

THROCKLEY FILLING STATION
THROCKLEY
NEWCASTLE UPON TYNE
ARCHAEOLOGICAL ASSESSMENT

November 2007



Prepared for: <i>Mr Jevins</i>	By: <i>The Archaeological Practice Ltd.</i>
-----------------------------------	--

<i>Project code:</i> AP07/54	<i>Stage:</i> Final	<i>Compiled by:</i> RJC	<i>Control:</i> AR	<i>Completion date:</i> 29/11/07
---------------------------------	------------------------	----------------------------	-----------------------	-------------------------------------

THROCKLEY FILLING STATION
HEXHAM ROAD
THROCKLEY

Archaeological Assessment

Prepared by

The Archaeological Practice Ltd



Frontispiece: View from the rear of Beaulieu House towards Hexham Road.

CONTENTS

SUMMARY

1. INTRODUCTION
2. ASSESSMENT CONTEXT
3. SOURCES FOR ASSESSMENT
4. CATALOGUE
5. HISTORICAL SYNTHESIS
6. ARCHAEOLOGICAL POTENTIAL
7. CONCLUSIONS
8. RECOMMENDATIONS
9. REFERENCES

ILLUSTRATIONS

Cover: *View of Throckley Filling Station from north north-east.*

Frontispiece: *View from the rear of Beaulieu House towards Hexham Road.*

Illus. 01: *Location plan of Throckley on the west side of Newcastle upon Tyne.*

Illus. 02: *Location plan of the assessment area within Throckley.*

Illus. 03: *The location of the assessment area on the south side of Hexham Road, Throckley.*

Illus. 04: *Extract from a plan of Throckley about the year 1713, produced in 1863 (NRO 536/2).*

Illus. 05: *Extract from plan of Throckley Estate and workings in the Engine Seam of coal situated in the parish of Newburn to Greenwich Hospital, n.d. c.1735.*

Illus. 06: *Extract from plan of The Freehold Lands described within the boundaries of this plan formerly belonging to John Rogers Esquire, now to Edward Montague Esquire, 1736.*

Illus. 07: *Extract from a plan of enclosed lands in the township of Throckley, 1769.*

Illus. 08: *Extract from a plan of enclosed lands of Throckley, 1781.*

Illus. 09: *Extract from the Throckley Tithe Plan 1847 showing Throckley village.*

Illus. 10: *Extract from Greenwich Hospital Estate Plan, n.d. c.1850s.*

Illus. 11: *Extract from First Edition Ordnance Survey Plan, 1865, 1:2500.*

Illus. 12: *Extract from Second Edition Ordnance Survey Plan, 1895, 1:2500.*

Illus. 13: *Extract from Third Edition Ordnance Survey, 1:2500, 1920.*

Illus. 14: *Sites of historical significance identified on the Tyne and Wear Historic Environment Record*

Illus. 15: *View of the north frontage of the brick-built garage at the west end of the Throckley filling station assemblage.*

Illus. 16: *View from SSW of the west side of the brick-built garage at the west end of the Throckley filling station assemblage.*

Illus. 17: *View from the south of the south end of the brick-built garage at the west end of the Throckley filling station assemblage, and rear (south) frontage of Wooler House.*

Illus. 18: *View north-westwards from the south-east corner of the assessment site towards Wooler House and Beaulieu House.*

Illus. 19: *View westwards from the south-east corner of the assessment site along approx projected line of the Vallum north edge.*

Illus. 20: View westwards from the south-east corner of Beaulieu House towards the east frontage of the brick-built garage.

SUMMARY

This report constitutes a desk-based cultural heritage assessment on the site of a filling station, associated garage facilities and houses on the south side of Hexham Road, Throckley. The assessment was undertaken by The Archaeological Practice Ltd at the request of Mr David Jevins which proposes the redevelopment of the site. The report incorporates an audit of both discrete and more extensive historical landscape components and presents a synthesis of the overall chronology of the defined area. The assessment identifies cultural heritage constraints within the area of the proposed development and makes recommendations regarding the work required to mitigate the impact of the proposed development scheme.

The report collates evidence from a wide range of sources, including historic maps, secondary historical works, excavation reports and the Tyne and Wear Heritage Environment Record (HER). Three site visits were also undertaken in order to assess the archaeological implications and likely visual impacts of the proposed development. The process of assessment has resulted in the identification of a total of 27 sites and monuments within, bordering or in the vicinity of proposed development. These provide contextual information regarding the archaeological and historical development of the area.

The available evidence indicates that the proposed development site lies upon the course of the Hadrian's Wall frontier complex, with the site lying between the curtain wall itself and the vallum to the south. It is likely that the Roman Military Way cuts across the centre of the site. Little is known about the nature of land-use within the site following the Roman period, although it is likely that the Military Way continued in use as a trackway, possibly until the construction of the in the 18th century. The earliest map evidence suggests that by the early modern period the site lay within farmland and was devoid of structures or features until the very late 19th century or early 20th century when Beaulieu and Wooler House were constructed.

On the basis of the above, conclusions are provided regarding the extent and significance of the archaeological remains in the development area, and an outline provided of the consequent cultural heritage impact of the scheme.

It is recommended that the proposed development should focus upon the footings of the present structures, Beaulieu House and Wooler House running parallel with Hexham Road and the brick-built garage structure running N-S from the end of Wooler House along the western boundary of the site. Wherever possible, the proposed new builds should make use of these original footings/areas of disturbance.

It is further recommended that any additional new build developments not on the line of the original footings should be constructed in the north part of the site, perhaps by means of a N-S extension to the east end of the present range, echoing the present (garage workshop) extension from the west end. The archaeological potential of any such new build should be evaluated by means of a trench.

