ARCHAEOLOGICAL DESK-BASED ASSESSMENT: WHITEHOUSE LANE PLAYING FIELDS, WREKENTON, GATESHEAD, TYNE AND WEAR

PRE-CONSTRUCT ARCHAEOLOGY

Archaeological Desk-Based Assessment: Whitehouse Lane Playing Fields, Wrekenton, Gateshead, Tyne and Wear

Central National Grid Reference: NZ 2720 5870

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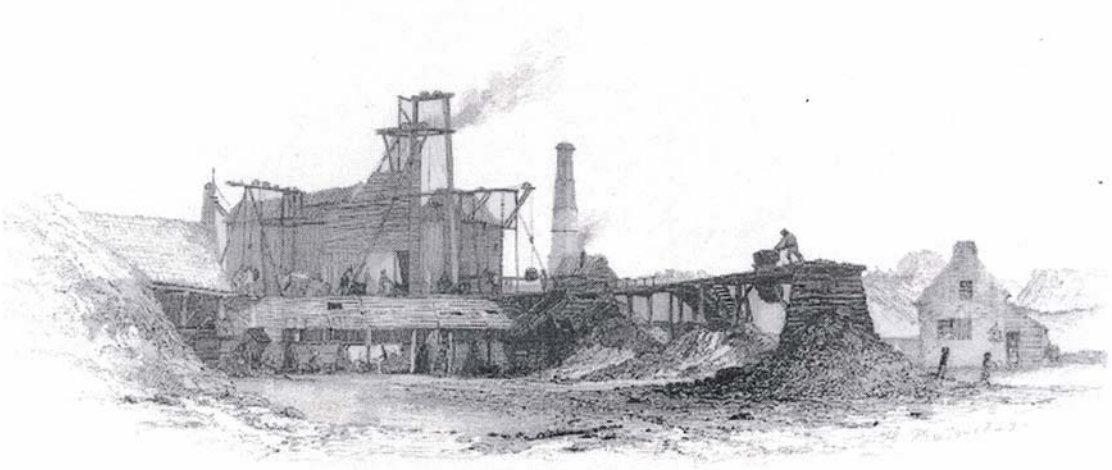

The Isabella Pit, Ellison Main.

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1. NON-TECHNICAL SUMMARY

1.1 This archaeological desk-based assessment has been commissioned by Cundall Johnston and Partners, Consulting Engineers, as part of a planning application process to Gateshead Metropolitan Borough Council (GMBC), in respect of a proposed development of a playing field at Whitehouse Lane, Wrekenton, Gateshead, Tyne and Wear.

1.2 The desk-based assessment was researched by Robin Taylor-Wilson and written in March 2004 by Jennifer Proctor and Julie Parker of Pre-Construct Archaeology.

1.3 The study site is located *c.* 4km south-east of Gateshead town centre and *c*. 3km east of the Team Valley. The central National Grid Reference for the proposed development is NZ 2720 5870.

1.4 The study site occupies a trapezoidal area of land, minus a rectangular parcel of land in the south-western corner, covering *c*. 8.2ha. It is bounded by Whitehouse Lane to the north and Harebell Road to the east. The southern boundary of the site is delimited by a footpath located in a cutting, which follows the line of the former Team Colliery Waggonway. The south-western corner of the site is bounded by a row of housing. The site is bounded to the west by Old Durham Road (B1296), which follows the line of the Roman road running from the River Tyne to Chester-le-Street.

1.5 The site is currently in use as playing fields off Whitehouse Lane.

1.6 The archaeological potential for prehistoric remains at the study site is considered **low** to **moderate**. The potential for Roman remains is considered **moderate** to **high.** The potential for Anglo-Saxon and medieval remains is considered **low**. The potential for post-medieval remains is considered **high**.

1.7 A further stage of archaeological investigation, comprising site evaluation, would be required in order to determine the extent, nature, date and degree of preservation of any archaeological remains at the study site.

2. INTRODUCTION

2.1 General

2.1.1 This archaeological desk-based assessment (DBA) has been commissioned by Cundall Johnston and Partners, Consulting Engineers (CJP), in advance of a proposed development of playing fields at Whitehouse Lane, Wrekenton, Gateshead, Tyne and Wear. The site is to be developed as St. Edmund Campion School.

2.1.2 The proposed development area ('the study site'), covers *c.* 8.2ha and is located *c*. 4km south-east of Gateshead town centre and *c*. 3km east of the Team Valley (Figure 1).

2.1.3 The site lies immediately to the east of Old Durham Road, which follows the alignment of a known Roman road. The central part of the site was occupied by Sheriff Hill Colliery, which was in operation by the 1780's, and its transport system, which developed throughout the 18th and 19th centuries. There is also evidence for extensive post-medieval quarrying activity in the western portion of the site.

2.1.4 A desk-based assessment has been requested by the Tyne and Wear Archaeology Officer to assess the likelihood of archaeological deposits surviving at the site and to assess the impact on those deposits by construction work associated with the proposed development. There may be a requirement for a further stage of archaeological work in light of the findings of the DBA.

2.1.4 The DBA has been carried out in accordance with a specification prepared by Newcastle City Council (NCC)[1] and was researched by Robin Taylor-Wilson and written in March 2004 by Jennifer Proctor and Julie Parker of Pre-Construct Archaeology (PCA).

2.1.5 The DBA was completed following a visit to the site and an examination of documentary, photographic and cartographic sources in order to ascertain the archaeological and historical background of the application area, and to assess the potential for survival of archaeological deposits.

2.2 Site Location and Description

2.2.1 The study site is located *c*. 4km south-east of Gateshead town centre, immediately east of Old Durham Road (B1296) and *c*. 3km east of Team Valley. The central National Grid Reference for the study site is NZ 2720 5870 (Figure 1).

2.2.2 The study site is bounded to the north by Whitehouse Lane, to the east by Harebell Road, to the south by a footpath, which follows the alignment of the former Team Colliery Waggonway, and to the west by Old Durham Road. In the south-west corner there is a row of housing, not included within the area of proposed redevelopment.

[1] Newcastle City Council, 2004.

2.2.3 The study site occupies a trapezoidal area of land, apart from a small rectangular portion in the south-western corner occupied by a row of houses, which is not included within the development area. The site covers *c.* 8.2 hectares with maximum dimensions of *c.* 330m NW-SE and *c.* 295m NE-SW. The site is currently a level area of land, in use as playing fields. The western edge of the site is at the same level as Old Durham Road, with the eastern boundary 2-3m higher than Harebell Road (Plates 1-4 and 6). A low-lying footpath, skirting the southern boundary, follows the line of the former Team Colliery Waggonway (Plate 5).

2.2.4 Plates 1-6 show the main elements of the study site at the time of the compilation of the DBA in March 2004.

2.3 Planning Background

2.3.1 This DBA of the archaeological potential of the site has been commissioned by CJP. The need for early consultation in the planning process in order to determine the impact of development schemes upon the archaeological resource is identified in '*Planning Policy Guidance Note 16: 'Archaeology and Planning' (PPG 16)'*.[2]

2.3.2 The County Historic Environment Record (HER, formerly known as the SMR) indicates that the study site was occupied by the Sheriff Hill Colliery, with its waggonway, and two small quarries, all dating from the 18th and 19th centuries. Earlier archaeological features in the immediate environs of the site comprise a small assemblage of Mesolithic flints, recovered as a chance find, and at least two Roman roads, along with a possible Roman fort. The area around the study site was noted for mining and quarrying activity during the 18th and 19th centuries.

2.3.3 Because of this archaeological interest, one of the conditions that will be applied to the planning application will be a consideration of the archaeological potential of the site. A DBA is often used, as in this case, to form a baseline consideration of the archaeological potential of a particular site or development area. The compilation of such an assessment facilitates an appraisal of the impact of a proposed development on the potential archaeological resource.

2.3.4 The Tyne and Wear Archaeology Officer, attached to NCC, has responsibility for monitoring planning applications throughout Tyne and Wear, including those submitted to Gateshead Metropolitan Borough Council (GMBC), and identifying instances that require archaeological mitigation. This DBA was compiled in accordance with a specification prepared by the Tyne and Wear Archaeology Officer.

2.3.5 It is acknowledged that the HER may be under-researched and there could well be archaeological remains of note within any development area. Measures to mitigate the impact of the proposed development upon the archaeological resource are usually formulated through discussion between developers and NCC following the assessment. It may be necessary, therefore, to carry out an archaeological field evaluation of the site.

[2] Department of the Environment, 1990.

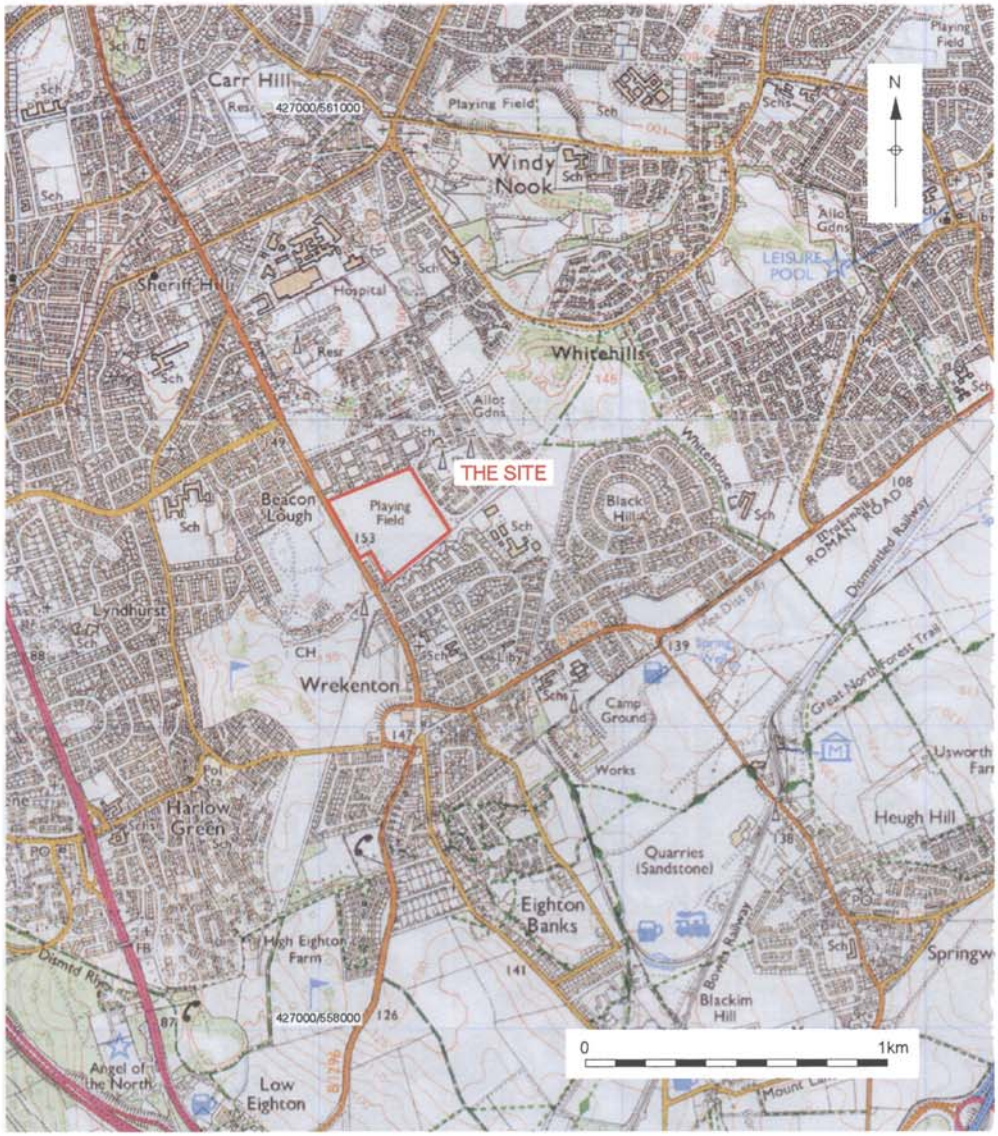
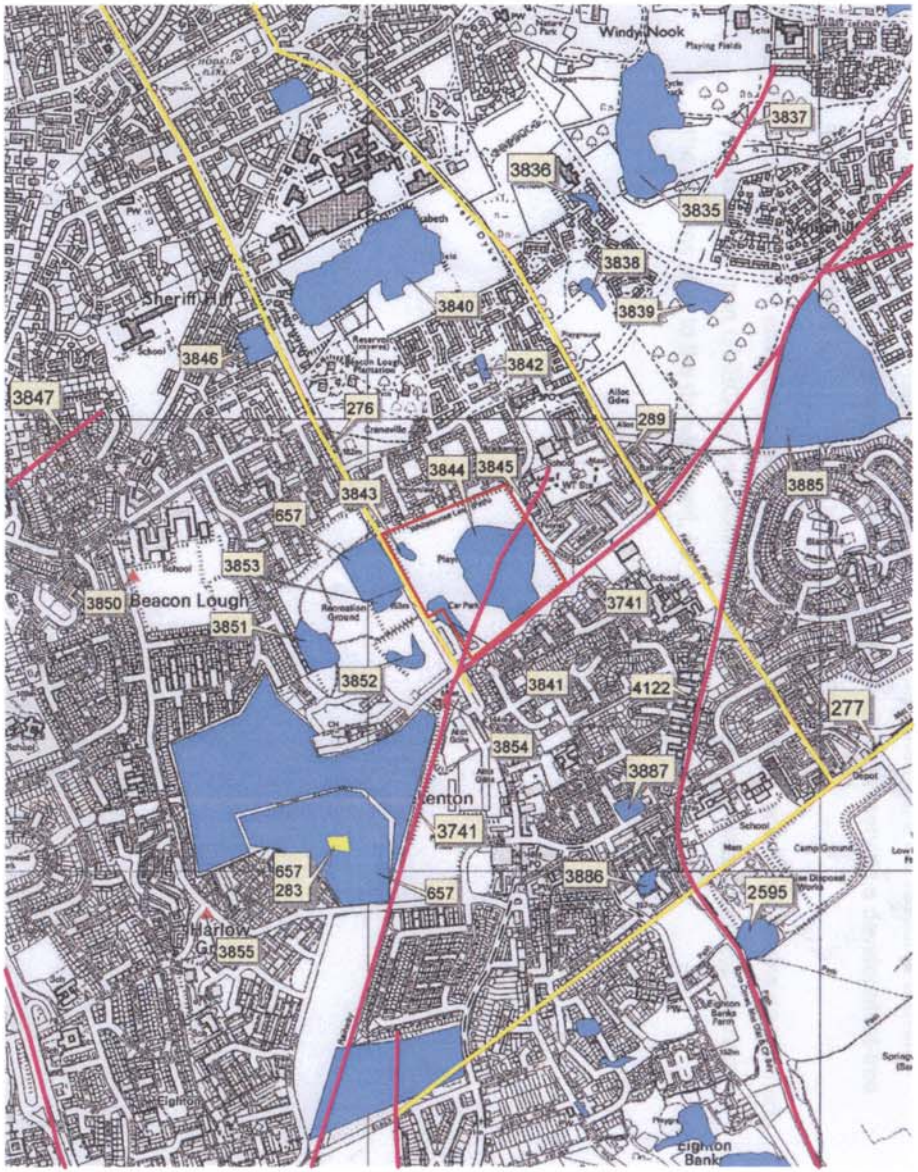


