest in Lay Farm, which probably was situated close to the junction of Frederick Street and Laygate Lane. Apparently excavations made during the formation of Frederick Street revealed ‘several skeletons... that could not be accounted for’. It seems therefore that the burial ground is located elsewhere in the Trinity South site. Evidence of the 18th and 19th century industries has probably been destroyed by terraced housing and the modern factory.

Bedewell Primary School

Bedewell Primary School, Hebburn

TWM Archaeology recorded this school prior to its partial demolition and extension to create a new special school. Clegwell Secondary Modern School (named after
nearby Cleg House and Well which were present in 1857) was opened in 1938 and was later renamed Bedewell Primary School. Maps of 1942 show rows of air raid shelters around the school, which have since been demolished. The school building comprises a long narrow two-storey front block running east-west with four wings running north-south to meet the single storey rear block which runs east-west. The wings enclose three open courtyards. The two-storey front block of the school building makes up the north facing front elevation of the building and is built in red-brick English garden wall one-and-three bond with a hipped roof of slate with ceramic ridge and hip tiles. Modern UPVC double glazed units have replaced the original steel-framed casement windows. The windows of the ground-floor have sills and lintels formed by two continuous narrow bands of square cut ashlar blocks which run the length of the elevation. At either end of the elevation long wide picture windows mark the location of the staircases to the first floor within the building. The rear block forms the south facing rear elevation of the building and comprises a high single-storey central section with a hipped roof and a central ridge ventilator. There are decorative carved ashlar blocks displaying griffin’s heads above two doors. The symmetry of the schools layout and the doubling up of features such as the entrances and assembly halls suggests that originally the building may have operated with a boys’ side and girls’ side. Inside the corridors form a continuous loop running around the central courtyards. All of the classrooms run off this loop with doors and windows facing into the corridor. Original features include the classroom wooden panelled doors with glazed lights, wooden floors, cupboards and wooden blackboards. A desk based assessment concluded that the site lay outside the medieval village of Hebburn and would have been used for agriculture. Ridge and furrow earthworks used to survive in the playing fields but have been terraced away.

### Heritage Along the Coastline

#### Cleadon Primary School

This locally listed school was recorded by Archaeological Research Services before conversion for residential use. The school was built at some point between 1896 and 1914. By 1958 it had been renamed Cleadon County Junior Mixed School. The school represents a typical late 19th/early 20th century school. Like many other public buildings of this time in the area it is constructed of locally made red brick and local sandstone. The building exhibits a clear and well designed plan, designed and built in one phase to house a mixed school of boys and girls. This is borne out by the cartographic evidence and further exhibited by the boys and girls entrances, with attendant cloak rooms and Masters’ and Mistresses’ rooms. The building had a central hall and six adjoining classrooms,
**Cleadon Primary School**

of which Room 5 is likely to have been the headteacher’s classroom based on the link door to the girls’ cloakroom and the large fireplace. The internal door to the girls’ cloakroom would likely indicate that the school was built with a female headmistress in mind. A number of alterations and additions were made to the building after its initial construction phase. The most notable of these alterations are the construction of the new toilet block, the blocking of the fireplaces in the Mistresses’ and Masters’ Rooms and the insertion of toilets in these rooms. An archaeologist needs to monitor the ground disturbing works associated with building two new houses in the grounds as a watching brief in order that any medieval or post medieval archaeological remains can be recorded. The site lies just outside the presumed extent of Cleadon medieval village.

**Marsden Limekilns**

South Tyneside Council commissioned a feasibility study into the future of Marsden Limekilns in October 2011. With a view to making South Tyneside’s industrial heritage more accessible the Council requested a survey which would establish the current condition of the structure, set out alternative and prioritised schemes of conservation, establish maintenance and management arrangements, propose access and interpretation improvements, and provide cost estimates and potential funding sources. The work was carried out by Simpson & Brown, specialist conservation architects based in Edinburgh, with a wider team which included Addyman Archaeology

The Kilns, which have been on the Heritage At Risk Register for a number of years...
were the subject of an earlier condition report and feasibility study undertaken by the Specialist Conservation Team in 1996 and this report was helpful in guiding the new study.

Marsden Limekilns is a substantial range of industrial kilns built in periods from the 1870s onwards and the site is now a Scheduled Monument. It consists of two massive circular brick built kilns held by iron bands, and a stone built range of kilns which was constructed in at least two and possibly four stages, the southern most section of which was the earliest and original bank of kilns on the site. The existing arrangement has fifteen draw arches of four different designs, eleven having two eyes and four having three eyes. Above the level of the draw arches the stone face rises vertically, strapped by longitudinal baulks of pitch pine carried on stone corbels. The kiln bank is topped with the remains of a former stone parapet wall, behind which are overgrown remains of the kiln tops. There are other features at this highest level relating to the loading of the kilns and the transport of coal and limestone to the site. In front of the kilns at low level are the truncated and damaged remains of a former reinforced concrete loading platform with a railway siding running through which was used to load and take way the finished lime on the Marsden and Whitburn Colliery Railway. The kilns closed in the 1960s and have loomed over Marsden Bay ever since, perhaps a mystery to many visitors and passers-by. A number of years ago the Team produced an interpretation panel for visitors on the view the kilns from the Leas Car Park. Hopefully with the new feasibility study complete larger funds will be identified to conserve the monument and provide higher levels of access and interpretation of this impressive industrial monument.

All Saints Church, Cleadon

All Saints by R.J. Johnson built in 1869, now listed as grade II, built from local magnesian limestone with white painted bellcote and an apse at the east end. The south aisle was added by J.Potts and Son in 1907. Tony Barnes of B3 Architecture was appointed to extend the Church to provide a multi purpose meeting room, Chapter House, new vestry, kitchen and additional w.c. facilities, discussions took place involving Planning and the Historic Buildings Officer. The project was completed on site in 2012 and since then has received a LABC (Building Control) Award for Community building, a RTPI NE Regional Award Commendation and will be submitted for the Civic Trust Awards.

Alan Williams Archaeology monitored ground works associated with constructing the new vestry and chapter house because the church is on the edge of the medieval village. Cleadon is mentioned first in the Boldon Book in 1183, then in Bishop Hatfield’s Survey of 1380 and again in the Parliamentary Survey of 1647. The village was probably formed of rows of houses across the wide main street. A pond and the putative early green, lie a little way to the north-west of All Saints’ Church.
The only historic feature exposed in the foundation trenches was the reduced south wall of the churchyard, constructed in 1869 and removed when the south aisle was built in 1907.

Hedley Street Sunday School

The Hedley Street Sunday School was originally gifted by the Carr-Elison family. Over the years the use has expanded and is now a focus for the local community. The building is on South Tyneside’s local register of buildings of historic and architectural interest. Discussions took place with planning including the historic Buildings Officer. Proposals came forward to extend the building on the eastern side to provide new kitchen, w.c. and office space. Approval was subsequently granted for the new extension which also serves as the main new entrance.

41, 43 and 45 The Limes, Whitburn

Whitburn village lies to the south of South Shields close to the coast just north of Sunderland – a typical linear village where the centre is made up of a series of grassed areas, the village is split in two halves where the northern half rises in elevation. The Limes was built as a large house for Sir John Fenwick in 1869 with service wings, now divided into three dwellings it is listed as grade II. It is an elegant two storey double pile built from local square coursed grey magnesian limestone. Each property has recently changed ownership, in each case the new owners wished to carry out alterations to the rear and approached South Tyneside Planning section, following which discussions took place involving the Historic Buildings Officer.

When built the northern elevation was principal with access gained off North Guards, this is now the rear of the house. However in the case of number 43 this included the principal entrance set with an imposing Tuscan portico. It was felt that it was important that the scale of the proposed orangery should match that of the house with tall ground floor windows and entrance door. Access into the orangery would be via an existing external door located in the kitchen, once a principal room – the advice included that the orangery should be independent of the historic building and involve minimal intervention.