It is further recommended that an archaeological evaluation trench should be excavated in the western part of the site adjacent to the south-east corner of the garage workshop building. The purpose of such a trench should be to investigate the potential survival of the Roman Military Way, the course of which is known from previous excavations east of the current site.

Finally, prior to the demolition of the present structures on the site, they should be photographically recorded internally and externally.

1. INTRODUCTION

1.1 Purpose of Assessment

This assessment, prepared by the Archaeological Practice Ltd. has been commissioned by Mr David Jevins. Its purpose is to inform the planning process regarding the impact likely to be caused by the construction of a residential complex on the south side of Hexham Road, Throckley. The study represents the first stage in a programme of archaeological work which may subsequently include evaluation and mitigation works.

1.2 Planning Background

Planning Policy Guideline 16: archaeology and planning (1990), enables planning authorities to request assessments of archaeological potential in order to ascertain the nature and extent of any remains likely to be impacted by development, and inform upon appropriate mitigation measures. Implementation of the guideline has been requested by the planning authorities in the present case for a number of reasons, particularly because of the potential for the area to contain archaeological deposits relating to the Roman period that could be destroyed if the development proceeds.

1.3 Methodology of Assessment

The assessment will:

- Define the principal sources of information available for archaeological assessment (Section 3).
- Present a catalogue (Section 4) and chronological synthesis (Section 5) of archaeological data derived from various sources. Accompanying base maps will locate established structures and features within, or in close proximity to, the assessment area.
- Provide an assessment of archaeological potential with respect to the development area.
- Provide conclusions with respect to the known and potential archaeological significance of the assessment area (Section 7).
- Recommend further work to define more clearly the nature of the archaeological record and facilitate management or mitigation of this resource (Section 8).

2. ASSESSMENT CONTEXT

2.1 Location and Extent of the Assessment Area (*Illus. 1-3*).

The assessment focuses on an area of land (centred on Grid Reference NZ 155 668) on the south side of Hexham Road, Throckley village, approximately 6 miles west of Newcastle upon Tyne.

The proposed development area is rectangular in shape and approximately 57m in length by 36m wide. The site is bounded to the north by Hexham Road, to the east by the late 19th century Radcliffe Cottages, to the south by the rear gardens of 38-44 Stuart Gardens and to the west, by Gladstone House and Somerset House, both buildings of late 19th century origin. The assessment area is currently occupied by a filling station which is comprised of three buildings, a purpose built 20th century brick-built garage and two 19th century houses. The older buildings, Wooler House and Beaulieu House, have been partially merged to form the filling station shop.

The site lies within the corridor of the Hadrian's Wall frontier complex, a UNESCO World Heritage Site. The northern edge of the proposed development lies some 15m from the southern edge of the line of Hadrian's Wall. The Wall is a Scheduled Ancient Monument (SAM 28 (21)) but the scheduled area does not extend to the projected line of the *Vallum* within the built up areas of Throckley.

2.2 Geology & Topography

The area of Hexham Road sits on Carboniferous Middle Coal Measures with Quaternary deposits (Stobbs 2005:6). The proposed development site is situated on land of undulating topography which slopes gently southwards towards the steep, south-facing side of the lower Tyne valley.

2.3 Previous Archaeological Assessment and Investigation

No archaeological investigations have taken place on the proposed development site although several have been carried out in the vicinity, mostly along the northern side of Hexham Road:

Hexham Road Watching Brief (HER 1999/12), Museum of Antiquities

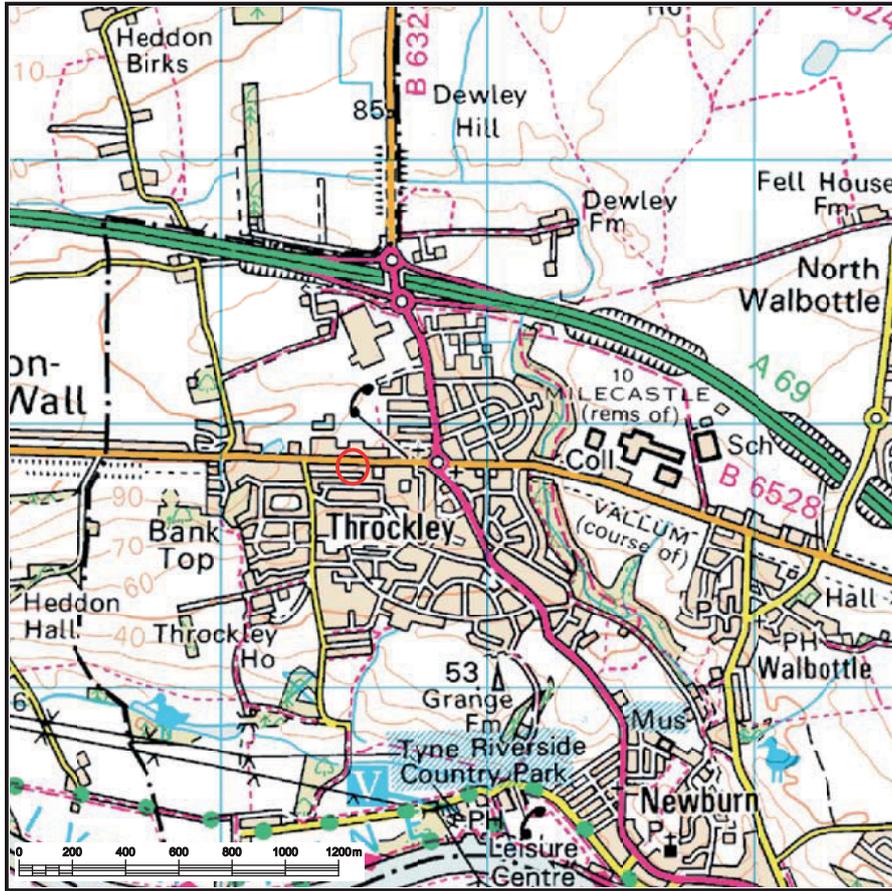
A watching brief was carried out in January 1999 prior to the construction of a garage on the south side of Hexham Road. Eight foundation holes were excavated to depths between 1.50-1.67metres deep. None of the holes excavated revealed any identifiable traces of archaeological significance, specifically the Roman vallum ditch, bank or berm.