Figure 1. Site location
Scale 1:25,000



SMR No.	Grid Ref.	Description
276	2527 6353 - 2731 5390	Road, Roman
277	2706 5845 - 3525 6480	Road, Roman (Wrekendyke)
283	2690 5905	Fort, Roman
289	2616 6167 - 2800 5919	Road, period undetermined
657	2700 5960	Flints, Mesolithic
2595	2786 5885	Quarry, 19th c.
3741	2344 6216 - 2791 6016	Waggonway, 19th c.
3835	2761 6064	Quarry, 19th c.
3836	2748 6048	Quarry, 19th c.
3837	2777 6054 - 2789 6077	Inclined plane, 19th c.
3838	2750 6028	Quarry, 19th c.
3839	2773 6027	Quarry, 19th c.
3840	2700 6033	Quarry, 19th c.
3841	2717 5957	Quarry, 19th c.
3842	2725 6011	Quarry, 19th c.
3843	2708 5970	Quarry, 19th c.
3844	2729 5967	Colliery, 18th c.
3845	2719 5944 - 2740 5988	Waggonway, 18th c.
3846	2675 6016	Colliery, 19th c.
3847	2620 5985 - 2640 6001	Waggonway, 19th c.
3850	2647 5965	Coal workings, 19th c.
3851	2688 5949	Quarry, 19th c.
3852	2708 5947	Quarry, 19th c.
3853	2703 5960	Quarry, 19th c.
3854	2717 5938	Engine, 19th c.
3855	2664 5890	Colliery, 19th c.
3885	2801 6007	Quarry, 19th c.
3886	2761 5897	Quarry, 19th c.
3887	2758 5914	Colliery, 19th c.
4122	2685 5500 - 2791 6016	Waggonway, 19th c.

Roman and putative Roman features

Colliery transport

Colliery and Quarry sites

Figure 2. HER entries

3. AIMS AND OBJECTIVES

3.1 The broad aims of the DBA are:

- to identify the impact of the proposed development upon the historic environment;
- to identify parts of the study site for which further archaeological work may be appropriate;
- to assist in the formulation of recommendations for any further archaeological work considered necessary to inform the planning decision.

3.2 The results of the DBA will be used to make an informed decision on the necessity, or otherwise, for an archaeological mitigation strategy in relation to the proposed development.

3.3 Where there is potential for important remains on a site, which may merit preservation *in situ*, then the results of an archaeological field evaluation will, if feasible, be required prior to the determination of a planning application. Forms of archaeological field evaluation include surface artefact collection ('field walking'), geophysical survey and trial trenching/test pitting.

3.4 Where field evaluation reveals important archaeological remains, their protection and preservation *in situ* will be the primary objective. This can be achieved, in the first instance, by modification of the development proposals. The primary method, if the resource warrants protection *in situ*, is to avoid the archaeological resource by preserving a development-free buffer zone around it.

3.5 Where important archaeological remains cannot be preserved, or where remains do not merit preservation, then GMBC will use planning conditions to ensure excavation and recording of the remains prior to the development, *i.e*. preservation by record.

4. METHODS OF ASSESSMENT

4.1 Research and Data Collection

4.1.1 The methodology employed during the research phase of the DBA comprised consultation of a variety of sources for data relating to the study site and surrounding area, including a map regression exercise, consultation of the HER, and a search of aerial photographic archives.

4.1.2 The following sources were consulted:

- County Record Office, County Hall, Durham - visited 1st March 2004;
- Tyne and Wear Archives, Blandford House, Newcastle - visited 12th March 2004;
- County HER, maintained by NCC, – research undertaken by the Tyne and Wear Archaeology Officer on behalf of PCA;
- Gateshead Library, Prince Consort Road, Gateshead - visited 10th March 2004;
- Conservation Section, Gateshead Council, Gateshead Civic Centre - visited 2nd March 2004;
- Ian Ayris, County Industrial Archaeologist, consulted 12th March.

4.1.3 Full details of all the material examined for the DBA are set out in Section 10.

4.2 Site Visit

4.2.1 In addition to the research described above, a site visit was made on 2nd March 2004, in order to undertake a visual inspection of the proposed development area. A photographic record was compiled and a representative selection of the prints are included in the report (Plates 1-6).

5. GEOLOGY AND TOPOGRAPHY

5.1 Geology

5.1.1 The underlying geology of the site comprises Carboniferous Coal Measures overlain by glacial drift deposits.

5.2 Topography

5.2.1 The study site has been landscaped in order to create level playing fields, this occurred at some time between the compilation of the OS map of 1960 and 1974, when an aerial photograph of the site shows that by this time it was occupied by the playing fields. The site is at the same height as Old Durham Road to the west, and a spot height on this road, near to the playing field, is at 153m OD.

5.2.2 The study site is at a higher level than areas to the south and east. The 150m contour runs to the south and east of the site. This suggests that the ground level in the eastern half of the site has been built up in order to create level playing fields.

6. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

6.1 Introduction

6.1.1 In order to assess the archaeological potential of the study site, documentary research was undertaken, as described above. HER entries within *c.* 1km of the study site were examined and the positions of most of these entries have been mapped (Figure 2). HER information has been supplemented by data gathered from a variety of other sources, archaeological, documentary and cartographic, as described above, in order to compile this section of the DBA.

6.1.2 It is not the purpose of this study to set out a comprehensive history of land usage in the town of Gateshead and its southern suburbs. The broad intention is simply to predict and extrapolate likely archaeological conditions within the study site from finds and research in the vicinity. However, analysis of archaeological discoveries made nearby is important, as is a thorough examination of the historical and archaeological records relating to the site, where they exist, since it is recognised that finds and sites entered onto the HER are at best a small and unrepresentative sample of the total buried heritage.

6.1.3 Time scales used in this section:

<u>Prehistoric</u>	
Palaeolithic	450,000–12,000 BC
Mesolithic	12,000–4,000 BC
Neolithic	4,000–2,300 BC
Bronze Age	2,300–700 BC
Iron Age	700 BC–AD 43
<u>Historic</u>	
Roman	AD 43–410
Anglo-Saxon	AD 410–1066
Medieval	AD 1066–1485
Post-medieval	AD 1486–present

6.2 Prehistoric

6.2.1 There are no known prehistoric sites within the study site and no finds from the various prehistoric eras have been collected from directly within its boundaries.

6.2.2 The only HER entry within the immediate vicinity of the study site is a small assemblage of Mesolithic flints discovered in the 1920's or 30's at Wrekenton, Black Hill,[3] in the area now occupied by Ravensworth Golf Course, *c*. 400m to the south-west of the site.

6.2.3 A much larger group of flint artefacts was discovered further to the south at Sheddons Hill, *c*. 2km from the site. This comprised 421 flint tools and chips, which included Mesolithic elements.[4] Flint artefacts and a bronze axe and spearheads have also been discovered at Birtley.[5] Although no evidence for prehistoric settlement has, as yet, been discovered in the area, the artefacts suggest that the area was at least sporadically exploited throughout the prehistoric periods.

6.2.4 The potential for prehistoric remains being present within the study site is considered **low** to **moderate.**

6.3 Roman

6.3.1 The HER does not list any entries for the Roman period within the boundaries of the study site.

6.3.2 Two Roman roads are known to have run close to the south and west of the study site. The course of the Roman north-south road from Chester-le-Street to Newcastle forms the western boundary of the study site, along the line of Old Durham Road.[6] This road branched *c*. 800m to the south of the site, and the branch road ran in a north-easterly direction to the fort at South Shields. The course of this branch road, known as the 'Wrekendyke' or 'Wrekendike',[7] is well known, since the modern road, the B1288, follows its line for 5 miles.[8] The course of the Wrekendyke was apparently chosen to run along higher ground as far as possible.[9]

6.3.3 It was noted in 1832 that traces of the Wrekendyke, which formed the boundary between Chester-le-Street and Gateshead, could be seen in Eighton Banks.[10] In Wrekenton, the road was visible north of Ravensworth Avenue, but is now covered by development.[11] A section was excavated in the 1930's across the Wrekendyke east of the present road, Long Bank.[12] In this area the road was 19 feet wide with a foundation comprising a 4 inch layer of large stones and an upper layer constructed with small sandstone. The road was well cambered but heavily worn in the centre and the kerb was formed with 12 inch sandstone blocks.

[3] HER, 657.
[4] Miket, 1984.
[5] Miket, *op. cit*.
[6] HER, 276.
[7] HER, 277.
[8] Wright, 1940.
[9] Margary, 1957.
[10] Hodgson, 1832.
[11] Margary, *op. cit.*
[12] Wright, *op. cit*.

6.3.4 The main north-south Roman road was observed by Bruce in 1853 to have been ploughed up in fields south of the junction with the Wrekendyke. Sections were excavated across this road in the 1930's to the north and south of the junction. The northern section, to the north of the study site, was 17 feet 6 inches wide and built in three layers of 6 inch and 8 inch grade sandstone blocks. Only one layer survived on the western side, with a small kerb. There was no small mettalling on the surface and it was thought that this had been removed by the plough. The course of the road was confirmed 180 feet further south where the eastern edge was traced.

6.3.5 There is some debate as to whether another branch of the Roman road system ran west of the junction of the Wrekendyke with the main north-south road. Horsley wrote in 1732 that the Wrekendyke led from South Shields to Gateshead Fell from which point it continued towards Lamesley and Kibblesworth.[13] In 1938 an attempt was made to identify this stretch of road, but this proved unsuccessful and the presence of the road was considered unproven.[14] An aerial photograph published by Selkirk in 1983 may show this western extension of the Wrekendyke as a crop mark.[15]

6.3.6 Another ancient road is located to the north-east of the site, listed in the HER as of undetermined date.[16] This road was described in 1858 by Longstaffe as '*an ancient paved road from Newcastle to Usworth, having neither the commanding situation nor other appearances of a Roman road, forms the eastern boundary of the parish of Gateshead, and in the Heworth Common Act it is termed 'The Great Roman Way''*. The enclosure award maps for Gateshead Fell show a continuous '*public foot road'*, usually entitled *'Roman Causeway'*, from the Old Durham Road in the north to the Wrekendyke in the south. The case for this road being of Roman date is as yet unproven.