Discussions then took place at number 41 where the request was for a double garage as an independent structure and an orangery, the eastern part was originally the service wing, again the advice was to build a free standing structure but with minimal intervention with the historic fabric. Discussions then took place at number 45 where there was an existing mid twentieth century lean to type extension, the proposal was to rebuild in a similar form but of more robust construction. In each case Listed Building Consent was granted and the works completed at numbers 41 and 43.
Exploring Sunderland’s Industrial Heritage

Corning’s Glass Works

In 1863, John Collingwood Bruce, the famous Newcastle antiquarian, noted that ‘no section of the manufactures of the Tyne and Wear has experienced more marked changes during the last 25 years than that of glass’. The rate of this transformation gathered pace dramatically during the second half of the 19th century when a series of innovations led to a technological revolution in the English glass industry. Amongst the key innovations, the introduction of a new type of furnace that employed the regenerative technology developed by Charles Siemens was of particular importance, as it offered a huge reduction in fuel costs, and paved the way for a massive expansion of production capacity.

A valuable opportunity to investigate the physical remains of this ground-breaking technology was provided by the proposed redevelopment of the former Corning’s Glass Works, situated in the Millfield area of Sunderland. This important site originated as the Wear Flint Glass Works, established by Henry Greener in 1873 for the manufacture of pressed glass. Following the death of Greener, the works was taken over in 1886 by James Jobling, who in 1921 obtained a licence from the American firm of Corning & Co to produce Pyrex, and became the sole British manufacturer of this well-known heat-resistant glass.
Under Construction Archaeology produced a desk-based assessment in 2009. This concluded that there was potential for buried remains of archaeological interest to survive on the site, which was corroborated by an initial programme of trial trenching by Pre Construct Archaeology Ltd.

An excavation was carried out subsequently that targeted the buried remains of two glass-melting furnaces. The excavation was carried out in April and May 2011 by Oxford Archaeology North. The post-excavation assessment has been completed, and work is due to commence of the full analysis of the dataset.

The principal excavated area measured approximately 1877m², and investigated the western and south-western parts of the former glass works. A sequence of well-preserved structural remains was exposed, providing important information on the development and adaptation of the furnaces.

Three broad phases of activity were determined by combining the results obtained from the excavation with the available historical documentation. The earliest excavated remains included a series of brick- and stone-built walls, which seemingly represented elements of the nineteenth-century glass works, the annealing house, and associated ancillary buildings. The remains of a regenerative tank furnace, exposed in the south-eastern corner of the excavated trench, represented a remodelling of the works in the early 20th century. This appeared to be Hermansen-type furnace, with a vertically set regenerator and an integral gas producer. Excavation also exposed a second regenerative tank furnace of a later date. This appeared to have been an end-port furnace, and was probably constructed during the mid-twentieth century. In the south-western corner of the trench, an octagonal-shaped chimney was associated with the furnaces. This had
been remodelled with the insertion of a central partition wall, which was seemingly intended to allow separately controlled exhaust from a later flue that had been inserted into the north side of the chimney. The flue may have been connected to a pair of boilers housed in purpose-built room. Excavated brick floors to the north of this room appeared typical of an annealing house, and contained several rectangular structures that may have been small heaters, designed to control the temperature within the annealing house.

The application boundary of the proposed development also incorporates the site of the Wearside Pottery, which was established by the Sunderland Pottery Company in 1913 and remained in production until February 1957. Initially, the firm produced a range of brown wares from local clay, but soon began manufacturing yellow and white wares using clay imported from Wareham in Dorset. The pottery was noted latterly for its lined mixing bowls that were supplied to home and export markets. The excavation exposed the well-preserved foundations of the kiln and associated workshops although, rather surprisingly, no pottery manufacturing waste was found.

Text by Ian Miller of Oxford Archaeology North

**Bowes Railway Waggon Shop**

The Waggon Shop at the Bowes railway is the last major building on the Springwell site to be considered for refurbishment. Despite its importance to the running of the railway, the massive size and the extensive problems it contains have put it outside of the normal approaches of in-house repair or grant-aided contracted restoration work. It has only been the willingness of English Heritage to invest in the building through an abnormally high package of grant-aid which has allowed a scheme to be developed to repair the building and bring it back in to full use.

The Waggon shop probably dates from the 1840s when it was built as a coal bunker related to the pit head and coal sorting arrangements. When the mine ceased coal production in the 1930s the building was converted into a workshop in which the Colliery Company’s fleet of waggons could be repaired. At some point a series of massive supporting buttresses were added to the building and windows were punched through the stonework of the building to provide light to the interior when in use as a workshop. In recent years, however, it has seen continual decline and vandalism, to the point where the roof now needs total renewal, the window openings require strengthening and areas of the wall require stitching together to address developing cracks.

Conservation Architects have been appointed and the scheme is in development. Sunderland City Council, English Heritage, the Specialist Conservation Team and the Bowes Railway Company are all involved in this stage of the work and it is hoped that a programme of works will take place in 2013 which will see the building made wind and water tight with a new roof.
covering in stalled and consolidation works undertaken, allowing the building once again to be used for the refurbishment of the Railway’s rolling stock and the training of apprentices through Heritage Skills projects.

**Emerson House, Washington**

Emerson House was constructed in 1974-5 by the Development Corporation as Child Benefit Offices. The building was described by architectural historian Nikolaus Pevsner as 'a vast and potentially unwieldy building, broken up by the use of the octagon' (semi-octagonal blocks, eight-storey octagonal tower and two low glass-walled octagons). The site of Emerson House, which was demolished in 2002, is proposed for housing. Northern Archaeological Associates produced a desk based assessment. This suggested that it is likely that the site was located within the open field system that may have been situated between the medieval villages of Birtley, Biddick, Harraton and Washington. Earthworks of ridge and furrow were visible on an aerial photograph in the north part of the site, now built over by the Holiday Inn. A waggonway dating from at least 1807 crossed the north-east corner of the site. The waggonway was one of a number which joined the northern end of the Fatfield Waggonway. The line of the waggonway was preserved as a field boundary on an embankment until Emerson House was constructed. Excavations across this waggonway at the former Goodyear Dunlop tyre factory (reported in the 2009 Annual Report) to the south-east have proved that that sections of it can be well-preserved. A document held by Durham County Record Office ‘An account of coal led from the several pits [at Harraton Outside Colliery] to Fatfield Staith for the use of Ralph Milbanke Esq’ dated 19 January – 16 February 1785’ (DRO D/MRP 1/1) refers to the waggonway in question. It is likely that the first pit or pits were sunk in the Harraton area as early as 1590 and by 1603 the colliery had 6000 chaldrons (wagons) of coal available. Evaluation trenching found that modern development had destroyed all evidence of the waggonway.

![Glover Tower, Washington Chemical Works. Beamish Archive Record No. 16158](image)

**Teal Farm, Washington**

This is the site of Washington Chemical Works, which developed from the Bleach Works founded in 1834 by H. L. Pattinson. An archaeological desk based assessment was completed by Archaeo-Environment Ltd in 2004. The site includes Pattinson Town, where two rows of chemical worker’s housing were built between 1862 and 1898. The houses were demolished in 1967/8. Buried remains of the houses may survive. Little archaeological work has been previously done on chemical workers housing. Evaluation trenching is now required. The site also includes a bleachery and paper mill which occupied the site before the chemical works and gas works. Foundations of these buildings and the chemical works may survive but the remains are likely to be quite deeply buried under spoil. The existing buildings on the site, according to the archaeological assessment, are former chemical works buildings dating to the mid 20th century. Any upstanding structures of historic interest will need to be photographed before demolition. Archaeological Services Durham University excavated a trench across the 18th century Washington Staith Waggonway. A huge depth (over
5m) of industrial waste was found but no evidence of the waggonway. Whether this has been totally destroyed or whether it lies beneath the industrial waste is not certain.