Hexham Road Watching Brief (HER 2001/6) TWM

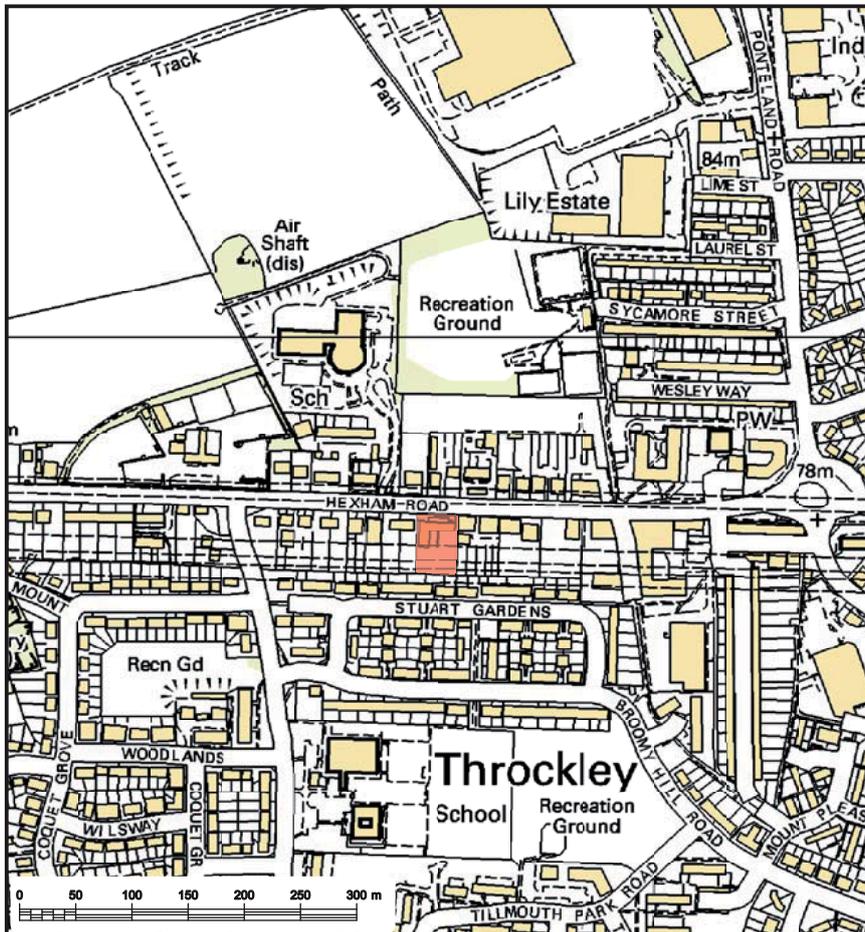
A 7m length of Hadrian's Wall was revealed, immediately beneath the tarmac, in a trench at the junction of Hexham Road and Coach Road.

Hexham Road Watching Brief (HER 2001/65) TWM

An emergency watching brief was undertaken after a section of the Wall was mistakenly excavated through. The trench ran north-south across Hexham Road, to the west of the current assessment site.



Illus. 01: Plan of Throckley on the west side of Newcastle upon Tyne, with the area of assessment circled in red.



Illus. 02: Plan of Throckley, with the area of assessment shown in red.



Illus. 03: The location of the assessment area (outlined in blue) on the south side of Hexham Road, Throckley. The Scheduled area of Hadrian's Wall is shown in green. The projected line of the Military Way is shown as a grey transparency (based on the findings of an evaluation trench excavated by The Archaeological Practice at Prospect House, east of the current site boundary in 2006).

Hexham Road Watching Brief (HER 2001/66) TWM

During a watching brief for water main maintenance, the foundation of Hadrian's Wall was located in trench 10, located near the Newburn war memorial.

Hexham Road Water Evaluation (HER 2003/18) TWM

The insertion of a 2.2km water main revealed a number of rows of pits forming part of a defensive entanglement were identified forming an additional line of defence between the Wall and ditch. Pottery and a north-south metalled surface were also located. The average depth of the trenches was 1.3m.

Hexham Road Evaluation (HER 2004/31) TWM

An evaluation trench on Hexham Road revealed a small area of tightly packed sandstone representing a feature of unknown date, although possibly connected to the Wall.

Hexham Road Excavation (HER 2004/43) Pre-Construct Archaeology

Excavation prior to the improvement of sewer/drainage systems for the redevelopment of Throckley Middle School recorded the truncated remains and a single course of Hadrian's Wall.

Hexham Road Assessment (HER 2005/70) TWM

Archaeological Assessment recommended an evaluation to be undertaken due to Roman, possibly pre-historic and post-medieval industrial remains existing in the area.

Hexham Road Project Design (HER 2005/107)

A project design for the monitoring of water mains refurbishment between Throckley and Harlow Hill. The monitoring of any groundworks was recommended.