6.3.7 The HER lists a possible Roman fort at a distance of *c.* 400m to the south-west of the study site, in the area now occupied by Ravensworth Golf Club.[17] This feature, identified through aerial photographs, is *c.* 200m long and is orientated NW-SE. The shape of the feature is typically Roman with rounded corners,[18] the northern corner contains stone and has been interpreted as a built rampart. The putative fort occupies a good tactical and strategic position. It is located on a natural platform with the ground dropping away on all sides, commanding views of the Team Valley and the upper Tyne Valley.[19] The putative fort is also situated close to the junction of the Roman roads. All these factors indicate that the feature identified through aerial photography is likely to be a Roman fort, although this has never been proven through excavation. The interior of the fort is devoid of surface features, due to the obscuring nature of ridge and furrow cultivation present across the area.

6.3.8 It is possible that roadside activity, associated with the main north-south Roman road, which runs along the western boundary of the study site, may be present within the site boundaries. The proximity of these Roman roads and the possible Roman fort means that the potential for remains from this period at the study site is considered **moderate** to **high**.

[13] Wright, *op. cit.*
[14] Wright, *op. cit*.
[15] Selkirk, 1983.
[16] HER, 289.
[17] HER, 283.
[18] Selkirk, 1983.
[19] HER, *op. cit*.

6.4 Anglo-Saxon

6.4.1 The HER does not list any entries from this period in the vicinity of the study site.

6.4.2 There is a reference in Bede to a monastery in Gateshead under Abbot Utta in AD 653, but its location is unknown and there is no indication that there was a settlement of any size at this time.[20]

6.4.3 The potential for Anglo-Saxon remains at the study site is thought to be **low.**

6.5 Medieval

6.5.1 Gateshead grew in size and importance during the late 11th and throughout the 12th centuries. Much of the land in the Gateshead area was covered by forest and Bishop Hugh le Puiset (and his successors) owned a manor house in the area and utilised the forest for hunting. In 1164 Bishop le Puiset granted borough rights to his forest and the township seems to have prospered around the southern end of the bridging point across the Tyne.

6.5.2 There was a further period of growth during the 14th century, with the beginning of coal mining operations in 1344, and the construction of wharves at Pipewellgate in 1349. Medieval Gateshead was the property of the bishops of Durham and was linked to another ecclesiastical manor, Whickham, in leases for coal mining. The pits were relatively shallow and all the work was done by hand.

6.5.3 The pottery industry in Gateshead had its origins in the medieval period and as early as the 14th century clay was brought from Heworth in large quantities to be worked in the town. A medieval kiln was discovered on the site of the Ritz Cinema during the construction of the Gateshead Highway. Gateshead was also a centre for milling corn from the medieval period. Windmills were mentioned as early as 1189 in the Boldon Book and water mills were built in the 14th century.

6.5.4 During the medieval period Wrekenton was situated within Gateshead Fell which was largely uninhabited at this time. There are no entries in the HER from the medieval period within the immediate vicinity of the study site.

6.5.5 In summary, the likelihood of archaeological features of medieval date at the study site is considered **low**.

[20] Woodhouse, 1994.

6.6 Post-medieval

6.6.1 The development of coalfields in the Gateshead area during the late 15th and early 16th centuries spurred Newcastle to call for Gateshead to be annexed, the annexation law was passed on 30th March 1553. Almost a year later, on 2nd April 1554, Parliament passed a bill to re-establish the bishopric of Durham and include Gateshead within it.

6.6.2 By the mid 16th century Gateshead and Whickham contained some of the most productive coalfields in the world. During the 1570's there were further attempts by the merchants of Newcastle to gain control of Gateshead and its profitable coal mines. The citizens of Gateshead petitioned strongly against this and plans for the annexation were dropped. However, further attempts to gain control over Gateshead were made and Thomas Sutton, Master of the Ordnance at Berwick-on-Tweed, used his influence to arrange for the lease on two of the Bishop of Durham's richest manors to be transferred to commercial interests in Newcastle. An indication of the ensuing business development is shown by the amounts of coal shipments for 1574-75, which amounted to 602,610 tons.[21]

6.6.3 The population of Gateshead more than doubled during the 17th century. Trade and commerce was disrupted by Scottish incursions during the Civil War period. Sir Thomas Liddell's coal mines were damaged during fighting in 1640 and there was further damage and disruption to the Gateshead area during the siege of Newcastle in 1644.

6.6.4 The prosperity of Gateshead had begun to decline by 1680 when coal seams were almost exhausted and a lack of pumping machinery prevented exploitation of deeper reserves. Towards the end of the 17th century the industry moved further from the river to exploit fresh reserves at Tanfield and Stella. The economy did not recover until the mid 18th century with the advent of technical advances in mine engineering and the development of other industries such as iron-making and glass manufacture. After the invention and improvement of the steam pumping engine, deeper seams could be worked as the water (if present) could be drawn off.

6.6.5 The quarrying industry left many workings scattered throughout Gateshead. The grindstone industry in Gateshead experienced fluctuating fortunes. Grindstones had been quarried from fells to the south of Gateshead since the Middle Ages, and after a period of inactivity in the early 1700's, quarries were re-opened to provide grindstones. The demand for grindstones decreased and was overtaken by the need for building stone in the 1830's, which reached a peak with the rebuilding of central Newcastle in the 1890's. The number of people employed in this industry was never large, documentary records listing only 75 in Gateshead and the Fell in 1839.

6.6.6 The pottery industry had its origins in the medieval period, in the 14th century, before experiencing a decline until it was re-established in the town during the mid 1700's. The main centres of this industry were at Carr Hill, where John Carr set up premises in the 1730's, and Sheriff Hill, where Paul Jackson opened a site alongside Old Durham Road in the 1770's. John Warburton, who established a pottery in Carr Hill in 1740, is reputed to have been the first person to introduce earthenware to the area. Paul Jackson established his factory in 1771 at the corner of Pottersway and Old Durham Road.

[21] Woodhouse, 1994.

6.6.7 The milling industry also prospered in the 18th century; in 1709 there were 22 water and wind powered mills working in Gateshead. One mill survived at Carr Hill in a derelict condition until 1964.

6.6.8 The industrial activity of the mid-18th century included industries such as whale blubber boilery and glue factories; Dr. Samuel Johnson (1709-84) described Gateshead as a '*dirty lane leading to Newcastle'.*

6.6.9 Industrial expansion continued into the 19th century and the increasing population led to serious social problems. In 1836 Gateshead was placed at the centre of a Poor Law Union. The development of the railway boosted local industrial output and the town's population increased; from 15,00 in the 1820's to almost 20,000 by 1840.

6.6.10 For many years Gateshead was surrounded by landed estates and it was not until after 1860 that sectors of land became available for housing development. During the 1860's and 70's land was released from the Park estate to the east of the town and the Shipcote estate to the west. The residents of the town found relief from the overcrowded conditions by walking to nearby vantage points such as Sheriff Hill. An extensive area of parkland to the north-west of Wrekenton, Saltwell Park, was landscaped for public use in 1877.

6.6.11 The industries of Gateshead underwent steep decline during the early 20th century and by the late 1920's the remaining collieries had closed. Many houses in the centre of Gateshead become unfit for habitation and much council housing was built from the 1920's, including at Sheriff Hill and Carr Hill.

6.6.12 Wrekenton, also often referred to as Wreckington, was situated within Gateshead Fell, which, when surveyed in 1647, contained 1,300 acres.[22] The area, which was almost entirely uninhabited waste, belonged to the borough-holders and freemen of Gateshead, although the boundaries were frequently disputed. The Fell only covered 631 acres when enclosed in 1822, suggesting that many encroachments must have occurred. Before the enclosure, the Fell was described by Robert Surtees as '*a wide, spongy dark moor'* littered with the spoil of pit workings, 37 of which appeared on a map of 1773. In 1713, 91 cottages built of earth and turf paid only a small amount in rent; this money declined over the following years, suggesting even greater poverty. A list of 232 cottages dating from 1815 stated that most were still of earth construction.

6.6.13 The turnpike road over High Fell, along Old Durham Road, did not lead to any major development of the area. In 1819, before the enclosure award, there were three public houses, and groups of cottages near Sheriff Hill Pottery, at Sour Milk Hill and between Blue Quarry Road and Windy Nook Road. There were stone quarries near Beacon Hill and opposite Whitehouse Road and the streets and lanes of Low Fell were beginning to develop by this time. Apart from these small settlements, the Fell was wild and could be perilous for travellers.

6.6.14 An Act for enclosing Gateshead Fell was obtained in 1809, but the process was not completed until 1822. On completion, the nature of the Fell altered dramatically. The population increased from 2,420 in 1821 to 3,339 in 1831.

[22] Manders, 1973.

6.6.15 The Reverend John Hodgson related that he suggested the name Wrekenton because Wrekenton and Eighton Banks were divided by the remains of the Roman road, Wrekendyke, which formed the southern boundary of Gateshead parish. Prior to 1822, all that had existed at Wrekenton was one house, a row of cottages, and the Seven Stars public house. The area was virtually desolate and was said to be only inhabited by quarrymen, pitmen, tinkers and faws.[23]

6.6.16 High Fell was mainly populated by pitmen connected with Sheriff Hill Colliery; they formed a radical working man's movement and were prominent in the mass meetings of 1830-32 on the Black Fell. The pitmen were ejected in 1832 and following concessions by the Sheriff Hill owners, work gradually resumed at the pit. Between 1825-35 Wrekenton increased rapidly with houses spreading along Leam Land (now Springwell Road) and around the Stormont Main Colliery (King Pit), and by 1834 it was described as the '*most noted village on High Fell'*.[24] Many properties were improved and pit heaps were removed.

6.6.17 As with other areas of Gateshead, the public health situation in Wrekenton had deteriorated by the late 1840's. The pits were gradually being worked out and the King Pit, in particular, seems to have been badly managed, as revealed in an inquest in March 1843 after an explosion which killed 30. After this disaster, many pitmen left Wrekenton and sanitary conditions in the area declined; there was an outbreak of tyhpus in 1847. There were signs of revival in the late 1850's and 60's, although the village was still small; in 1860 there were only 70 houses in Wrekenton. The population in the 1871 census was listed as 1,325 in 264 houses. By 1881 this number had declined to 1,156 due to the closure of many quarries and the running down of the King Pit. The village remained virtually unchanged until after the First World War.

6.6.18 Sheriff Hill Colliery, also known as Ellison Main Colliery, was located within the boundaries of the study site. This colliery is listed on the SINE website as having been in existence by 1717.[25] However, research undertaken as part of this DBA suggests that the pit was founded at the end of the 18th century. The 'Plan of Collieries of Gateshead Fell', dated 1773, has a colliery marked *'pit not sunk yet'* (Figure 3). Durham County Record Office has compiled a list of references to the Durham collieries and the date of sinking or opening at Sheriff Hill Colliery is listed as the 1780's.[26] Dowding has the date of sinking as 1780 and lists the pits of Sheriff Hill Colliery as Ann, Bess, Centre, Dolly, Edge, Fanny, George, King, Bradley, Doll, Isabella, Kells, Stapple and Hope.[27] The owners are listed as Allhusen & Co: Sir A. Wood, Charlaw, Sacriston. Several owners are listed in the DCRO records: Lamb & Hutchinson, Gibson & Co., Charlton & Gibson, and Forster.[28]

6.6.19 Gateshead Library holds card indexes of 18th and 19th century newspapers and these contain several references to Sheriff Hill Colliery, dating from 1793 onwards. These included an advert for a workman who absconded in 1793 and mention of the sale of staiths and waggonway in 1808. The Durham Mining Museum website lists the date of the opening of the colliery as before 1793.[29] All of this data indicates that the colliery was founded at the end of the 18th century, rather than the beginning.

[23] Manders, *op. cit.*
[24] Manders, *op. cit.*
[25] SINE project, 2002.
[26] DCRO, 2001.
[27] Dowding, 1972.
[28] DCRO, *op. cit*.
[29] dmm.org.uk.

6.6.20 The Durham Mining Museum website lists disasters at the pit and this demonstrates the poor safety record at Sheriff Hill Colliery:

27th December 1793 14 lives lost
21st December 1794 ?lives lost
27th June 1815 Explosion, 11 lives lost
11th December 1815 Fire, 5 lives lost
19th July 1819 Explosion, 35 lives lost

6.6.21 The burial records for St. Mary's Church, Gateshead include a list of names of people buried on July 21st 1819 after the mining accident at Sheriff Hill Colliery. The ages of the people killed reflects the appalling working conditions suffered by the population at this time; the ages range from 8 to 19 with the exception of one man who was 70 years old. An accompanying note states '*The above 12 from Burial No. 1471 inclusive were buried in St. Mary's Churchyard, having all perished by an explosion in Sheriff Hill Colliery on Monday July 19th 1819'.*

6.6.22 The date of closure for Sheriff Hill Colliery is listed in the DCRO publication as 1880-1919.[30] The Ordnance Survey (OS) 2nd edition map of 1897 labels the Sheriff Hill Colliery as disused by this time.