Jack Crawford House, Hendon

TWM Archaeology produced a desk based assessment in advance of the construction of a waste transfer station. This was part of Hendon Gas Works which opened in the 1860s. Most of the historic gas works buildings are still in use by Transco PLC and lie outside the development site, but one brick and sandstone wall of a former gas retort house lies within the site and has been archaeologically recorded. One of the three nearby gas holders is listed grade 2. The Sunderland Improvement Commissioners authorised the supply of Gas lighting for some of the town’s streets, replacing the use of oil lamps. The first Sunderland gas works (1824) were located in Low Street at the bottom of Beggar’s Bank. The works were established by the Sunderland Gas light Company, but in 1831 this was taken over by the Subscription Gas Corporation. Further gas works were built at Hind Street and at Ayres Quay. In 1854 the Corporation and the Commissioners gas companies amalgamated to form the Sunderland Gas Company. In 1860 a 23 acre site was purchased at Hendon, on the east side of Commercial Road. The gas works was designed by Thomas and Charles Hawksley (father and son). Thomas Hawksley also designed the listed Ryhope, Fulwell, and Cleadon water pumping stations. By 1877 there was a need to double gas output capacity and the works were extended. Coal gas was produced by heating coal in a closed vessel, known as a coalcarbonisation retort, until all the volatile materials were removed. The evolved gases were collected then passed through condensers located at the end of the retort house. Charging and discharging of retorts was done manually. A by-product of this process was coke. The condensed gas would then have been purified in the purifying sheds before being stored in the gas holders adjacent to Commercial Road. In 1902 the gas works became mechanised. In 1919 Sunderland Gas Company applied to parliament for planning permission to enlarge and develop their gas production. After the Second World War, the Sunderland Gas Company was nationalised, along with over a thousand other privately owned and municipal gas companies. In 1956 the decision was taken to reconstruct the works and increase its coal carbonising capacity. Demolition began in 1957 on the number two retort house which had been constructed in 1894 (this is probably from where the relic wall originates). The building had been so well constructed that explosives had to be used to break up the brickwork and concrete. A watching brief will be maintained on any ground disturbance within the area of the retort building, in order that any buried remains can be recorded.
Philadelphia Works

TWM Archaeology produced a desk based assessment in 2003. In 2011 they completed a programme of building recording, ridge and furrow survey and geophysical survey. The railway which was to become the Lambton Waggonway was constructed by 1815 to replace an earlier line to Penshaw. To serve the railway and to carry out repairs, a group of buildings, originally called the Earl of Durham’s Engine Works was gradually erected alongside the railway at Philadelphia. In the later part of the nineteenth century, the Lambton Waggonway was converted

Winding and Cable Repair Shop, Philadelphia

...to locomotive power, and the original facilities had become inadequate. The Lambton Engine Works was constructed around 1870 in order to service these locomotives. A new loco erecting shop (now known as the machine shop) was constructed in 1882 with a clock installed in 1883. By the time of the Second Edition Ordnance Survey map of 1896, the Battery Shop, Coal Face Machinery Shop, Machine Shop and Offices were depicted in their current shape and location. In 1905, the Sunderland and District Electric Tramway Company began operating an electric tram service linking Houghton-le-Spring with Sunderland. A large tram depot was built near the southern extent of the site and is shown on the Third Edition Ordnance Survey map of 1919, although much smaller

Machine Shop, Philadelphia

than the present building. The enterprise was short-lived and the depot was taken over by the Sunderland District Omnibus Company Ltd in 1926. The Power Station was built in 1906 to supply the collieries with electrical power. A date stone on the Annexe is dated 1914, shortly after the power station’s incorporation into the Newcastle Electric Supply Company (NESCO) network in 1911. The Power Station appears to have gone out of use in the late 1930s. The High Engine Sheds have datestones of 1917 but it seems from historic map evidence that they were built between 1919 and 1946. The geophysical survey identified the sites of a former reservoir of circa 1860 and a 20th century coal washery building. Other anomalies which may be archaeological in origin are linear features (possible ditches, gullies, tracks or field boundaries). There are extant ridge and furrow earthworks in the green field south-west of the power station, which is proposed for residential development. These have a characteristic reversed-S shape and are probably medieval in date. The S shaped earthworks were created as the oxen turned the plough around at the edge of
the fields. The listed building are proposed for refurbishment. An outline planning application has been submitted for up to 630 dwellings, a food store and a petrol station. A programme of evaluation trenching is now required.

Machine Shop, Philadelphia

Recording Buildings
Orphanage, Moor Terrace, Hendon

TWM Archaeology recorded this grade two listed building in advance of its conversion to sheltered housing. In 1853 the Freemen of Sunderland and Stallingers of Sunderland became the governors of Sunderland Orphan Asylum, which would offer a comfortable home for male orphans of merchant seamen and fishermen. Boys would be admitted from the age of 8 and could stay until they were at least 14 years of age. A London firm called Childs and Lucas were chosen to design the orphan asylum. Their design was based on Osborne House on the Isle of Wight. Construction was supervised by local architect Thomas Moore. The Earl of Durham laid the foundation stone in August 1859 and the building was completed by October 1860. The asylum opened in October 1861, and included a schoolroom, dining hall, kitchen, boardroom, master’s room and two dormitories. In 1873 an extra wing was added to provide 13 extra beds, a larder and bathroom. A model ship was built in the back yard to train the boys in mastwork, gun drills, unfurling sails and knotting ropes. The ship was wrecked by a gale in 1881 and was replaced by the ‘Victoria’. The orphanage building is constructed from red brick in Flemish bond with ashlar dressings and slate roofs. The front elevation features a three storey tower with a wide stone stairway with curving stone wall either side leading to a double doorway with keyed ashlar arches. The north gate pier bears the inscription ‘BOYS ORPHANAGE 1861’ and the gates are topped with anchors and arrowheads. Then the south-east wing was given a first floor. After 1919 an extension was added to the north-west. Recording of those parts of the building which could not be safely accessed in 2011 needs to take place during development. A watching brief is needed when the new dementia care facility is built next to the listed building, as the site lies within the medieval town moor. Medieval and post medieval remains might be present. There was a World War Two Barrage Balloon mooring site on the site of the new build.
Hetton House

This grade 2 listed property was recorded for Sunderland City Council by Archaeological Services Durham University. No one seems to know who built Hetton House or when. However it does appear on a plan of land owned by the Hon. Thomas Lyon dated 1776. It was the largest building in Hetton village, larger than Hetton Hall, also owned by the Lyon family. The Hon. Thomas Lyon was born in 1741, the son of another Thomas Lyon, 8th Earl of Strathmore. Some references say he was born at Hetton House, he certainly lived there. He was MP for Montrose and then Forfarshire between 1768 and 1779. His son John Lyon established Hetton Lyons Colliery in 1810. He died in 1829 and the house was then owned by Archibald Cochrane and Partners (Hetton Coal Company). Hetton House later served as the first rectory at Hetton-le-Hole. A chapel of ease for St Michael and All Angels at Houghton-le-Spring was established in 1832. In 1838 Hetton became a separate parish and Rev. John Nichol was the first rector. He was living at Hetton House in 1851 with his wife, three children and two servants. He ran a school for 13 boys from the house and the tutor and governess also stayed at Hetton House. Rev. At Nichol’s death in 1877, Thomas Rudd took over and built a new rectory in Station Road. In 1901 Hetton House was occupied by an Irish doctor, James Adamson MD and the house was the medical practice of Adamson & Watson. The house was also used as the local headquarters of St. John Ambulance Brigade. The last occupant was Hetton Urban District Council, which extended the building with new offices and a council chamber. Hetton House consists of three parts. The west half is the oldest, consisting of a five bay double-pile building, its façade in painted roughcast. The windows are Victorian four-pane sashes with moulded projecting
architraves with exaggerated keystones. The centre of the house is a 19th century addition, a lower two-bay range. This contains the main door into the property with a fanlight above. The masonry beneath the render is squared sandstone. The east end is a flat-roofed 20th century extension. The 18th century house had four rooms on the ground floor. The dining room has a fine plaster cornice. Both front rooms had fireplaces. The scullery, pantry, wash house and kitchen were probably located in a now lost east wing. The first floor rooms of the original house also retain decorative detail and blocked fireplaces.

Monkwearmouth Swimming Baths

Monkwearmouth Swimming Baths, Newcastle Road

Sunderland City Council funded the archaeological recording of the swimming baths before demolition. The recording was carried out by TWM Archaeology. The building had been put forward for listing but was rejected by DCMS. The baths were designed by J.E. Lewis and built by Henderson Brothers at a cost of £31,000. The official opening was on 3rd June 1936. The pool measured 100 feet by 39 feet and had seating for 450 spectators, 70 dressing boxes, 4 footbaths, 10 slipper baths, 10 shower baths, a Russian bath and 8 treatment rooms. The building is of red brick in stretcher course with ashlar dressings and pitched slate roof. There is a central ridge ventilator with glass bricks forming a lightwell. The original windows and doors had been replaced. The original parabolic roof structure of arched beams over the pool had been obscured with a hardwood suspended ceiling, which also covered the upper part of the arched windows. Unfortunately most of the internal decoration had been removed.