Hexham Road Excavation (HER 2005/114) The Arbeia Journal

Comments on Northumbrian Waters excavations in 2002 (see 2003/18).

Hexham Road Evaluation (HER 2005/123) TWM

No archaeological deposits were encountered in Trench 2 & 3 although previously in Trench 1 stones of an unknown date were found (see 2004/31).

Throckley Middle School Assessment (HER 2001/41) TWM

Further work in the form of watching brief, geophysical survey and photographic recording of the school was recommended due to pre-historic and Roman activity in the area.

Throckley Middle School Assessment (HER 2001/74) NCAS

The assessment recommended the monitoring of all groundworks by watching brief, evaluation trenching to find Hadrian's Wall, geophysical survey to locate waggonways and a building recording.

Throckley Middle School Geophysics (HER 2002/37) GeoQuest Associates

Two areas of land within the school grounds were subjected to a geophysical survey which revealed evidence for rig and furrow, land drains, field boundaries and a possible waggonway in the eastern area. In the western area a possible large soil filled pit was located.

Throckley Middle School Evaluation (HER 2002/41) GeoQuest Associates

One trial trench revealed no archaeological features of significance.

Throckley Middle School Watching Brief (HER 2002/72) GeoQuest Associates

Groundworks were monitored in advance of the construction of a new school building on the former playing field to the north of the old school. Part of the eastern trackside ditch of the colliery waggonway was revealed.

Throckley Middle School Evaluation (HER 2002/75) GeoQuest Associates

Two trial trenches were excavated in order to investigate geophysical anomalies that were revealed previously. A late Bronze Age pit was discovered along with two linear features of an unknown date with multi-phase evidence of a colliery waggonway.

Throckley Middle School Evaluation (HER 2003/60) Pre-Construct Archaeology

A single evaluation trench was excavated from the school entrance to the southern pavement of Hexham Road. A truncated length of Hadrian's Wall foundation was located. A pit associated with entanglement defences were found 3.5m north of the southern face of the Wall. The ditch was not found.

Throckley Middle School Watching Brief (HER 2003/63) GeoQuest Associates

A watching brief undertaken on the playing field to the north of the old school exposed 3 furrows from a rig and furrow system. Ten groups of sleeper impressions were recorded representing a single track waggonway towards Hill Pit.

Throckley Middle School Building Recording (HER 2003/67)

Throckley Middle School was subject to an historic buildings record.

Throckley Middle School Excavation (HER 2004/101) TWM

A watching brief was undertaken to observe the refurbishment of services in the berm area between the Wall and ditch. No trace of entanglement pits or any other archaeological deposits were found due to the area being heavily disturbed by modern services.

Field Terrace Assessment (HER 2005/11) TWM

An archaeological assessment was carried out on Field Terrace to the east of the current assessment site. The report concluded that as the site had been open land until 1912, the site of a theatre from 1912-early 1950s and then a car-park, there was a strong possibility that undisturbed archaeological remains survived there.

Field Terrace Evaluation (HER 2006/58) TWM

An archaeological evaluation was undertaken following an archaeological assessment in advance of a housing development. The remains of the north mound of the Vallum were recorded running east-west at a minimum depth of 0.75m below the current ground surface. It measured 6 metres in width and survived to 0.36m in height. There was no evidence of the Military Way.

Prospect House Evaluation (HER 2006/59) The Archaeological Practice Ltd.

Two evaluation trenches were excavated to a maximum depth of 0.9 metres. The first trench, close to the south side of Prospect House revealed no remains of archaeological significance. A second trench, excavated between 17.5m and 28.5m from the south side of Prospect House uncovered the well-preserved remains of the Roman Military Way, part of Hadrian's Wall Military Frontier, a monument of international importance.

Throckley, Excavation and Watching Brief (HER 2003/18) TWM

The archaeological work was undertaken during the insertion of a 2.2km length of a water main running through the northern carriageway of the B6528. A number of rows of pits forming the settings for a defensive entanglement were identified at Throckley similar to features found at Byker and Wallsend. Hadrian's Wall was also encountered in two trenches, indicating that several stretches survive beneath the roadway. Pottery, a metalled surface and evidence of prehistoric ard marks, a ditch and gullies were also uncovered.

2.4 Nature of Proposed Developments

It is proposed to remove the filling station and houses currently occupying the site in order to erect a complex of eight dwellings and associated parking. Most of the proposed new build will be constructed upon the footings of the present structures, but the present garage structure will be extended southwards into an undeveloped area. Excavation may also be required in some parts of the site in order to provide services to the new residential properties.

An access road from Hexham Road will be constructed along the eastern boundary of the site, the remainder of which will be subject to landscaping to create gardens and car parking.

3. SOURCES FOR ASSESSMENT

3.1 Archival Material and Secondary Sources

The report collates evidence from a wide range of published, documentary and cartographic sources consulted in the following archival repositories:

- *Tyne and Wear Historic Environment Record (HER)*
- *The Archaeological Practice archive (AP)*
- *Tyne and Wear Archives (T&W)*
- *Northumberland Record Office (NRO)*
- *Newcastle Central Library (NL)*

3.2 Types of Information

Included amongst the various kinds of information used from each of the above sources to assess the significance of the assessment area are the following:

3.2.1 HER and Listed Buildings Records

Scheduled Ancient Monuments

The scheduling of a site by the Secretary of State denotes it is of at least national significance and provides statutory protection over a defined area. The line of Hadrian's Wall, a Scheduled Ancient Monument (*Hadrian's Wall, Dene House to Throckley Bank Top SAM 24225 TW ref. 28 (21)*) runs some 10-15m to the north of the proposed development site along Hexham Road. The line of the Vallum in the built up areas of Throckley is not scheduled.