6.6.23 The earliest map to show the site is Kitchen's map of 1760 (not reproduced here). By this time a waggonway running from Lanchester to wharves south of South Shields is present. The modern footpath, which forms the southern boundary of the study site, follows the line of this waggonway, known as the Team Colliery Waggonway.

6.6.24 The 1773 map, as described above, shows a *'pit, not sunk to coal'* to the east of Old Durham Road and north of the waggonway (Figure 3). This is almost certainly Sheriff Hill Colliery, located within the study site,[31] the annotation suggests that it had only probably just come into existence.

6.6.25 Gibson's plan of 1778 shows Sheriff Hill Colliery, along with a waggonway running northwards to Gateshead and the River Tyne (Figure 4). The colliery is marked as being 80 fathoms deep. However, the pit is depicted to the west side of the Old Durham Road. It is very likely that this pit is the one at the study site as its depth corresponds with that of Sheriff Hill pit marked on Casson's map of 1801 (Figure 5). This map shows Sheriff Hill Colliery on the east side of Old Durham Road with a waggonway running to the River Tyne. By this time the waggonway has changed course slightly and initially ran to the north-west before heading north and then finally north-east to meet the River Tyne east of Gateshead. The Team Colliery Waggonway is not marked on either of Gibson's or Casson's maps.

6.6.26 Thomas Bell's plan of 1826 is the earliest map to shows Sheriff Hill Colliery and its buildings in some detail (Figure 6). The pithead and several associated colliery buildings are located in the centre of the study site. A waggonway leads into the colliery from the north-east, and this fans into six sidings close to the pithead. The line of this waggonway is listed on the HER as a possible 18th century waggonway.[32] The earlier waggonway leading from the north-west of the site still appears to be extant at this time and feeds into the aforementioned sidings.

[30] DCRO, *op. cit*.
[31] HER, 3844.
[32] HER, 3845.

6.6.27 The Team Colliery Waggonway along the southern boundary of the site is shown as '*North reserved Waggon Way'* on the 1826 map. Four large reservoirs are shown to the south and east of the colliery buildings and various paths and roads are also shown crossing the site. Several large mounds of pit waste are present at the site by this time. A large quarry and a smaller disused quarry are located in the south-western corner of the site. Several more quarries are visible beyond the site boundary to the west.

6.6.28 Bell's map of 1843 shows that by this time the workings had been sunk to a depth of 123 fathoms to reach the Hutton coal seam (Figure 7). This map shows the waggonway running north-east from the pit but the north-westerly waggonway had evidently fallen into disuse by this time. The Team Colliery Waggonway is marked as running in a NE-SW direction south of the Sheriff Hill Colliery, to join the Pelaw Main Colliery Railway. This map also shows the extensive quarrying to the south and west of the site.

6.6.29 The Tithe Plan of 1844 (Figure 8) shows a similar layout to that shown on Bell's plan of 1826. The fan of sidings is shown adjacent to the colliery buildings and pithead and runs in a north easterly direction. The line of the disused waggonway running to the north-west is still visible as a path. The waggonway skirting the southern boundary of the site is shown as a railway by this time. The southern pair of reservoirs are still extant, as is the quarry in the south-western corner of the site. The accompanying schedule of rent charges payable to the tithe owners lists the owners and occupiers of each parcel of land on the Tithe Plan and its usage at the time. Those land parcels lying wholly or partially within the boundaries of the study site are as follows:

Plot	Owner	Occupier	Land use	Acres/Roods/Perches
159	Richard Cornaby Forster	Himself	Arable field	11/1/8
161	Richard Cornaby Forster	Sheriff Hill Colliery	Waste and railway	8/2/26
162	Richard Cornaby Forster	Sheriff Hill Colliery	Waste and quarry	0/3/20
163	Richard Cornaby Forster	William Angus	Grassland, quarry and waste	3/3/32
164	Richard Cornaby Forster	William Angus	Near to Sheriff Hill	4/0/18
165	Richard Cornaby Forster	William Angus	Colliery	5/2/0

6.6.30 The Board of Health Plan of 1850 shows two quarries, one in the south-western corner of the study site[33] and one in the north-western corner[34] (Figure 9). This map also shows a new waggonway, leading east-west from the pit buildings to the Team Colliery Waggonway; the line leading to the north-east appears to have gone into disuse by this time.

6.6.31 The OS 1st edition map of 1856 shows the study site as being mostly rough ground with the colliery having several buildings, including an engine house (Figure 10). The east-west waggonway is shown leading from the colliery to the Team Colliery Waggonway. A number of possible paths run across the site and the line of the former waggonway, which led from the north-east of the site, is still evident as a path.

[33] HER, 3843.
[34] HER, 3841.

6.6.32 Three large reservoirs are located to the east of the colliery buildings, along with a much smaller one in the south of the site. Two quarries are situated near the north-western and south-western boundaries of the study site. Quarries are also shown immediately to the west of Old Durham Road, part of the Mossheap Quarries.[35]

6.6.33 By the time of the OS 2nd edition map of 1897, Sheriff Hill Colliery had gone out of use (Figure 11). The majority of the colliery buildings were still in existence at this time, suggesting that it may have only just closed down. The quarry in the north-western corner of the study site is labelled as 'Old Quarry', suggesting that this too had gone out of use. The quarry in the south-western corner of the site appears to be still in use at this time. The Mossheap Quarries to the west of Old Durham Road had become more extensive. One of the reservoirs to the east of the colliery buildings is still present, as is the southern small reservoir. Two extensive pit heaps are shown to the east and north of the pit buildings, along with a smaller heap to the west. The remainder of the surrounding area appears to be rough ground. The line of the former east-west tramway can still be seen on this map, marked as a path or track. The Team Colliery Waggonway however, was still in existence, presumably still in use.

6.6.34 By 1919, the OS map shows that activity at the site had increased following the earlier demise of coal mining operations (Figure 12). The quarry in the south-western corner of the site had gone out of use, but a third quarry, the Coxheath Quarry, had been opened between the two disused quarries. Several buildings associated with this quarry were in existence in the central area of the study site. One building associated with the colliery appears to have remained in use and the mine shaft is still marked on the map. The pit heap to the west of the old colliery buildings had been removed by this time and the one to the north of the buildings had a path running through. All the remaining heaps appear to have become grassed over by this time. The two reservoirs shown on the 1897 map were still extant at this time, and two more reservoirs were located along the eastern boundary of the site. The line of the disused east-west tramway was present as a footpath, and the earlier waggonway from the north-east of the site is also shown as a footpath. The Team Colliery Waggonway was still present and apparently in use.

6.6.35 The 1938 OS map shows that the Coxheath Quarry had closed down by this time and all the buildings formerly associated with the quarry or colliery were no longer in existence (Figure 13). The position of Sheriff Hill Colliery shaft is still shown at this time. All that remained of the pit heaps and two of the quarries were earthworks. The southern reservoir was no longer visible, but the other three reservoirs were still in existence. The lines of the former waggonways and tramways could still be seen as footpaths running across the site. There was no trace of the quarry in the south-western corner of the study site. It was probably landscaped when the houses on West View gained allotment gardens.

6.6.36 By the time of the *c.* 1960 OS map, the Team Colliery Waggonway had become a mineral railway, apparently running in a cutting where it bounds the study site (Figure 14). The earthworks associated with the pit heaps also appear to have reduced in size. Four ponds were present on the site by this time, the three easterly ones in the locations of former reservoirs. The large westerly pond did not appear to have an earlier precedent.

[35] HER, 3852, 3853.

6.6.37 A football ground with a small pavilion on its south-western side, had been created in the northern part of the site. The number of footpaths across the site had been reduced with only one running from the north-eastern boundary to the south-western corner (the northern part of this following the line of the former waggonway) and one running south from this path to the mineral railway.

6.6.38 An aerial photograph from 1974 shows that by this time the whole site had been landscaped and was in use as playing fields with a pavilion built where the allotment gardens once were, just outside the boundary of the study site (Plate 7). The *c*. 1980 OS map shows that the mineral railway was still present and in use at the site's southern boundary. The study site is shown as being wholly occupied by the Whitehouse Lane Playing Field (Figure 15). A car park had been constructed near the western boundary of the site, just north of West View. Since 1980 little has changed at the site, the only addition being the youth centre in the south-western corner of the study site (Figure 16). The mineral railway however had gone out of use, with only a low-lying footpath left to mark its former route.

6.6.39 The possible presence of waggonways dating from the 18th and 19th centuries at the site is of significance in terms of industrial archaeology. There have been few excavated examples of such colliery transport systems in this country. When the coal industry first began, coal was mined close to water transportation facilities as land transport was confined to horse drawn vehicles on very poor or non-existent roads. Packhorses were first used to carry coal, but these were replaced, probably in the 15th century, by horse and ox-drawn wheeled vehicles called wains. Wooden waggonways, developed to provide a smoother passage for the wains, were probably in use on Tyneside by the 1630's. Waggonways in Gateshead included the Ravensworth, which ran from the west of the Team Valley to Dunston, Gateshead Fell from the Fell to Redheugh and later the South Shore, and from Sheriff Hill to the Engine pit at Low Fell.

6.6.40 The waggonways were a great improvement on muddy, often almost impassable cart ways, and allowed a horse to pull a large four-wheeled vehicle, usually holding about 2 tons.[36] The waggonways comprised two sets of wooden rails and, for the descent, the horse was hitched to the rear of the wagon, unless the gradient was too gradual for the wagon to travel by its own weight. In ascending the other track, the horse pulled the empty vehicle.

6.6.41 Excavations at Lambton D Pit, Sunderland, revealed the remains of the best-preserved timber waggonway to be recorded in this country.[37] These rails formed part of a complex of sidings within the pit yard, which connected to the Lambton Waggonway. The oak sleepers were bedded into deep ballast of ash and coal and the oak rails were drilled and pegged into the sleepers with wooden dowels. The excavations also revealed two sets of points and inner check rails in some places, presumably to keep the wagon wheels in place.

[36] Atkinson, 1966.
[37] Ayris, *et al*., 1998.

6.6.42 Recent investigations at Rainton Bridge South, Tyne and Wear, revealed important evidence for a wooden waggonway associated with Rainton Colliery dating from the latter part of the 18th century.[38] Sections of a double waggonway were recorded along which full vehicles would have travelled to the staithes on the River Wear, and empty vehicles would have travelled back to the pit. The waggonway diverged to form a four-track system approaching the pithead, probably representing a marshalling system. The sleepers and rails had, for the most part, been removed subsequent to the waggonway falling into disuse, however the impressions left by the sleepers had filled with coal waste, thereby leaving evidence of the waggonway construction. Trackside ditches, drains and fencelines were also recorded along the length of the waggonway at this site.

6.6.43 A similar arrangement was recorded at Throckley Middle School, Tyne and Wear, where sleeper impressions represented a single track waggonway diverging into a fan of sidings.[39] Trackside ditches were also identified at this site. The remains of a waggonway at Thistleflat Road, Crook, County Durham, survived in a much poorer state of preservation.[40] The embankment upon which a waggonway would have run was recorded at this site, along with a trackside ditch. Sleeper impressions were recorded in one area of the embankment.

6.6.44 The cartographic evidence from the study site indicates that a similar waggonway system would have been in use at the Sheriff Hill Colliery from the late 18th century. A fan of sidings is shown close to the colliery buildings leading to waggonways branching from the north-east and north-west of the site; these would have led to staithes on the River Tyne.

[38] Pre-Construct Archaeology, 2003a.
[39] Pre-Construct Archaeology, 2003b.
[40] Pre-Construct Archaeology, 2004.