Archaeologists of the future from Sans Street Youth Centre at Silver Street

Community Archaeology

Silver Street Community Archaeology Project

The team was delighted to support a community archaeological excavation at Burleigh Garth in April 2011. Participants included six young people and Youth Workers from Sans Street Youth and Community Centre. The excavation was led by North Eastern Archaeological Research Ltd. The project, known as DIG.I.T, was conceived by Sunderland Heritage Forum in partnership with the Youth and Community Centre and Living History North East and was funded by the Heritage Lottery Fund. The chosen site was, in the 18th century, within the garths behind the burgage plots which faced onto
One of the young archaeologists site interpretation

High Street. Terraces of dwellings were built by 1785. Around 1938 the terraces were demolished and replaced by two large square tenement blocks known as the Garths. The site is now under grass. Because the site was outside the sensitive archaeological area at the riverside, where deep, complex, waterlogged archaeological deposits relating to the medieval activity would be anticipated, but because Burleigh Garth could produce interesting evidence of the 18th century street plan, it was decided that this was a suitable site for a community dig. Beneath the turf the young excavators recorded a mixed clay and humic soil containing rubble, pottery and animal bone, which had been used to backfill the cellar of a post medieval building. Immediately adjacent to the in-filled cellar were the kerbstones and cobbles of a well-constructed cambered road surface (a street called Maling’s Rigg, built between 1771 and 1785), set into a concrete foundation and sealed with tar or pitch. Beneath the cobbles and concrete was coarse sand and clay. An assemblage of 407 sherds of pottery were recovered. There were two medieval sherds, one was the rim of a 13th century cooking or storage jar, the other was a grey green-glazed fragment from a 14th to 16th century jug. A couple of sherds were of 17th or early 18th century type. One was a red earthenware dish rim with slip-trailed yellow dots. Another piece was Staffordshire slipware in pale buff fabric with decoration in brown clay. The largest group of pottery present was cream-coloured glazed earthenware, the dominant type of tableware in the 1760s to 1780s. Of significance is the small proportion of decorated whitewares with pink lustre painting, sponge decorated and transfer printed sherds and the tin-glazed earthenware (delftware) with blue decoration painted on a white background and the tin-glazed tile. Other finds included clay tobacco pipe fragments. A piece of stem and bowl were both decorated and marked with the initials C W (Caleb Wilson, Sunderland pipemaker 1827-1841). Maling’s Rigg was developed by John Maling, son of ship-owner and timber merchant William Maling who moved to Sunderland from Scarborough in 1723. The project was a huge success, providing an opportunity for young people to volunteer in heritage, increasing self-esteem, enabling young people to gain skills in identifying, recording, interpreting and caring for heritage, using archaeology to reach disengaged young people, building community cohesion and social inclusion and encouraging pride in local identity. The finds were displayed in a temporary exhibition at Sunderland Museum.
Coalfield Area Heritage Study

In 2011 the team provided information from the Historic Environment Record to the North of England Civic Trust for the compilation of a Heritage Study for the Coalfield Area of Sunderland (Copt Hill, Hetton-le-Hole, Houghton-le-Spring and Shiney Row wards). The purpose of the report was to carry out an audit of collections, memorabilia, records, archives and built heritage, to assess the value of collaboration and volunteering in the area, to set out a proposed way forward for the heritage agenda and to propose future heritage projects to encourage engagement and benefit communities. The project was to compliment the Council’s Coalfield Local Area Plan for 2009-11. The study identified 45 local heritage organisations with the Coalfield area. It identified some 48 places, such as the Church of St. Michael and All Angels, Hetton Smithy and the Alice Well, which are considered to be heritage attractions. Some of these, such as the former Barton’s Cinema at Hetton, now a builder’s premises and the Joicy Aged Miner’s Homes at Shiney Row, are not open to the public. The most commonly cited attraction was Penshaw Monument. Other named places included Easington Lane war memorial, Joe’s Pond at Rainton Meadows, Houghton mines rescue station, Seven Sisters barrow at Copt Hill, Hillside Cemetery and the Hetton Railway. The HER records over 500 sites within the study area. There is one scheduled monument (Seven Sisters barrow), 66 listed buildings and 3 Conservation Areas (St. Michael’s, Nesham Place and Newbottle).

Rectory Park and Kirk Lee, Houghton-le-Spring

The team was delighted to support this project by the North East Higher Education Field Academy (established in 2011 by Dr. Sam Turner at Newcastle University). HEFA was founded at the University of Cambridge with Time Team archaeologist Carenza Lewis and has been running projects with young people between the ages of 13 and 16 for several years.

The Friends of Rectory Park’s mini excavation
The HEFA NE project in Houghton gave pupils from local schools and the Friends of Rectory Park the chance to spend two days running their own mini (1m square) archaeological excavation in a medieval village setting. Pupils developed a new range of skills, boosted their academic confidence and encouraged them to consider continuing into higher education. The work helped the local community research the medieval origins of Houghton and contributed to academic research on medieval settlement. After the two days of fieldwork the young people spent a third day with archaeologists on the Newcastle Campus, discussing the results of the excavation, learning about artefact identification and drawing in the Wolfson Archaeology Laboratory and producing a report on their test pit. They had a session on careers, were given a campus tour and visited the Great North Museum.

School pupils digging at Kirk Lee visited the Great North Museum.

Dr. Sam Turner was the project director; Hannah Flint was the project supervisor and Alex Turner the test pit supervisor. The team were consulted on the project method statement by the City Council’s Valuation Technician and were happy to offer advice relating to test pit locations, the need to avoid utility services, the roots of protected trees, health and safety, risk assessments, environmental sampling and archive report production and distribution.

The Boldon Book of 1183 AD records Houghton as ‘Hoctona, the capital of one of the great manors of the bishopric’. The Church of St. Michael and All Angels was built in the 13th century. Earthworks used to be present at Kirk Lee. Antiquarian Fordyce suggested in 1857 that these mounds, which supposedly formed a square, related to a church or religious house, located in glebe land.

Archeological Excavations and Surveys
St. Benedict’s Hospice, Ryhope

Met Geo Environmental produced a desk based assessment for a Greenfield site proposed for a hospice. Ryhope medieval village lay 1km to the north-east. ‘Duas Reofhoppas’ was part of South Wearmouth and gifted to the see of Durham by King Aethelstan around 930 AD. The tithe map of 1840 shows the site as arable land owned by Rev. John William Smith and Anthony Robson. An Eye Plan of Ryhope dated 1869 shows a possible stream running through the site connected to two ponds. A windmill and a dwelling house lie north east of the site. By 1919 Asylum Farm had been built in the south-west corner of the site. This was presumably the home farm for Sunderland Borough Lunatic Asylum which was built in 1895 to designs by George T. Hines. The asylum was later re-named Cherry Knowle Hospital. By 1939 the farm had been re-named Wellfield Farm. It still existed in 1983 but had been demolished by 1993. Ryhope General Hospital was built to the immediate north of the site, beginning life in 1939-40 as a temporary wooden structure for wartime casualties. In March 2012 three archaeological trenches were excavated. No archaeological deposits were recorded.
Geophysics at Burdon Lane

Burdon Lane, Ryhope

This Greenfield site is proposed for 77 houses. TWM Archaeology produced a desk based assessment and carried out a geophysical survey. The assessment concluded that prehistoric activity is known in Ryhope. Burials have been found in the hills west of Ryhope and to the south-east at Ryope Dene. There is a suspected enclosed settlement 175m north of the site, visible on aerial photographs. Mesolithic flint tools have been found on the coast. Roman pottery and coins have been found at Ryhope Dene. The site lies close to two medieval villages, Ryhope and Tunstall, both listed in the Boldon Book of 1183 AD. The survey identified the remains of ridge and furrow earthworks, probably relating to post medieval ploughing. A number of other anomalies were identified by the survey, including a number of circular features. There is also a linear anomaly which could be a former trackway. These anomalies may be archaeological in origin or they may reflect changes in the natural geology. Further archaeological work will be required to ascertain if these anomalies are archaeological features or not and to record them if they are.