Listed Buildings

The listing of structures by the Secretary of State denotes historical or architectural interest but does not necessarily include all buildings of significance or local importance. There are no listed buildings in the immediate vicinity of the assessment area (see *Section 4*), although three are located in the surrounding area.

Sites Appearing on the Tyne and Wear Historic Environment Record (HER)

The Tyne and Wear HER has been accessed for entries within and in close proximity to the assessment area that may be impacted by proposed developments. Consideration of sites outside the defined area enables better evaluation of its archaeological and historical context, highlighting the nature of potential remains within the assessment area. Other than the southern and central parts of the Hadrian's Wall frontier complex, there are no entries directly within the defined development area, but 27 sites (incl. Listed Buildings - above) lie in close proximity.

3.2.2 Primary documentary sources

No primary documents of significance to the present assessment were used in compiling the present report.

3.2.3 Secondary and Published Information

Published works which shed general contextual light upon the assessment area or upon particular aspects of its archaeology or history were consulted, and cited where relevant in the synthesis included in the full assessment report.

Trade Directories consulted

Parson and White 1828 Vol. 2

Kelly's Directory of Northumberland 1897, 1902, 1910, 1925 & 1938

None of the trade directories consulted list Beaulieu House or Wooler House specifically, but two motor garages are listed on Hexham Road from 1925 onwards. It is unknown if either of the two sites listed were located within the current garage site.

3.2.4 Map Evidence (see *Illus. 4-13*)

The study of early maps provides invaluable evidence for the historical development of the area. The following maps were used in compiling the present report:

- *Plan of Throckley, dated back 150 years from 1863 (1713) (NRO 536/2).*
- *Plan of Throckley Estate and workings in the Engine Seam of coal situated in the parish of Newburn belonging to Greenwich Hospital, n.d. c.1735 (NRO SANT/BEQ/9/1/1/35).*
- *The Freehold Lands described within the boundaries of this plan formerly belonging to John Rogers Esquire, now to Edward Montague Esquire, 1736 (NRO SANT/BEQ/9/1/1/34).*
- *An area of enclosed lands in the lordship of Throckley, 1769 (NRO 536/1).*
- *Plan of the enclosed lands of Throckley, 1781 (NRO SANT/BEQ/9/1/1/37).*
- *Throckley Tithe Plan, 1847 (NRO DT 448M).*
- *Greenwich Hospital Estate Plan, n.d. c.1850s (NRO 691/1/19).*
- *First Edition 25" Ordnance Survey Plan, 1865 (NRO Northumberland sheet 87.15).*
- *Second Edition 25" Ordnance Survey Plan, 1895 (NRO Northumberland sheet 87.15).*
- *Third Edition 25" Ordnance Survey Plan, 1920 (NRO Northumberland sheet 93.89).*

3.2.4 Aerial Photographs

Due to the developed nature of the site, detailed analysis of aerial photographs was not considered to be merited and none were consulted.

3.2.5 Other Photographs

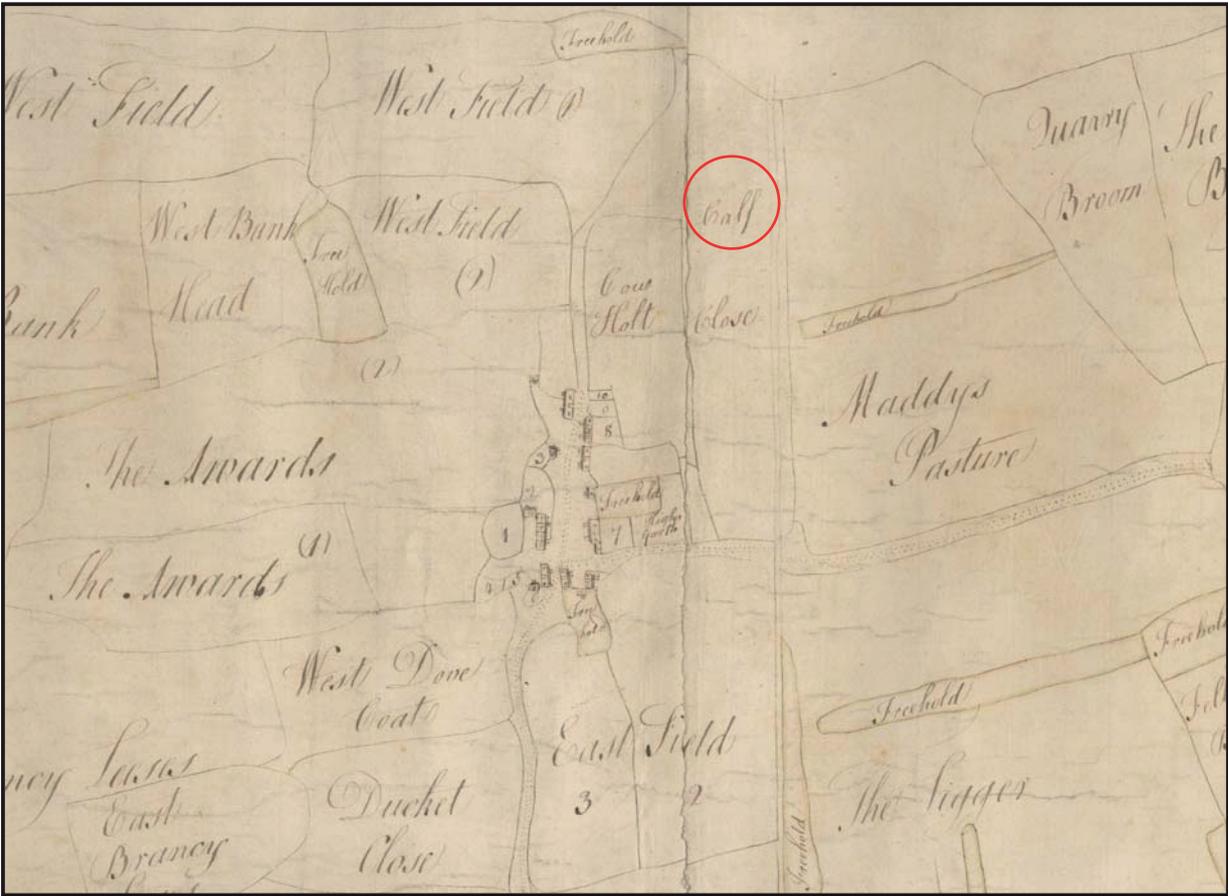
A total of 32 historic photographs of the area were accessed from Newcastle Central Library. However, none were of relevance to the current assessment area.