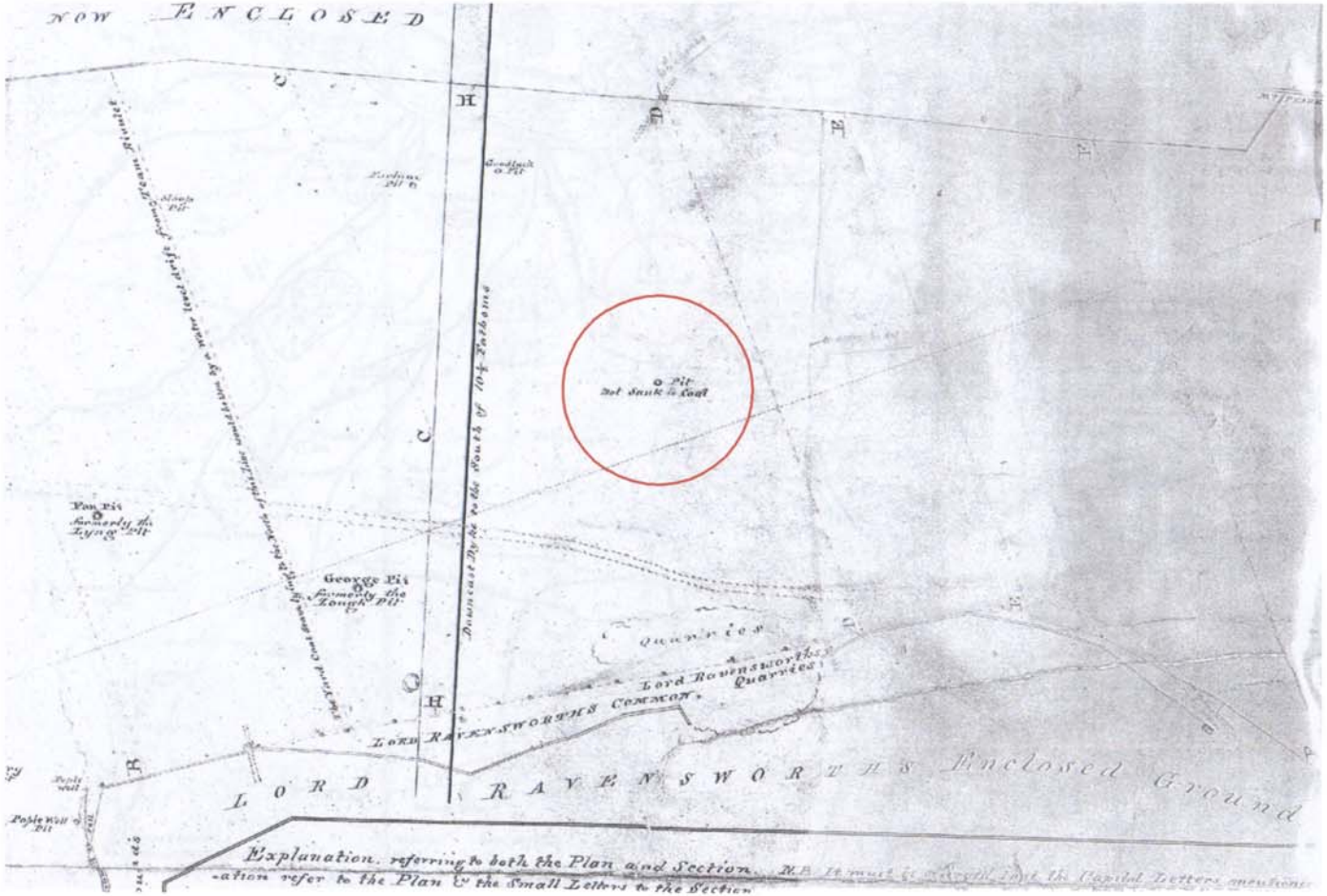


Figure 3. Plan of Collieries of Gateshead Fell.1773

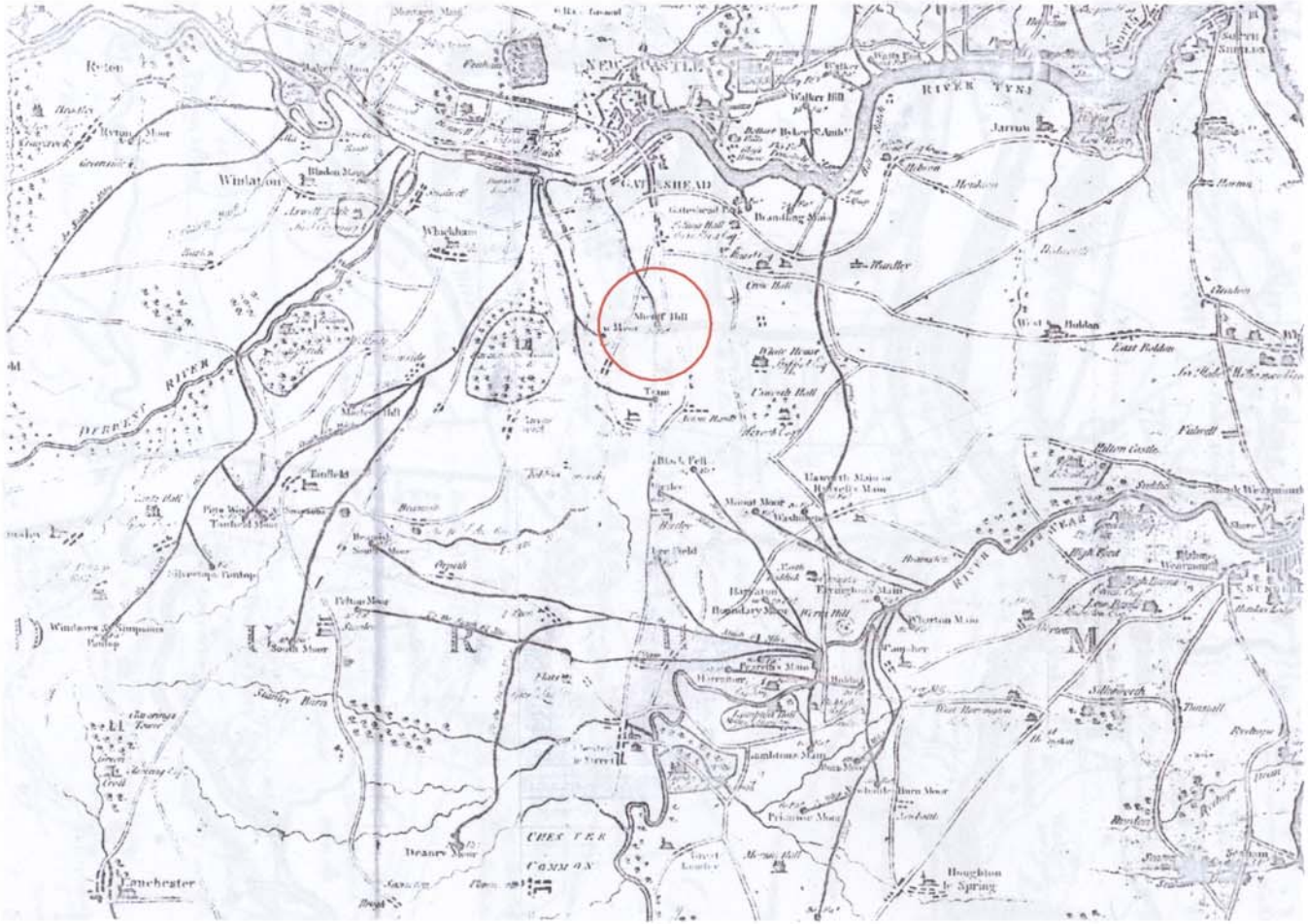


Figure 4. Gibson's Plan, 1788

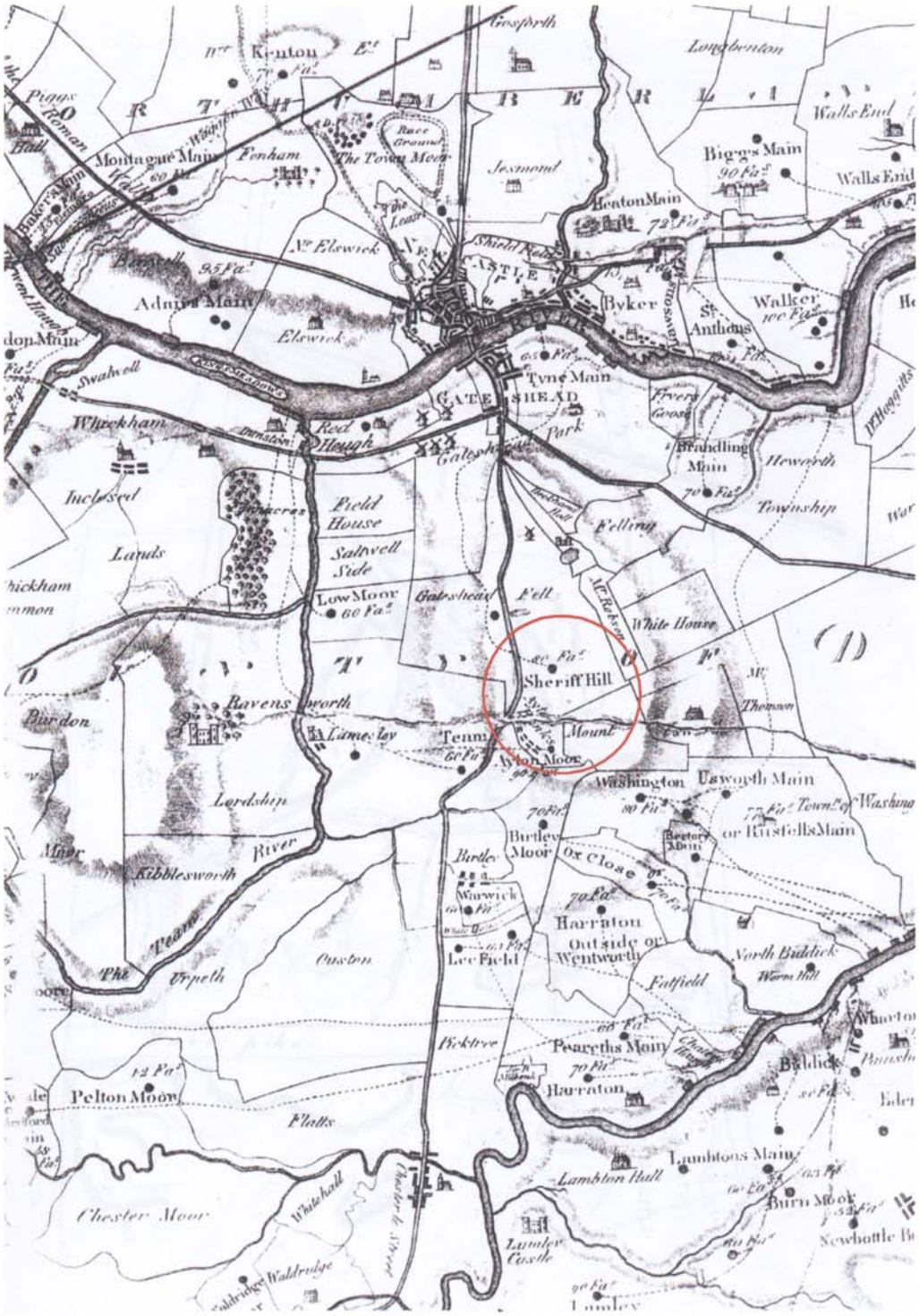


Figure 5. Casson's Plan, 1801

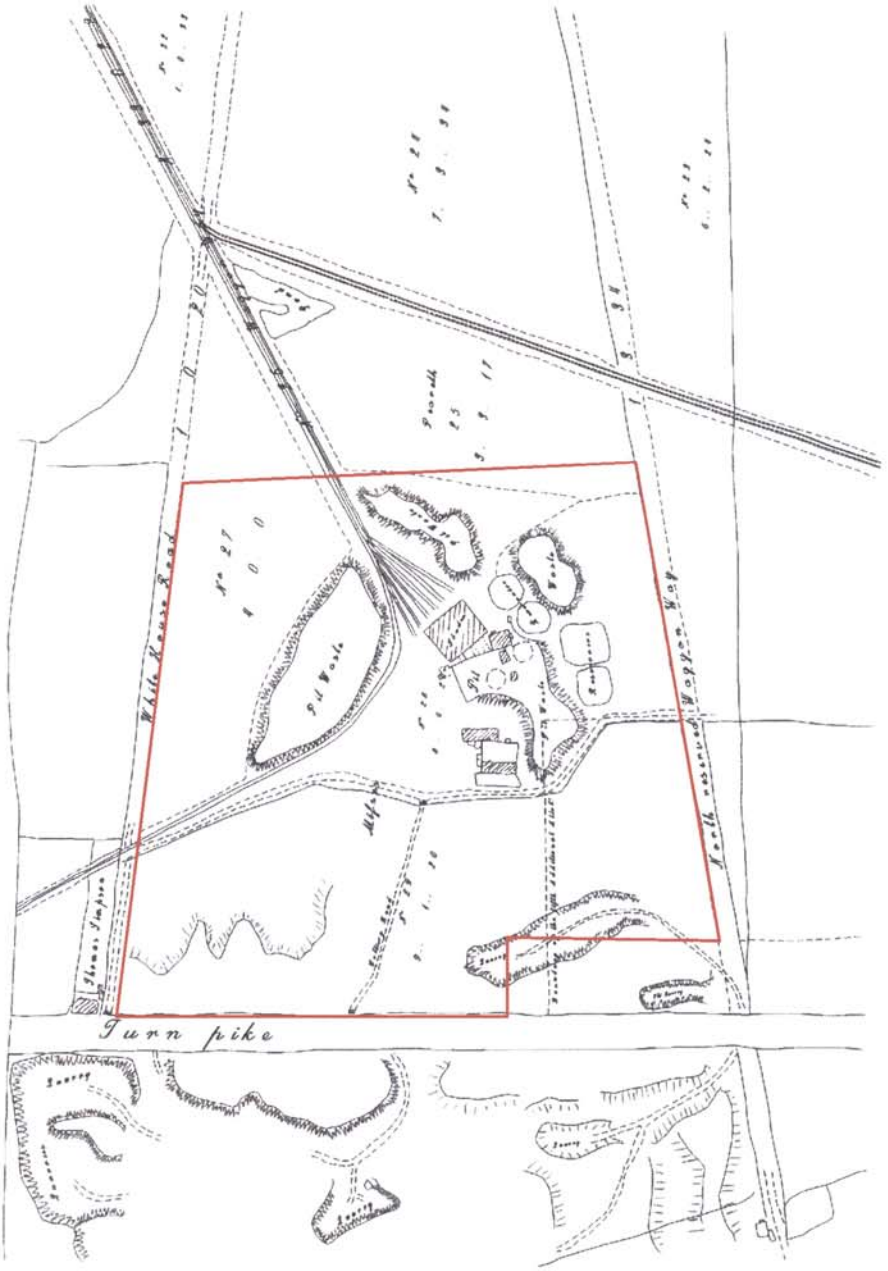


Figure 6. Thomas Bell's Survey, 1826

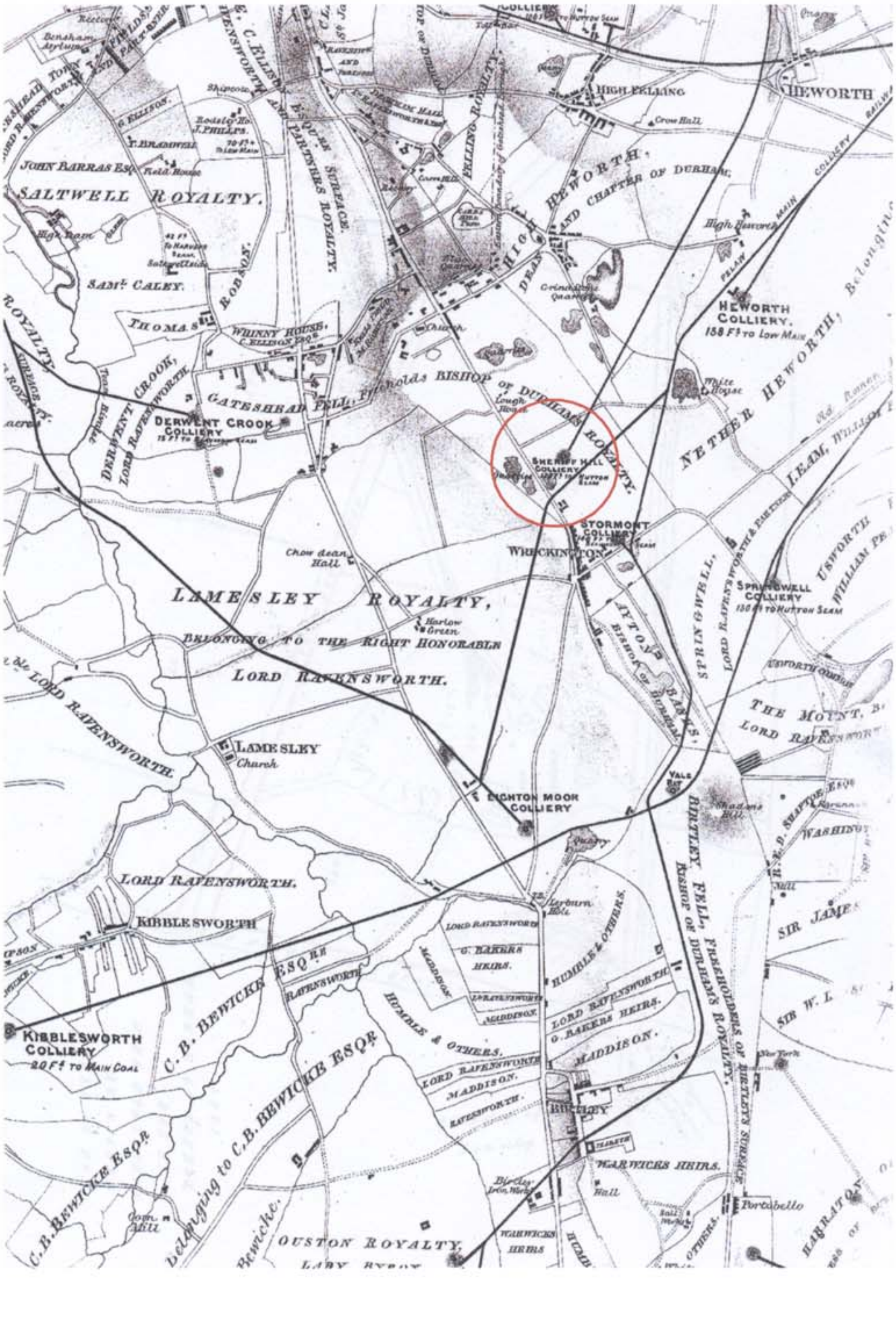


Figure 7. J.T.W. Bell's Plan, 1843

Figure 8. Tithe Plan, 1844

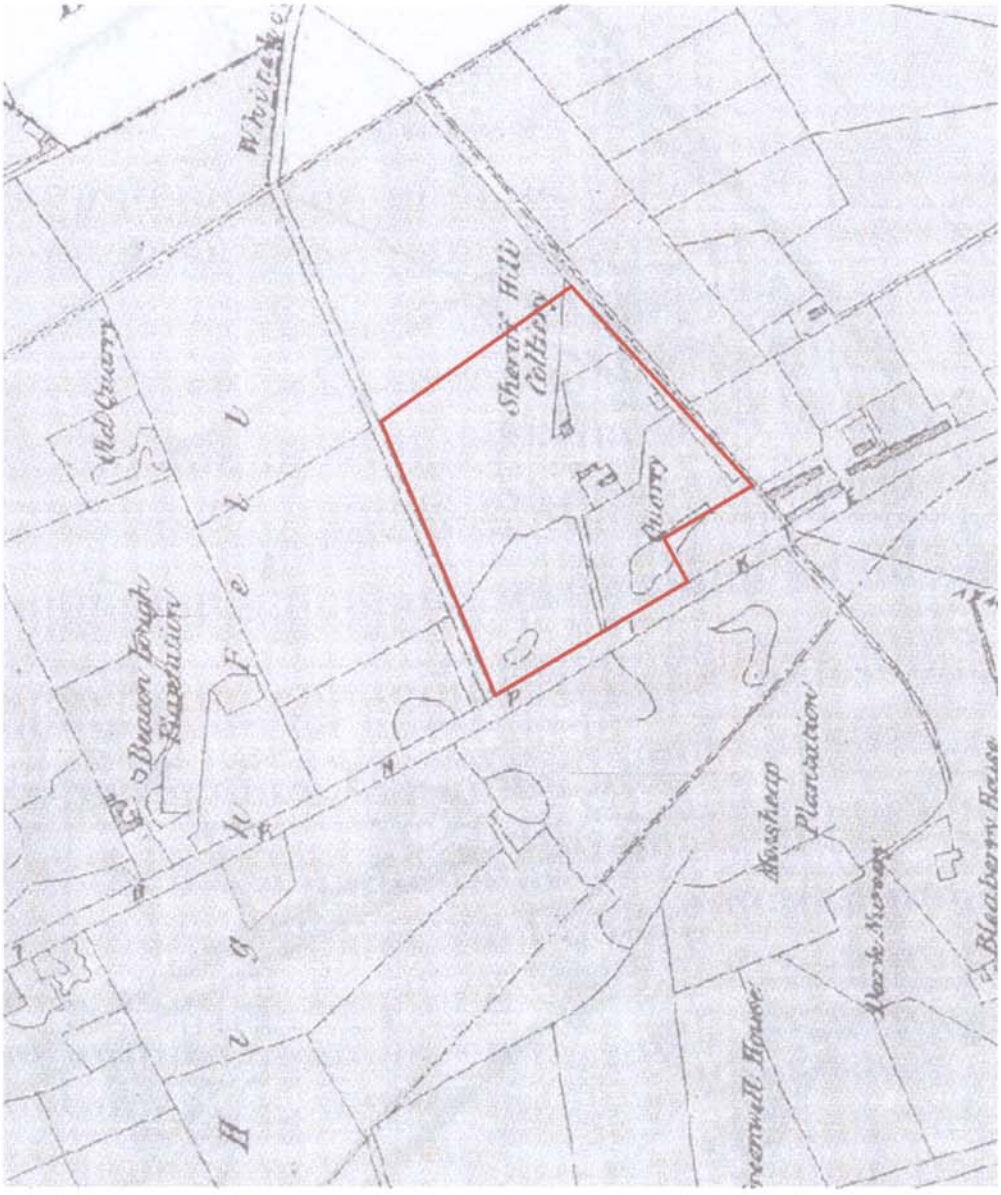


Figure 9. Board of Health Plan, 1850

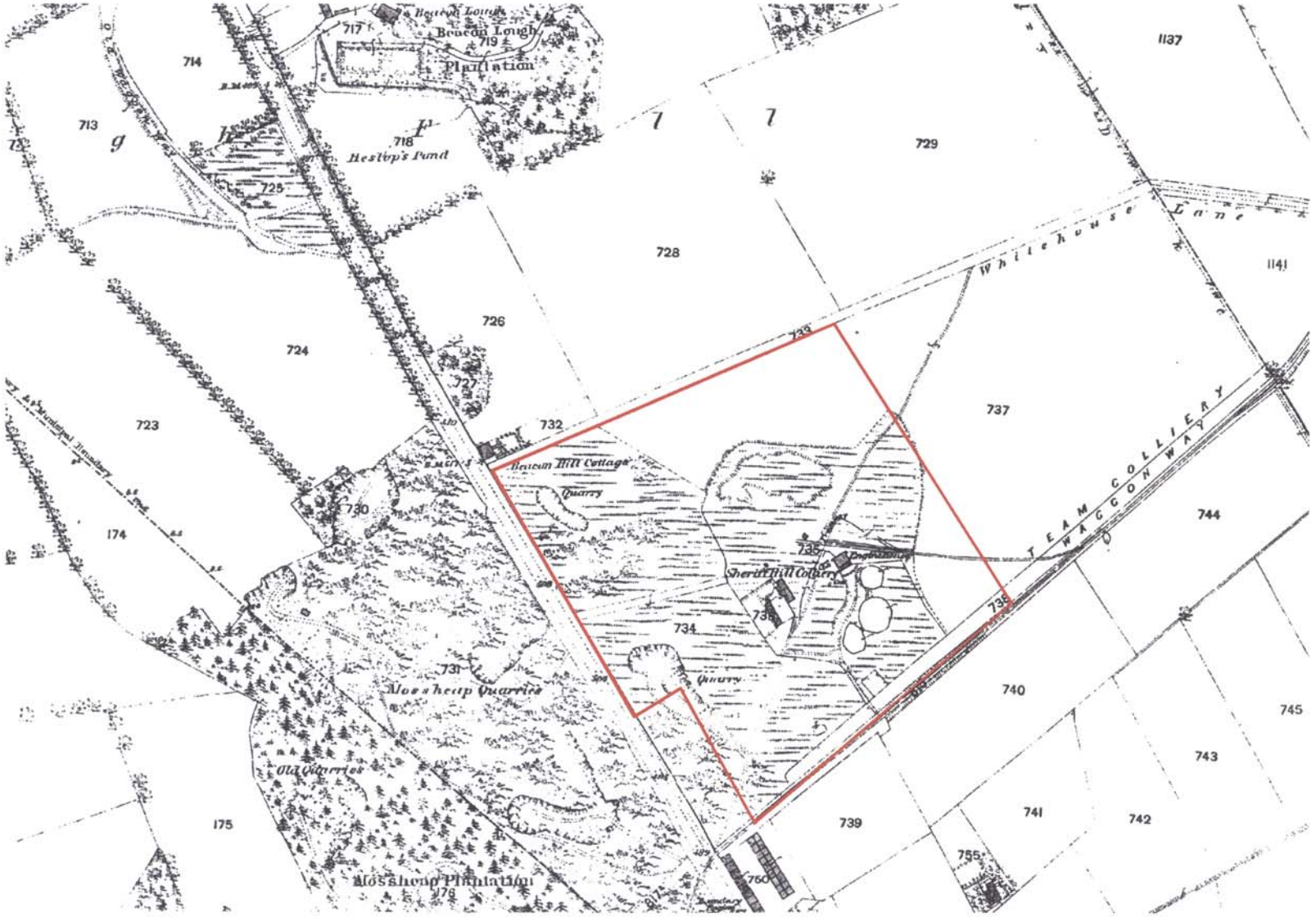


Figure 10. Ordnance Survey 1st Edition, 1856