Park House, Hetton-le-Hole

Park House at No. 14 Park View is a residential care home. A new accommodation block is proposed in the garden to the rear. The house was built by 1856. It was used as an institute or miners’ hall from around 1939 until 1968. The Hetton Coal Company had formed in 1819 and began sinking shafts south-east of Hetton-le-Hole village. Hetton Colliery or Hetton Lyons Colliery and the associated railway which took coal to drops on the River Wear in Sunderland, laid out by George Stephenson and built by his brother Robert, was started in 1822. This was historically one of the most important mines in the Durham Coalfield. It was the very first mine from which coal beneath the magnesian limestone plateau of north east Durham was extracted. Geologists had previously said that good quality coal did not exist below the limestone. Its success led to the opening out of the whole of the north east Durham coalfield and shaped the history and growth of the area for the next 150 years. The coming of the mine had a huge impact on the economy and population of Hetton. Alongside the pit were cokeworks, brickworks, colliery blacksmith’s, joiners’ shops, engine repair shops and wagon sheds. There were four places of worship belonging to the Baptists, Wesleyan Methodists, Primitive Methodists, Kilhamite Methodists and an Anglican Chapel of Ease. The Hetton
Coal Company became the Lambton and Hetton Colleries Ltd in 1911, the Lambton Hetton & Joicey Colleries Ltd in 1923 and in 1947 it was taken over by the National Coal Board. The colliery closed in July 1950. By 1896 the Standard Theatre had been built next door to the west of Park House. It’s now a warehouse. Archaeological evaluation trenching will be required in the garden of Park House to determine if buried archaeological remains relating to the medieval and post-medieval village are likely to be disturbed by the new accommodation block. The desk based assessment was produced by Archaeological Services Durham University.

The Cottage, Park View

The Cottage, Park View, Hetton-le-Hole
An archaeological desk based assessment by The Archaeological Practice accompanied a planning application for 4 new houses in the grounds of The Cottage. Hetton-le-Hole may have emerged as a separate entity in the mid-14th century having split from Hetton-on-the-Hill. The early medieval core appears to be the area bounded by Front Street, Park View and the burn in Hetton Dene. Hetton Hall was bought in 1686 by John Spearman. His grandson, also called John Spearman sold Hetton to the Countess of Strathmore, who gave it to her younger son Thomas Lyon (1741-96). By 1834

murton lane was described as “an excellent deserted manor house”. Nicholas Wood, mining engineer, moved in by 1854 and probably rebuilt it. By 1902 Hetton Hall was unoccupied and after falling into disrepair it was demolished in 1923. The tithe map of 1839 shows the row of buildings on the development site, which is now known as The Cottage. The row may have been built on the footings of an earlier potentially late 18th century building. Its west end was removed before 1939 to make way for the present gates entrance. Evaluation trenching will be required before the new houses are built, to ascertain if buried medieval or post-medieval remains survive.

Murton Lane, Easington Lane

TWM Archaeology carried out a strip and record excavation on this housing site. The desk based assessment had been produced in 2006 by Archaeological Services Durham University, geophysical survey was undertaken by Timescape in 2007 and TWM excavated trial trenches in 2008. The preliminary fieldwork identified a rectilinear enclosure in the
north-west part of the development site. The ditches of the enclosure survived but any internal features if they existed, such as roundhouses, had been destroyed by ploughing. The 0.39 hectare enclosure was not a symmetrical rectangle. The eastern side was longer than that one on west and the southern side was longer than that on the north. There were entrances in the west and southern sides. Excavation found that the east ditch was on up to 1.26m wide and 0.42m deep with a concave base. The south ditch was up to 2.10m wide and 0.60m deep. There were two post medieval overlying ditches or gullies north of the enclosure. In total 16 prehistoric flints were found during the excavation. These indicate a presence on the site from the Mesolithic (10,000 to 4000 BC) through to the Bronze Age (2600 to 700 BC). Of specific note is an early Bronze Age fabricator or knife. Two sherds of intrusive medieval pottery were also found – probably introduced to the site through mole activity. Sieving and analysis of the soil samples taken from enclosure ditches recovered false oat-grass tubers, hazelnuts, fuel waste and burnt animal bone. This suggests domestic waste. Plant macrofossils indicate that in the prehistoric period this was an open environment with areas of disturbed ground, possibly scrub clearance to make way for agricultural activity or occupation. The charcoal samples came from birch, hazel and alder trees. Flexible hazel wood was used in wattle and daub fencing and basket weaving. Black alder burns with an intense heat so was ideal firewood. Radiocarbon dates were obtained from hazelnut shells and charcoal. Most of the dates fell within the Bronze Age. The excavators suggest that the enclosure was a stock corral. The western entrance faces the driest and flattest part of the site, which would be suitable for a trackway. A second entrance to the south led to a water supply in the burn. The results of the excavation are to be formally published in an archaeological journal.

**Wearmouth & Jarrow World Heritage Site candidature.**

Throughout 2011, work continued apace on completing the submission to ICOMOS for World Heritage Site status for the Anglo-Saxon monasteries of St Peter’s Wearmouth and St Paul’s Jarrow. The County Archaeologist contributed by leading the task group (on behalf of the Conservation Working Party) to commission and supervise a geotechnical survey across the ground to the south of St Peter’s Church, to investigate the topographical relationship between the Saxon monastery and the river frontage. Previous archaeological work on the river bank has shown that the topography has been transformed since the Middle Ages by the repeated dumping of ballast on the shore, mainly by Newcastle colliers on the return journey from ports in southern England or on the Continent. In later periods, the ground above the ballast has been severely damaged by the construction and demolition of shipbuilding yards of the river front. Conventional archaeological excavation cannot be used in this kind of topography.

The aim of the survey was to provide an assessment of the archaeological potential of the landscape. This will provide
the only opportunity of attempting to reconstruct the past landscape context of the monastery, as part of the justification for the World Heritage Site submission, specifically, justifying the boundaries put forward in the Nomination Document. A secondary objective was to assist the landowner, the University of Sunderland, in characterising the archaeological potential of the University Estate. This area will be the subject of development proposals in the future.

11 boreholes were drilled through the overlying modern levels, and into the ballast. Core and bulk disaggregated samples were examined for environmental remains, dating evidence and finds. The results were used to create a deposit model of the original topography of the site, which was supplemented by borehole data held by the British Geological Survey. The model shows that the monastery stood on a low promontory that projected out of the hillside, towards the river. It would have made the building much more prominent and given the monastery a commanding view across the Wear estuary. The shoreline in the Saxon period lay closer to the church than it does today. A low Limestone cliff defined the edge of the river just upstream and to the south east of the monastery. As the sea-level in Saxon times was slightly higher than today, at high-water, the river probably washed against the cliffs on which the church stood. A rocky or pebble beach ran along the foot of the cliff and was almost certainly used as a landing ground for ships coming to and from the monastery. An excellent report has been submitted, as part of the site documentation, by the geo-technical team of Museum of London Archaeology, who did the work.

**Humbledon Hill**

The gently rolling limestone hills south of Sunderland were very attractive to early settlers and a number of important archaeological sites have been recorded in this area. Geophysical survey by Durham University of the fields at the foot of Humbledon Hill reservoir revealed a pattern of ditches which were explored with trial excavation in 2006 by TWM Archaeology. In 2007 North Pennines Archaeology uncovered a long sequence of occupation on the hill. The earliest enclosure was a wooden palisade of late Bronze Age date (900-700 BC), which surrounded the hill-top. The summit of the hill was already a sacred location for the early farming communities in this area, having hade two burial mounds built there in the early Bronze Age (c1,800 -1,200 BC). The timber palisade was replaced by a ditch and bank rampart of late Bronze Age or Early Iron Age date. Although damaged by later ploughing, the earthen bank survived in places, preserving the prehistoric ground surface of the time the monument was built. Defended sites may have protected the settlements of important tribal leaders, or acted as communal gathering places and locations for religious ceremonies.

The importance of the site has been recognized by English Heritage, and, at the request of the Specialist Conservation Team, has been protected by being given Scheduled Ancient Monument status. This will ensure that the significance of the site is preserved in perpetuity, for the benefit of future generations.
Tyne & Wear Historic Landscape Characterisation

Over the past year, the Specialist Conservation Team has been in discussion with English Heritage and the Archaeology Department in the University of Newcastle to start a new research and mapping project to investigate the landscape of the five districts of Tyne & Wear. Landscape Characterisation is the term used for the process of describing a place in terms of the history of the landscape, using maps, documentary sources and information from the Tyne and Wear Historic Environment Record.