3.2.6 Site Inspection and Local Information

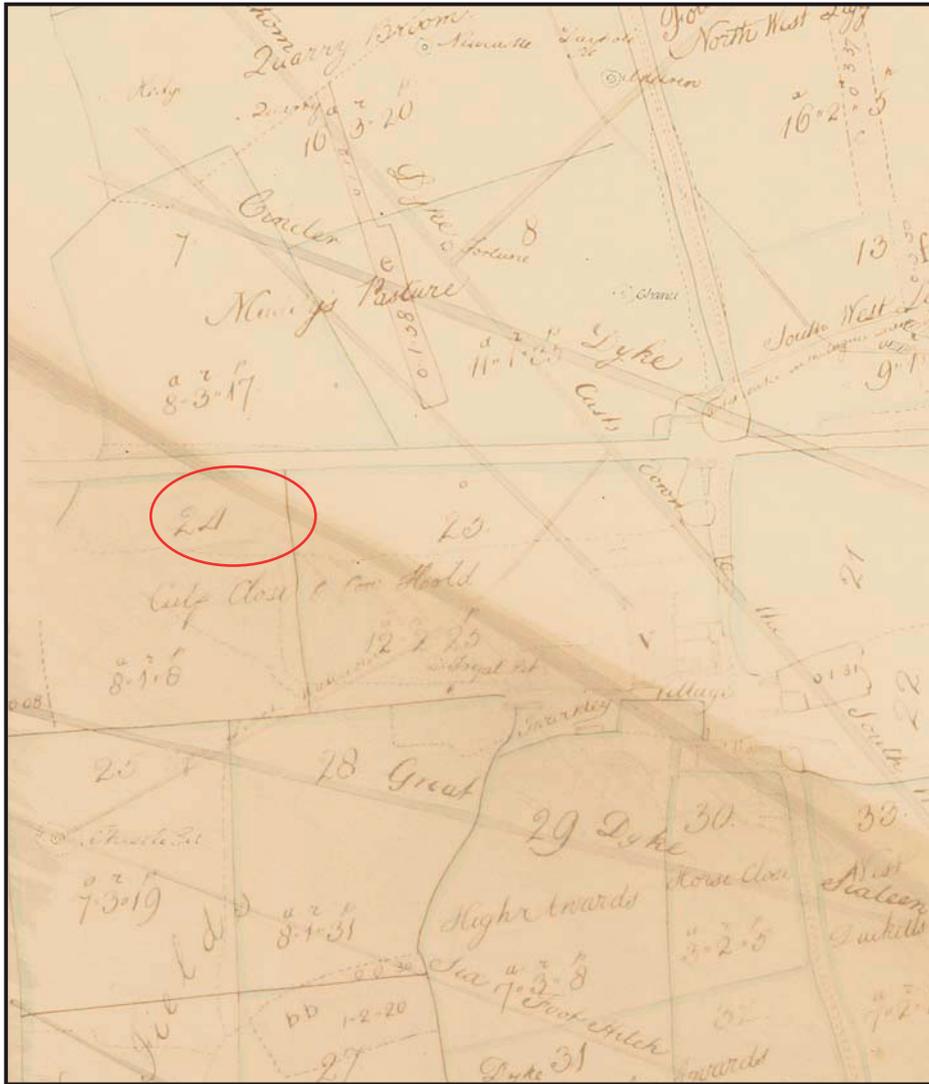
A site visit was undertaken by Richard Carlton and Claire MacRae of The Archaeological Practice Ltd on Tuesday, 9th October 2007. Richard Carlton made a second visit on 20th November, and a third visit on November 26th in the company of Mr David Heslop, Newcastle City Archaeologist. During the site visits a record was made of the nature of structures presently occupying the site and those within visual range, as well as the location of petrol tanks within the site and the nature of its topography.