Scale 1:5000

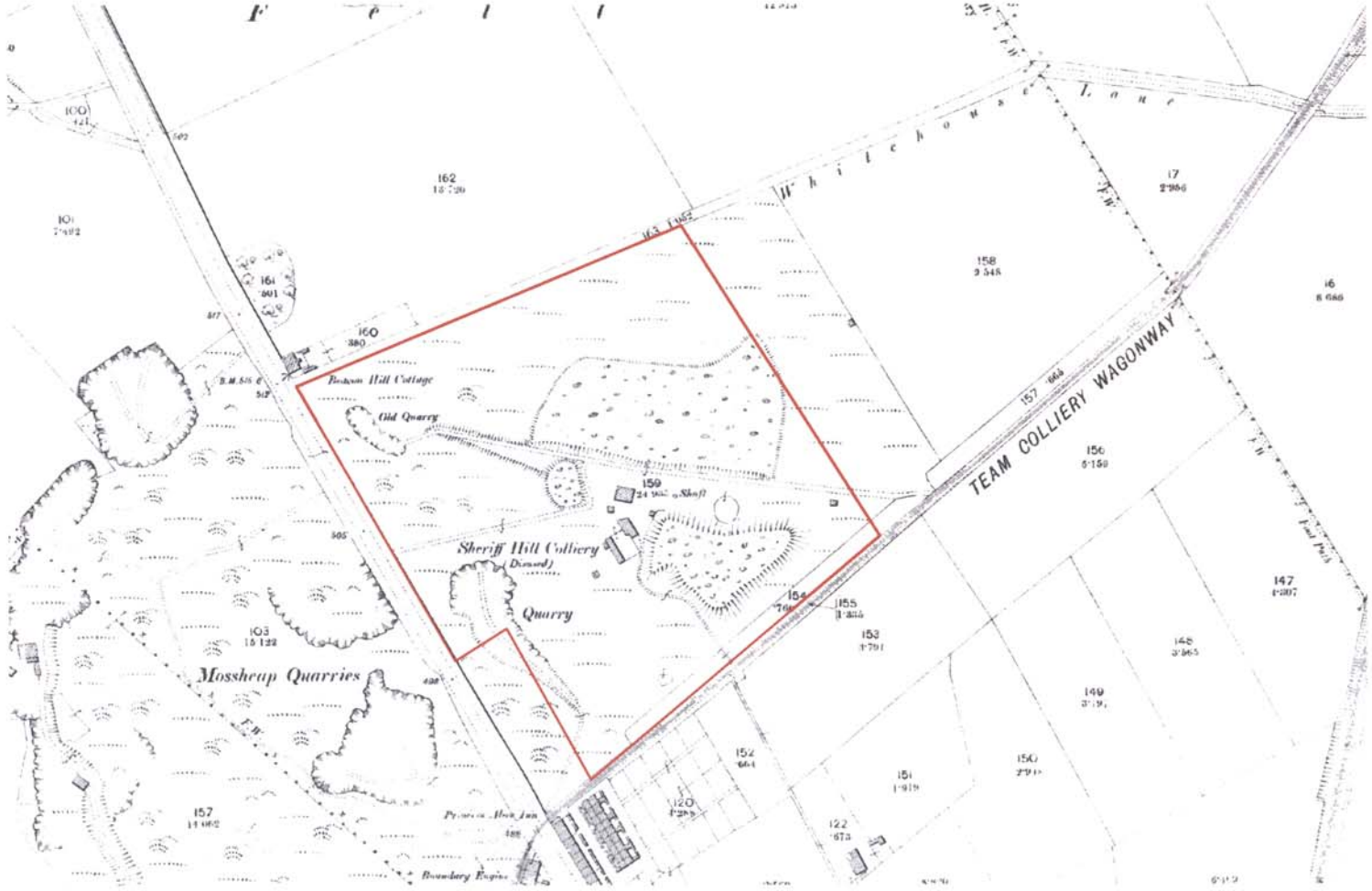


Figure 11. Ordnance Survey 2nd Edition, 1897
Scale 1:5000

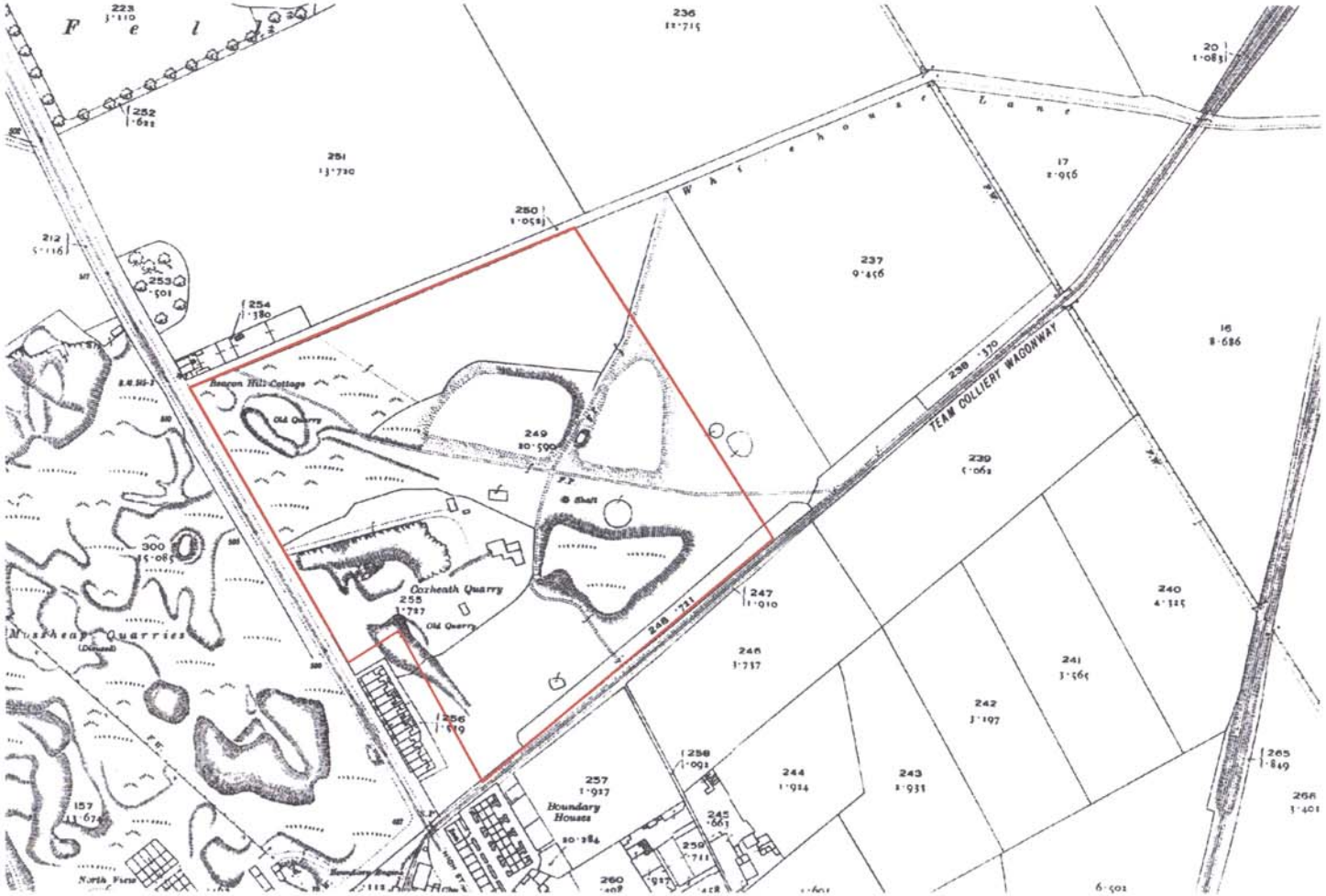


Figure 12. Ordnance Survey 3rd Edition, 1919
Scale 1:5000

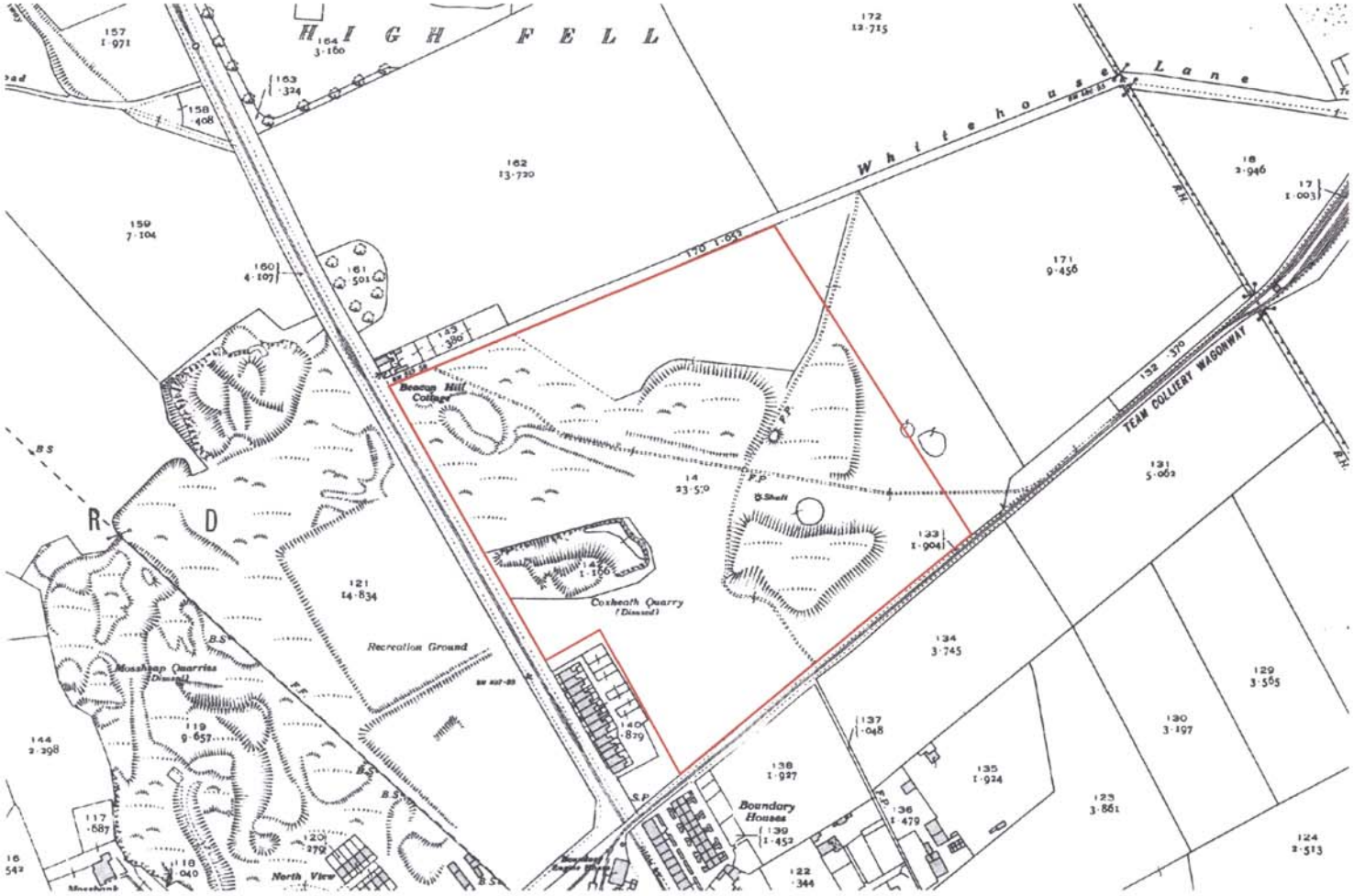


Figure 13. Ordnance Survey, 1938
Scale 1:5000

Figure 14. Ordnance Survey, *c.* 1960

Figure 15. Ordnance Survey, *c.* 1980

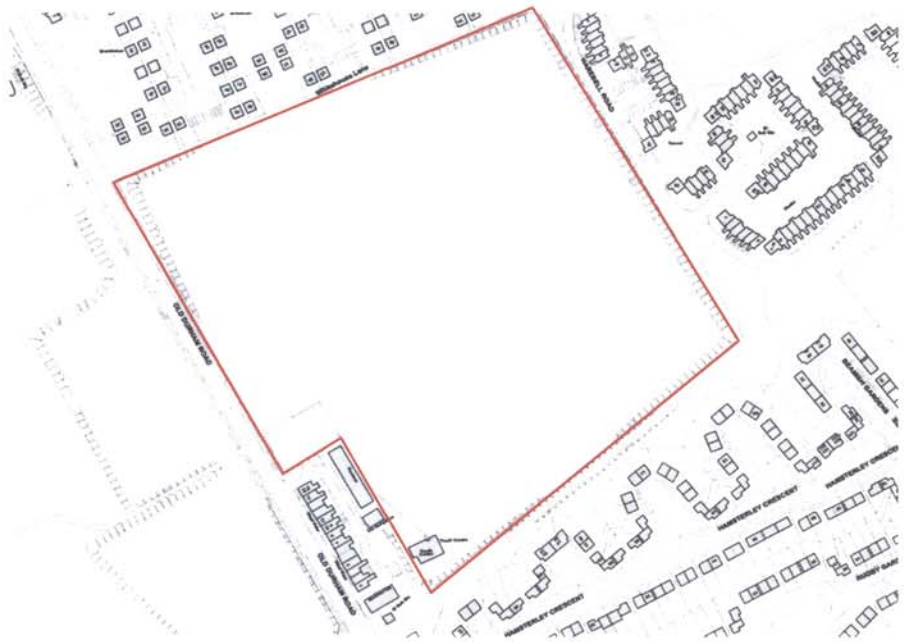


Figure 16. Ordnance Survey, 2004
Scale 1:5000

7. POTENTIAL IMPACTS

Precise details of the development proposals for the site as St. Edmund Campion School are not available. The following potential impacts upon the archaeological resource are considered:

- Loss of, or damage to, archaeological sites and remains.
- Settings and views of and from upstanding remains, listed buildings, Scheduled Ancient Monuments and other archaeological sites affected.
- Changes to ground conditions as a result of changes to the drainage regime, which could affect archaeological remains.
- Loss of landscape features, structures and areas with historic and cultural associations.
- Other possible impacts, such as noise, vibration, compressions and other changed ground conditions.