In such a heavily-built-up county, the impact of successive phases of industrial exploitation will form a major theme in the project, coal was an important commodity from the 12th century, and by the time that the Dissolution of the Monasteries brought the coal reserves into Royal hands in the 1530s, was the region's main export. The growth of many of the settlements across the Northern coalfield reflects the development of the industry, and how successive waves of industrial innovation – iron & steel, shipbuilding, glass-making and the chemical industry – were able to flourish during the Industrial Revolution. By contrast, parts of the rural fringes of the County still display a pattern of land-holding dating back to the Middle Ages.

The project forms part of a national programme to create digital maps across the region which will inform both long-term spatial planning policy and will be of value to development management town planners in assess the impact of major infra-structure and green energy schemes.

It is hoped that the project will raise awareness of the historic time-depth of the landscape and be available through the increasingly web-based heritage records created and disseminated by the Specialist Conservation Team.

Further information on the project, which will run between April 2012 and March 2014 can be obtained from the Project Officer, Sarah Collins, School of History, Classics and Archaeology, University of Newcastle NE1 7RU; sarah.collins@ncl.ac.uk.

Tyne & Wear Heritage Open Days

The Heritage Open Days (HODs) event celebrates England's fantastic architecture and culture by offering free access to properties that are usually closed to the public or normally charge for admission. It is a once-a-year chance to discover hidden architectural treasures and enjoy a wide range of tours, events and activities which bring local history to life!

Nationally, HODs is co-ordinated by The Heritage Open Days National Partnership, a consortium made up of the National Trust, Civic Voice and The
The first castle at Newcastle

Heritage Alliance, and funded by English Heritage. In Tyne and Wear, the event is co-ordinated by the Councils of Newcastle upon Tyne, Gateshead, North Tyneside, South Tyneside and Sunderland, in association with Buttress – Tyne and Wear Building Preservation Trust the Newcastle Association of City Guides, Tyne and Wear Archives and Museums, NGI, NE1, Sunderland Heritage Forum and volunteers and this year was supported by the five Tyne and Wear Councils, Newcastle City Council Arts & Culture and Primary Times Magazine.

Last year, throughout England, there were a record 4,421 buildings and sites open, which were co-ordinated by 1,458 organisers and involved over 47,000 local volunteers and participants. From the information submitted, it is estimated that approximately 1.7 million visitors took part in the event.

The 2011 event in Tyne and Wear (its 10th year) involved 211 properties, tours and events which generated a record 52,759 visits. Tyne and Wear was number one in the list of top five organizers and described as a ‘Regional Powerhouse’ in the HODs event!

Digging Deeper. The origins of Newcastle and Gateshead

The last twenty years have seen a significant increase in the pace and character of development on Tyneside, followed by a prolonged period of slowdown. Following the economic cycle, the pattern of archaeological activity has resulted in a wealth of new information on the early history of Newcastle and Gateshead, and the recession at least provides an opportunity to place the new evidence into a coherent story of the origins and development of the two towns on either side of the river crossing.

The SCT has drawn much of this new information together into a popular publication, illustrated by a series of new artistic reconstructions, in addition to the colour plates of finds and excavations. It is the first general account of the archaeology of Tyneside to be published in 30 years.

Digging Deeper – the archaeology of hidden Tyneside revealed – is published by Tyne Bridge Publications, and is written by the County Archaeologist and a post-graduate researcher from Durham University, Zoe McCauley. A more detailed
account of the archaeology of Newcastle, called “The Eye of the North” is in process of publication by English Heritage and Oxbow Books.

Bottle Bank Roman settlement
Gateshead

Historic Environment Record

English Heritage HER Audit Review

In 2011 the Quinquennial HER Audit Review for Tyne and Wear was approved by Information Standards and Partnerships English Heritage. The purpose of the HER audit is to ensure that the database meets national benchmarks set by English Heritage, national content standards set out in MIDAS and conformity with INSCRIPTION wordlists and thesauri. These measures ensure that the HER is consistent and will generate accurate information for a query set by HER users such as researchers.

To ensure terminological standardisation, the Tyne and Wear HER employs a suite of English Heritage thesauri including Monuments, Archaeological Event Types, Defence of Britain, Evidence, Building Materials, Maritime Craft Types and the Museums Documentation Association’s thesaurus of Archaeological Object Types. This means that the same terms can be used to search any HER in the country.

The Tyne and Wear HER has now produced a prioritised Forward Plan providing a greater level detail regarding its objectives and prefaced by a mission statement. English Heritage emphasised the importance of the Forward Plan in integrating the HER service within the forward strategies of its host authorities.

It was accepted that the Recording Manual in its present form was fit for purpose. However, it was recommended that the document was periodically reviewed in order to ensure that it provided both an adequate guide to new staff and volunteers and also a source of reference to the development of recording practice. The Tyne and Wear HER now has a compendium of documents which set out how the HER is managed, maintained and enhanced: a Disaster Recovery Plan, Information Services Policy, Recording Policy, Information Content, Strategic Plan and Mission Statement.

It was suggested that web access, both through ‘Sitelines’ and the Heritage Gateway, now provided the most significant public interface with the record.

Sitelines is the online version of the HER www.twsitelines.info
As such monitoring user satisfaction and gathering comment and suggestions within this sphere should now be viewed as an important aspect of HER outreach.

Newcastle’s Heritage Officer, Ben Smith, has taken responsibility, with support from IT, for maintaining and enhancing the ‘Sitelines’ on-line HER, ensuring it is kept up to date and for moving it from Newcastle University’s server to the City Council’s.

From 21 November 2010 – 18 January 2011 there were 1347 unique visitors to Sitelines making a total of 1652 visits. On average a user visits three pages per visit and spends on average 2 mins 45 secs on the site. The total pageviews for the reporting period was 5416 pages viewed.

English Heritage enquired as to progress in implementing the E Government Metadata Standard. This is something that will be addressed in the near future.

It was recommended that backlog items newly identified during the revisit should be combined with those still outstanding from the initial (2006) audit. These should then be prioritised and their processing included within the revised Action Plan.

The audit also discussed the HER data model, backup procedures, database stability and budgetary provision.

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**New home for the HER**

In June 2011 the archaeology service moved from its long-term base at Jesmond Old Cemetery to Newcastle Civic Centre. This was primarily to improve staff health and safety. The chapel is in relatively poor repair and has inadequate heating and is in an isolated location which potentially put the two archaeologists at risk. The City Council’s lone worker policy is difficult to implement from this location. However there were other benefits for the move. The HER now sits within the planning department, meaning that it will be easier for officers to use the resource. There are improved links with both buildings and natural environment conservation officers. The central location is a benefit for visitors. Disabled access is ensured. Visitor facilities remain the same: formal opening hours (9am until 5pm), office access arrangements (by appointment), desk space for up to 4 visitors, PC, scanner and photocopier. Appointments can be made with Jennifer Morrison 0191 2116218.

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Old Newcastle sites recorded in the HER

Civic Centre, new home of the HER
Shipwrecks at the mouth of Tyne by Claire MacRae after Ron Young 2001

Shipwrecks

Claire MacRae from The Archaeological Practice has added over a thousand shipwrecks into the HER since last year’s Annual Report, which is a staggering achievement. A decision was taken only to add named shipwrecks as most enquiries relate to specific ships. There are records of many more shipwrecks of unnamed vessels in local historic newspapers. Most of the shipwreck information has been provided by the National Monument Record. Other invaluable sources include Richard and Bridget Larn’s 1997 Shipwreck Index, historic newspapers (such as Newcastle Courant, Durham County Advertiser, Newcastle Adviser, Newcastle Chronicle, Sunderland Daily Shipping News and Tyne Mercury), Lloyd’s 1969 List (insurance claims resulting from shipwrecks), the Hydrographic Office’s United Kingdom shipwreck index,

The local lifeboat (Constance) could not reach the Stanley due to the high seas and 32 people were lost, despite being within yards of spectators on the beach. After this event the Tynemouth Volunteer Life Brigade was formed, the oldest organisation of its kind in the world. The Brigade was a body of men trained in the use of the Breeches Buoy to assist HM Coastguard in the recovery of life from stricken ships. TVLB can rightly claim to be the foundation of today’s Auxiliary Coastguard Service, recently renamed the Coastguard Rescue Service. The Tynemouth Watch House Museum displays artefacts, pictures and relics from old shipwrecks chronicling the history of lifesaving on our coastline since 1864. The team is very grateful to Chris Lambert, TVLB’s historian for information for the shipwreck enhancement project. www.tvlb.org

Bell of the Stanley Tynemouth Watch House Museum

One of the most significant shipwrecks off the Tyne and Wear coast was that of the steamship **Stanley** on 24 November 1864. She was built in 1858 at West Hartlepool and was owned by the Steam Navigation Company. The Stanley was sailing from London to Aberdeen but sank having hit Black Middens rocks at Tynemouth in a violent storm that also sank the Friendship, Ardwell and the Escort.