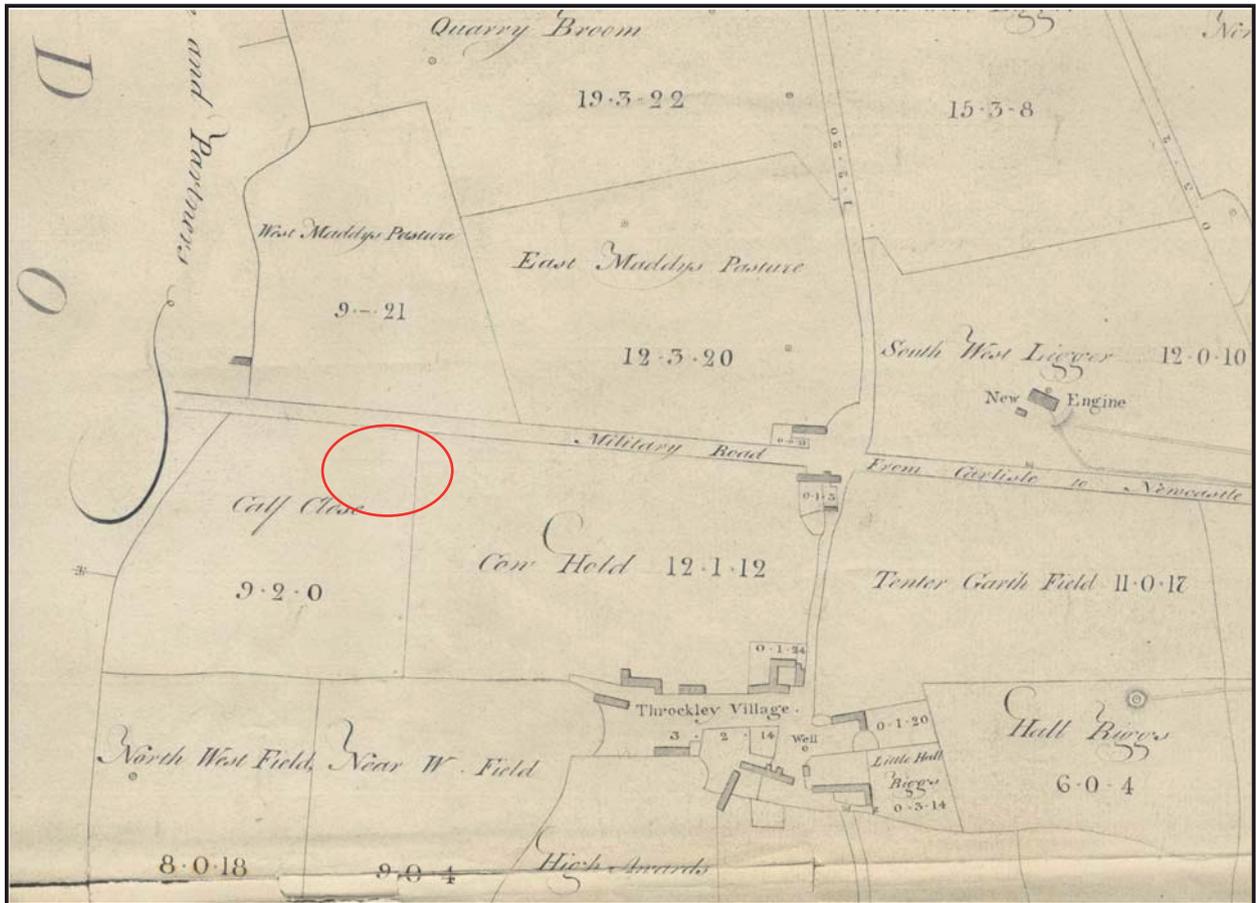
Illus. 05: Extract from a plan of Throckley Estate and workings in the Engine Seam of coal situated in the parish of Newburn, n.d. c.1735 (NRO SANT/BEQ/9/1/1/35). The approximate area of assessment is circled in red.



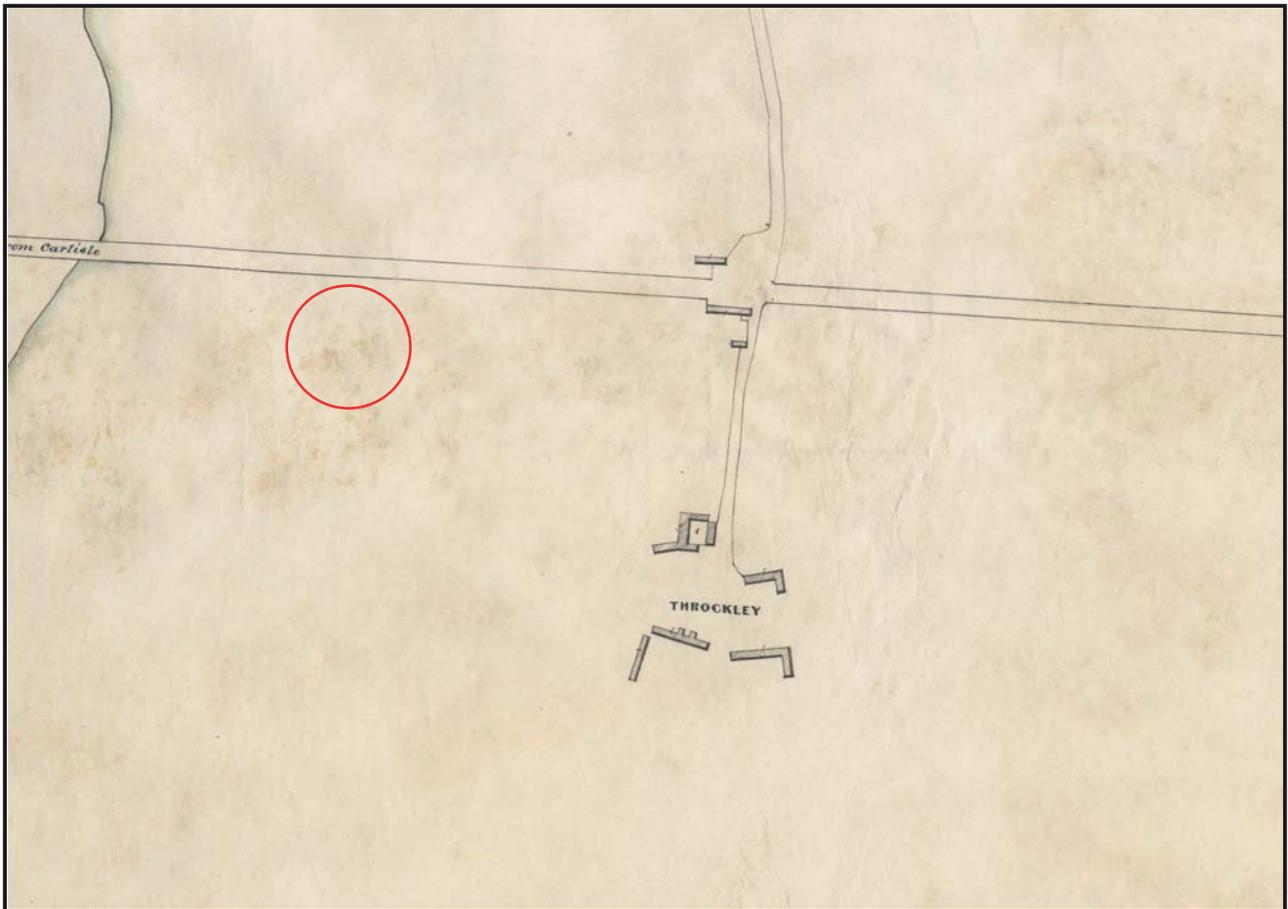
Illus. 06: Extract from a plan of The Freehold Lands described within the boundaries of this plan formerly belonging to John Rogers Esquire, now to Edward Montague Esquire, 1736 (NRO SANT/BEQ/9/1/1/34). The approximate area of assessment is circled in red.