7.1 Loss of, or damage to, archaeological sites and remains

7.1.1 It is probable that the majority of the study site will be subject to development under the proposals, although precise details are not available. Initial groundworks, such as the creation of general 'formation levels' and the setting out and consolidation of access roads for plant and machinery, will impact to a greater or lesser degree upon any buried archaeological remains, depending upon the nature and extent of these works. The cutting of deep foundation trenches for buildings, as well as the cutting of the required network of service trenches, could cause severe localised impact upon any buried archaeological remains. In summary, it is considered likely that the proposed development will threaten the destruction of any buried archaeological remains at the study site.

7.1.2 Archaeological remains of prehistoric date could be present at the study site, despite the relative lack of finds of prehistoric material in the vicinity. Sporadic evidence from the Gateshead area suggests that prehistoric activity at the site is possible, although the overall potential is considered low. There is a higher potential for remains of Roman date being present due to the Roman roads in the proximity of the site and the presence of a putative Roman fort. For the Anglo-Saxon and medieval periods there is little or no archaeological potential, as the area appears to have been largely uninhabited at this time.

7.1.3 The potential for remains from the post-medieval period is high due to the known colliery activity.

7.1.4 An additional factor to be considered is the possible impact that previous land use may have had upon the archaeological resource at the site. The presence of several large post-medieval quarries in the western portion of the site means that any potential archaeological remains from earlier eras are unlikely to survive across the majority of this area. Unfortunately, this is the most likely part of the site for the presence of Roman remains as it skirts the Roman road to the west.

7.1.5 Other large intrusive features, specifically the former reservoirs in the eastern and southern parts of the site and the large ponds, would have truncated any potential archaeological remains from earlier periods

7.1.6 Landscaping associated with the setting out of the playing fields may have had an effect on sub-surface archaeological remains. The *c*. 1960 OS map shows several topographical features such as eathworks and ponds. However, the site is known to have been playing fields since the 1970's, suggesting that extensive landscaping has taken place. It is likely that some ground reduction has taken place in order to level the area for the playing fields and this is most likely in the western part of the site, which is on the same level as the surrounding land along Old Durham Road. The eastern portion of the site is at a substantially higher level than land to the south and east, suggesting that ground level has been raised during the creation of the playing fields. If this is the case, then the potentially most interesting part of the site in terms of industrial archaeology, the area formerly occupied by the colliery buildings, waggonway sidings and the north-eastern waggonway, may not have been subject to ground levelling. Where this waggonway extended to the eastern boundary of the site, any surviving remains are likely to have been buried beneath substantial landscaping material. Map evidence suggests that the earliest waggonway at the site led from the pit buildings at the centre of the site to the north-western corner. Although the northern part of this waggonway may have been truncated during levelling associated with the construction of the playing fields, it is possible that evidence for this waggonway survives towards the centre of the site.

7.2 Settings and views of and from upstanding remains, listed buildings, Scheduled Monuments and other archaeological sites affected

7.2.1 The proposed development will not result in the loss of any Scheduled Monuments, listed buildings or other archaeological sites. Furthermore, it will not affect the overall setting of any Scheduled Monuments, listed buildings or other archaeological sites.

7.3 Changes to ground conditions as a result of changes to the drainage regime, which could affect archaeological remains

7.3.1 Again, precise details of the development proposals are unavailable. The site lies on boulder clay and it is possible that construction could significantly alter ground conditions at the site due to changes to the drainage regime. However, technical details of the proposed foundation design would have to be consulted, along with geotechnical data pertaining to the sequence of below ground deposits, to elucidate this matter further.

7.3.2 In summary, it is possible that buried archaeological remains from eras prior to the post-medieval period, if present at the site, could be affected by the development proposal in this respect.

7.4 Loss of landscape features, structures and areas with historic and cultural associations

7.4.1 There are no landscape features or areas with any significant historic or cultural associations within the study site.

7.4.2 In summary, therefore, the proposed development of the site will not entail the loss of any landscape features, structures or areas with significant historic or cultural associations.

7.5 Other possible impacts, such as noise, vibration, compressions and other changed ground conditions

7.5.1 The groundworks and construction programme associated with the development proposals will have a short-term impact, in terms of noise and vibration, on the immediate environment of the study site.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

8.1.1 The study site is located within the area occupied by the Sheriff Hill Colliery, known to have been in existence from *c*. 1780. Cartographic evidence demonstrates that several phases of waggonways were present, along with colliery buildings and associated sidings in the central part of the site. Therefore, there is high potential for archaeological remains of the post-medieval period surviving at the site. Evidence of 18th and 19th century waggonway activity would be of great significance in industrial archaeology terms, and any such remains would be at least of local and regional importance. If the degree of preservation of the waggonways is good then the significance of such remains would be increased.

8.1.2 There is potential for sub-surface remains from certain earlier archaeological eras – specifically the prehistoric and Roman periods. There is limited potential for any such remains to be present in the western portion of the site due to the extensive post-medieval quarrying activity.

8.1.3 For all other archaeological periods, the potential for remains is considered low.

8.1.4 In conclusion, the development proposal has potential to impact upon archaeological remains, particularly of post-medieval date. The depth at which any such remains may be encountered cannot be ascertained, as the degree of previous landscaping at the site is not certain. However, it is considered likely that archaeological remains associated with the colliery and waggonways in the eastern part of the site will have been buried beneath substantial ground levelling deposits during the construction of the playing fields. Further west, archaeological remains may be encountered at a much shallower depth.

8.1.5 Development of the study site will not result in the loss of listed buildings or Scheduled Monuments.

8.2 Recommendations

8.2.1 Where archaeological features, as identified by a DBA, are likely to be encountered, strategies should be developed to deal with them. PPG 16 states that, where preliminary research suggests survival of archaeological remains,

"…it is reasonable for the planning authority to request the prospective developer to arrange for an archaeological field evaluation to be carried out before any decision on the planning application is taken. This sort of evaluation is quite distinct from full archaeological excavation. It is normally a rapid and inexpensive operation, involving ground survey and small scale trial trenching, but it should be carried out by a professionally qualified archaeological organisation or archaeologist.

Evaluations of this kind help to define the character and extent of the archaeological remains that exist in the area of a proposed development, and thus indicate the weight, which ought to be attached to their preservation. They also provide information useful for identifying potential options for minimising or avoiding damage. On this basis, an informed and reasonable planning decision can be taken." [41]

"Local planning authorities can reasonably expect developers to provide this information as part of their application for sites where there is good reason to believe there are remains of archaeological importance. If developers are not prepared to do so, the planning authority may wish to consider whether it is appropriate to direct the applicant to supply further information under the provisions of Article 4 of the Town and Country Planning (Applications) Regulations 1988." [42]

8.2.2 Field evaluations should aim to provide information of sufficient quality and detail that reasoned and informed decisions may be made with regard to the preservation, or not, of buried archaeological material.

8.2.3 Some form of archaeological evaluation of the site is likely to be necessary in the light of the conclusions outlined above. Such an evaluation may comprise one or more of the following procedures:

- geophysical survey;
- surface artefact collection ('fieldwalking');
- archaeological trial trenching.

8.2.4 Geophysical survey would not be a suitable method for determining whether archaeological remains were present at the study site. Extensive landscaping is likely to have occurred during the creation of the playing fields during the mid to late 20th century. Such activity will mask sub-surface archaeological remains. Surface artefact collection would not be a suitable method for determining whether archaeological remains were present at the study site. 'Fieldwalking' is only of use across recently ploughed, harrowed or drilled fields, preferably after a period of weathering has taken place.

8.2.5 Archaeological trial trenching should be considered as the most suitable option in order to define the nature, depth, quality of survival, date and extent of archaeological remains at the site. Until the layout of the proposed development and precise details of its foundation design are known, the locations of evaluation trenches cannot be determined. However, likely areas to be targeted include towards the north-eastern and north-western boundaries, where former colliery waggonways are know to have been located, and the central area, within the core of the colliery complex.

8.2.6 If, for whatever reason, it is not possible to reconcile the preservation *in situ* of important archaeological remains – if identified by field evaluation - with the needs of development, in this case the proposed St. Edmund Campion School, it may be necessary in specific locations for further and more extensive archaeological excavations, with subsequent reporting on the findings, to be undertaken prior to development.

[41] Department of the Environment 1990, paragraph 21.
[42] *ibid.*, paragraph 22.

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PCA Credits

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Maps, Documents and Other Sources

County Historic Environment Record (HER), West Chapel, Jesmond Old Cemetery

The HER was consulted. This takes the form of digital and paper mapping cross-referenced with indexed files. Photocopies of several published papers and maps were provided.

Durham County Record Office, County Hall, Durham

Relevant books and other publications were searched for information. The computer database of material held was searched for relevant maps, documents and photographs. The Ordnance Survey map sequence (beginning with the 1st edition in 1856) was examined and copies of relevant map extracts were taken.

Durham University Library, Archives and Special Collections, Palace Green, Durham

Relevant books and other publications were searched for information. The computer database of material held was searched for relevant maps, documents and photographs. Part of the following historical map was copied by hand:

- *'Plan of the Parish of Gateshead Fell in the County of Durham, 1844'.*

The accompanying '*Apportionment of the Rent Charges in lieu of Tithes in the Parish of Gateshead Fell in the County of Durham, 1845'* was also examined and relevant information was copied.

Picture in Print Website

This is available on-line at **www.dur.ac.uk/picturesinprint/**

It is a collaborative project sponsored by the British Library Co-operation and Partnership Programme to create a catalogue, with viewable images, of printed maps and topographical prints of County Durham created before 1860 held by Durham University Library, Durham County Library, Durham Cathedral Library and the British Library.

The following maps were examined:

- '*Plan of Newcastle-upon-Tyne and Gateshead'*, by Charles Hutton, engraved by J. Ellis, 1770 (this did not extend far enough south to include the study site).
- '*Map of Gateshead, from the Tyne to Ayton Banks*' from R. Rawlinson, 1850, *'Report to the General Board of Health on a Preliminary Inquiry into the Sewerage, Drainage and Supply of Water and the Sanitary Condition of the Inhabitants of the Borough of Gateshead'.*

Conservation Section, Gateshead Council, Gateshead Civic Centre

The computer database of maps and aerial photographs was consulted. The Ordnance Survey map sequence was examined and copies of relevant extracts were taken. The aerial photograph collection was examined. Copies of photographs from October 1974, March 1981 and 2003 taken.

Gateshead Central Library, Prince Consort Road, Gateshead

Library staff retrieved relevant maps and documents. Several maps were consulted and relevant extracts copied. These were:

- '*Plan of the Collieries of Gateshead Fell Belonging to Henry Ellison and Henry Thomas Carr, Esquires, 1773'.*
- *'Plan of the Collieries on the Rivers Tyne and Wear'*, John Gibson, 1788.
- *'Plan of the Rivers Tyne and Wear….and staiths thereon'*, William Casson, 1801.
- '*Plan of the Tyne and Wear Coal Districts in the County of Durham….'*, John Thomas William Bell, 1843.

The card index of 18th and 19th century newspapers was searched. References to Sheriff Hill Colliery were examined in issues of the 'Courant' and the 'Advertiser' between 1793 and 1815.

Tyne and Wear Archives, Blandford House, Newcastle-upon-Tyne

The computer database of material held was searched for relevant maps, documents and photographs. Part of the following map was copied by hand:

- *'Plan of sundry allotments set out on the division of Gateshead Fell in the County of Durham'*, Thomas Bell, surveyed July 1826.

APPENDIX A

PLATES 1-7

Plate 1. Western part of site, looking north-west.

Plate 2. Central part of site, looking north-east.

Plate 3. Central part of site, looking east.

Plate 4. Southern part of site, looking south-east.

Plate 5. Former Team Colliery Waggonway, looking south-east.

Plate 6. Southern margin of site, looking east.

Plate 7. Aerial photograph of site, 2003.

P C A

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