‘Chaldron Cake’ baked by Alan Williams to mark the launch of Les Turnbull’s publication on waggonways

**Waggonways north of the River Tyne**

Alan Williams, archaeologist, has plotted 114 colliery waggonways in Newcastle and North Tyneside for inclusion in the HER. Land transport of coal before the 17th century was restricted to packhorses or a limited variety of wheeled road vehicles. Cowps were two wheeled carts

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**Bell of the Stanley Tynemouth Watch House Museum**

**Waggonways north of the River Tyne**
TYNER WAGGONWAY AT DUNLOP TYRES, WASHINGTON

Pulled by one horse and could carry around a ton of coal. Wains were larger four wheeled carts driven by two horses and two oxen and could move twice as much coal (17 ½ hundredweight). But these methods were slow. Waggonways probably came to the North East at the beginning of the 17th century with Huntingdon Beaumont who moved to South-East Northumberland from the Midlands to exploit the London market for coal. He bought leases for collieries in Bebside and Cowpen in 1605. He purchased wooden rails and wagons, undoubtedly to construct a waggonway like that he had built at Strelley. A wagon on rails could move six times more coal for an equivalent horsepower than by any other means. Wagons ran along levelled rails and exploited gravity for downhill runs. Coal was carried to the river from the Benwell collieries by waggonway by the 1630s. A waggonway linking the Yard Seam at Whitley Park to the harbour at Cullercoats was in use by the 1670s and was drawn in the 1800s by Matthias Dunn.

The coal was used for heating salt pans at Cullercoats and some was exported by sea. Most 18th century pits would have been served by waggonways but they are often not depicted on plans. However 1760s maps of Throckley prepared for the Duke of Northumberland show both pits and waggonways as does a 1770 plan of Newbiggin, which shows the Earl of Carlisle’s Hollywell Reins Colliery and the Brunton, Anne, Unity, Liberty and John pits. Some waggonway routes lasted for centuries. The Killingworth Moor Waggonway was the predecessor of the famous Killingworth Waggonway (where George Stephenson developed his steam locomotive Blucher). Bigges Main Waggonway became part of the Kenton and Coxlodge Waggonway. The use of waggonways allowed the horizontal extent of the workable coalfield to increase. The introduction of more effective steam-pumping technologies allowed a vertical expansion to seams which had previously been too wet and deep to sink or work.
Winning coal of depths over 100 fathoms had become commonplace by the later 18th century. Deep workings required strong ventilation to flush out gas pockets and so convection currents were generated by a furnace in the upcast shaft which created a partial vacuum and sucked air into the mine through the downcast shaft. Fresh air was channelled through the workings by a series of trap doors. Underground waggonways like Spital Tongues Waggonway of 1842 (which ran through the Victoria Tunnel) and Kitty’s Drift Waggonway (late 1700s to 1808) developed in the deeper mines. Alan Williams is grateful for the help of historian and author Les Turnbull and Jennifer Kelly, librarian for The North of England Institute of Mining and Mechanical Engineers during this project. Alan has already produced a report on the waggonways of Gateshead. He is presently working on a project on Sunderland and South Tyneside, which will complete the coverage of waggonways in the HER.

South Tynside Local List

In November 2011 Supplementary Planning Document 21: Locally Significant Heritage Assets was adopted. The Archaeology Officer has been working hard to add the buildings, structures and open spaces listed in this document into the HER. SPD 21 states that ‘the historic environment is not just about listed buildings or conservation areas, although these are undeniably of vital importance and contribute significantly to the unique character of our area. It is however the larger number of non-designated heritage assets that reinforce local distinctiveness and a sense of place’. The Local List will be used to encourage the consideration of the non-designated heritage assets when relevant development proposals are submitted. It reinforces efforts to conserve the character and appearance of these assets. There are 79 locally listed assets in South Shields, 33 in Jarrow and Hebburn, 34 in the Boldons, 18 in Cleadon and 30 in Whitburn.

Airplane crash sites

During the 2006 HER Audit, English Heritage advised that aircraft crash sites should be added to the HER. The records of 6 crash sites have been found. In 1942 a German Junkers Ju88 was shot down and crashed off Sunderland. Another German Junkers bomber was shot down 2 miles SE of Tynemouth in 1941. It was on a bombing raid from Amsterdam to the north-east of England. An RAF Lancaster crash landed a third of the way to the target with 15 of the crew surviving.
a mile off Sunderland pier. Air-sea rescue saved 5 of the 8 crewmen. The plane had taken part in a 1000 bomber raid on northern Germany. A Polish destroyer took the Plane in tow, to attempt to get her to Blyth, but she quickly sank. This aircraft is an extant wreck which can be dived. In 1940 a British Handley Page Hampden bomber was abandoned near St. Mary’s Lighthouse. In 1943 a German Dornier bomber was shot down in flames off Cullercoats while on a bombing raid on Hartlepool. On 10th February 1942 a single fighter Hawker Hurricane MK1 crashed into an orchard opposite High Marley Hill radio mast due to bad weather. Information was sought from the National Monument’s Record, Winston Ramsey’s 1990 book ‘The Blitz, Then and Now’, Peter Collings’ 1991 ‘New Divers Guide’, Derek Walton’s 1999 ‘Northumberland Aviation Diary’ and Bill Norman’s 2002 book, ‘Broken Eagles 2: Luftwaffe Losses over Northumberland and Durham’. English Heritage’s 2002 ‘Military Aircraft Crash Sites – archaeological guidance on their significance and future management’ explains that crash sites are ‘a tangible reminder of the extent of air activity over and around the UK during World War II; a series of battles and raids which are gradually fading from living memory.

Crash sites also often provide a focus for commemoration and remembrance (lives were lost at some of the crash sites in Tyne and Wear). Crash sites provide a unique archive of military aircraft. English Heritage carried out a survey of aircraft crash sites in consultation with the Ministry of Defence. All crashed British aircraft in the UK or in its coastal waters are deemed Crown property. Luftwaffe crash sites are considered captured property surrendered to the Crown. Under the 1986 Protection of Military Remains Act, a licence is required for the excavation of a military aircraft. Licences will be refused where there is a chance of disturbing live ordnance or human remains.

Coastal access

In 2011 HER information was supplied to Natural England for the Seaton Carew to South Bents coastal access route, which takes in Sunderland district. Natural England is aiming to align a coastal access route ‘that people can enjoy with confidence and certainty’. The Marine and Coastal Access Act of 2009 aimed to bring the route forward. The ambition is to deliver a new right of public access over 40% of the coast with
ten years. At the moment, 70% of the English coast has some form of access but this is fragmented by areas with no path, preventing long walks. Natural England needed to know where there are opportunities to visit and interpret heritage assets along the route, and where there are heritage constraints which needed to be avoided. Natural England required details of designated and non-designated heritage assets along the route to be entered into a pro forma table. Each entry was scored with regard to sensitivity to access. A red score meant that access on foot at any level would cause unacceptable damage to the asset (such as unstable features which are susceptible to footfall erosion, features on soft sand or soil or poorly vegetated). An amber score meant that access on foot may damage the asset, mitigation or access management may be required. A green score meant that access on foot was unlikely to cause any damage (such as concrete defence sites, well vegetated sites in grassland and buried remains). HER officers were asked to provide information on access potential of each feature, the condition or vulnerability of the feature and management recommendations. The study area took in several Conservation Areas, medieval villages, historic parks, listed buildings, railways, industrial and maritime sites (like lifeboat houses, beacons, batteries, lighthouses, defence sites) and findspots.

Natural England’s Report to the Secretary of State was published in 2012.
Facts & Figures

Budget

The budgeted net cost of the service in the financial year 2011-2012 was £183,798. This figure was divided between the five contributing authorities in the following way.

Archaeological Consultation Figures

The total number of planning applications, pre-application enquiries and utility schemes checked in 2011/12 was 915. This is higher than last year’s figure of 841.

Recommendations:

Gateshead
- Total checked 223
- Building Recording 30
- Desk Based Assessments 19
- Evaluations 16
- Fieldwalking 1
- Geophysics 4
- Watching Briefs 23

Newcastle
- Total checked 219
- Building Recording 22
- Desk Based Assessments 19
- Evaluations 18
- Full Excavation 1
- Watching Briefs 38

North Tyneside
- Total checked 255
- Building Recording 22
- Desk Based Assessments 17
- Evaluations 27
- Full Excavation 2
- Fieldwalking 8
- Geophysics 9
- Watching Briefs 10

South Tyneside
- Total checked 59
- Building Recording 3
- Desk Based Assessments 5
- Evaluations 1
- Watching Briefs 4

Sunderland
- Total checked 159
- Building Recording 20
- Desk Based Assessments 16
- Evaluations 20
- Full Excavation 3
- Fieldwalking 2
- Geophysics 6
- Watching Briefs 11

Distribution of Work

The distribution of work-time carried out by the Specialist Conservation Team within the five Districts in 2011/12 was

- Newcastle 46.00%
- Gateshead 15.00%
- North Tyneside 16.00%
- South Tyneside 12.00%
- Sunderland 11.00%

The general aim is to maintain an equilibrium between the financial input of the Districts and the distribution of the team’s work. There are inevitably some fluctuations from year to year. Where necessary the team takes steps together with the staff of the Districts on workload items to ensure that a reasonable overall balance is maintained. Averaged out over the last ten years, for example the distribution of work is

- Newcastle 49.5%
- Gateshead 12.6%
- North Tyneside 13.3%
- South Tyneside 12.3%
- Sunderland 12.3%
These figures include 89 consultations from Northumbrian Water, 15 from NEDL (now Northern Power Grid), 1 Farm Environmental Plan for Higher Level Stewardship and 233 pre-application enquiries (56 from planning consultancies, agents or developers and 177 formal pre-application enquiries from the five district planning authorities.

**Historic Buildings Consultation Figures**

In the year 2011/12 the Specialist Conservation Team dealt with approximately 250 consultations on listed buildings and unlisted buildings in Conservation Areas across the County. In Newcastle the Historic Buildings Officer was asked to look at 62 applications relating to Grade I and II* buildings - and considered different buildings and structures - many of which included applications for different aspects of development. Consultations from across the 5 districts have included not only alterations and conversions to listed buildings, but also to other buildings within Conservation Areas and proposals for new build in areas of architectural sensitivity.

**Representation**

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

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**Description of pictures**

- **Blue glass bead in same coffin** © Durham University
- **Roman coin from reign of Hadrian**
- **Whitby jet pin found in Roman coffin, Clavering Place. © Durham University**
- **Bronze age bowl found in Jesmond in 1828. © TWM**
The County 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 County Archaeologist and Archaeology Officer are involved in

- Association of Local Government Archaeology Officers 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
- North-East Maritime Archaeology Forum
- River Tyne North Bank Heritage and Culture Subgroup

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

Heritage Events and Talks

Team members have taken part in a range of specific heritage based events over the course of the year, including

- Tyne and Wear Heritage Open Days 2011
- Events to mark the 150th anniversary of the death of Richard Grainger

Team Members have also given a range of talks to local groups and professional organisations about aspects of the heritage of Tyne and Wear, including:

Lecturing to

- Newcastle University Archaeology Course
- World Heritage Site Management Group regarding Hadrian’s Wall
- The Tyne –Forth Research Group on Querns in North-East England
- Hadrian’s Wall Management Group regarding Hadrian’s Wall
- School of Historical Studies, University of Newcastle re. Planning & Archaeology
- International Centre for Cultural and Heritage Studies on Maritime Archaeology
- At the Literary & Philosophical society, launching the book ‘Digging Deeper’
- Yorkshire Archaeological Society discussing recent research
- North Shields Rotary Club
Targets Set and Met in 2011/12

Much of the workload of the team in 2011/12 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.

- Continued to provide a high quality, prompt and efficient development control consultation response service to the five Councils
- Submitted the Archaeological Assessment of Newcastle to English Heritage.
- Completed the publication of “Digging Deeper - new light on the origins of Newcastle and Gateshead”
- Continued involvement in Wearmouth/Jarrow World Heritage Site bid.
- Assisted Sunderland City Council and the Bowes Railway Company in managing the site
- Continued involvement in major historic buildings, parks and areas e.g. Theatre Royal, Tynemouth Station
- Supported Tyne and Wear Heritage Open Days 2011 in co-operation with the five Tyne & Wear Councils.
- Completed the English Heritage Quinquennial HER Audit Review
- Began the enhancement of sporting sites on to the HER
- Added waggonways on north bank of River Tyne to the HER
- Continued the incorporation of maritime sites – shipwrecks – on to the HER.
- Begun the Tyne and Wear Historic Landscape Characterisation project with University of Newcastle
- Undertaken the works identified in the Planned Maintenance Programme for Scheduled Monuments, Memorials and Public Monuments in Newcastle
- Undertaken the restoration of the Stephenson Monument
- Involvement in the implementation of Old Newcastle Heritage Lottery Fund project.
- Taken part in the commemorations for the 150th anniversary of Richard Grainger’s death
- Inputted in to development of Local Development Frameworks

Tombstone of Regina found at South Shields © TWM Archaeology
Targets for 2012/13

- Continue to provide a high quality, prompt and efficient development control consultation response service to the five Councils
- Support and assist the Heritage Lottery funded Old Newcastle Project in the delivery of its objectives
- Input into the development of LDF Core strategies, Area Action Plans and Development Management policies
- Help Authorities working with the historic environment elements of new National Planning Policy Framework
- Undertake the works identified in the Planned Maintenance Programme for Scheduled Monuments, Memorials and Public Monuments in Newcastle
- Complete the restoration and lighting of Newcastle's Stephenson Monument
- Involvement in Tyne and Wear Heritage Open Day 2012 with the five partner Councils
- Support and assist Sunderland Council and the Bowes Railway Company in achieving the completion of the Waggon Shop project
- Develop the Research programme for the candidate world heritage site at Jarrow Wearmouth
- Take forward, with the University of Newcastle, the Tyne and Wear Historic Landscape Characterisation project
- Organise the second phase of community base archaeology work within North Tyneside’s Northumberland Park Heritage Lottery Fund project
- Assist Tyne and Wear Museums in the delivery of its Hadrian’s Wall based Community Archaeology Project
- Input in to proposals for some of the area’s most significant historic sites and buildings, for example, the Literary and Philosophical Society, Newcastle Central Station, Newcastle Civic Centre, North Shields Old Low Light
- Complete enhancement of sporting sites onto Historic Environment Record (HER)
- Enhance the HER by adding waggonways in Sunderland and South Tyneside
- Add nonconformist chapels in Newcastle and North Tyneside to the HER

Statue of Antenociticus from temple, Benwell. © TWM

Cutaway drawing of Newcastle Keep by Geoff Laws
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To talk to individual local authorities about conservation matters contact:

Gateshead MBC:
Development and Enterprise Group, Civic Centre, Regent Street, Gateshead, NE8 1HH, through Clare Lacy, Senior Planner - Conservation.
0191 433 3510

North Tyneside Council:
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:
Housing, Planning and Transportation, Environment and Regeneration Directorate, Civic Centre, Newcastle upon Tyne, NE1 8PH, through Fiona Cullen, Senior Heritage Officer.
0191 277 7192

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

City of Sunderland:
Office of the Deputy Chief Executive, Civic Centre, Burdon Road, Sunderland, SR2 7DN, through, Principal Heritage Protection officer, Mark Taylor.
0191 5611515