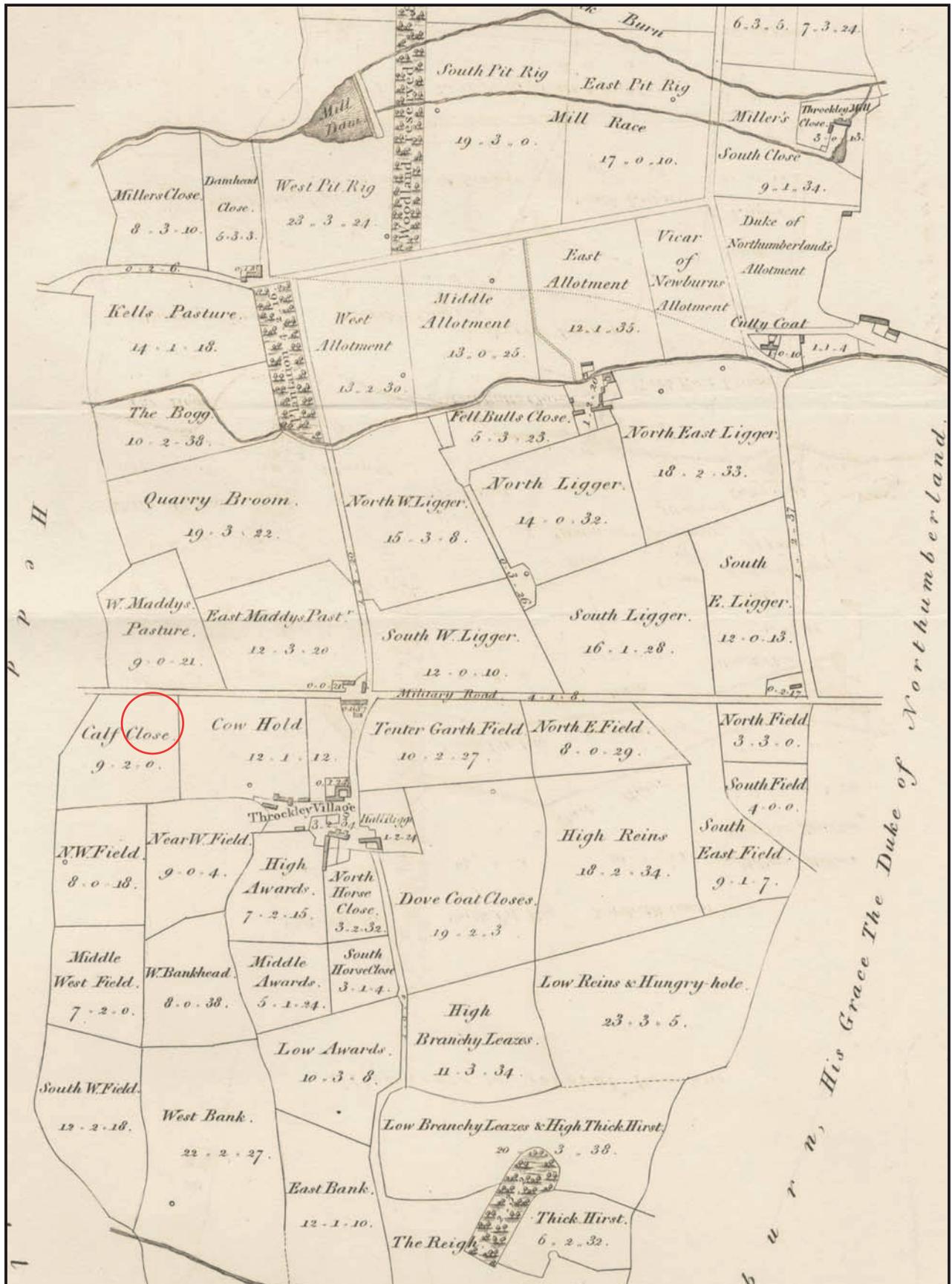
Illus. 07: Extract from a plan of enclosed lands in the township of Throckley, 1769 (NRO 536/1). The approximate area of assessment is circled in red.



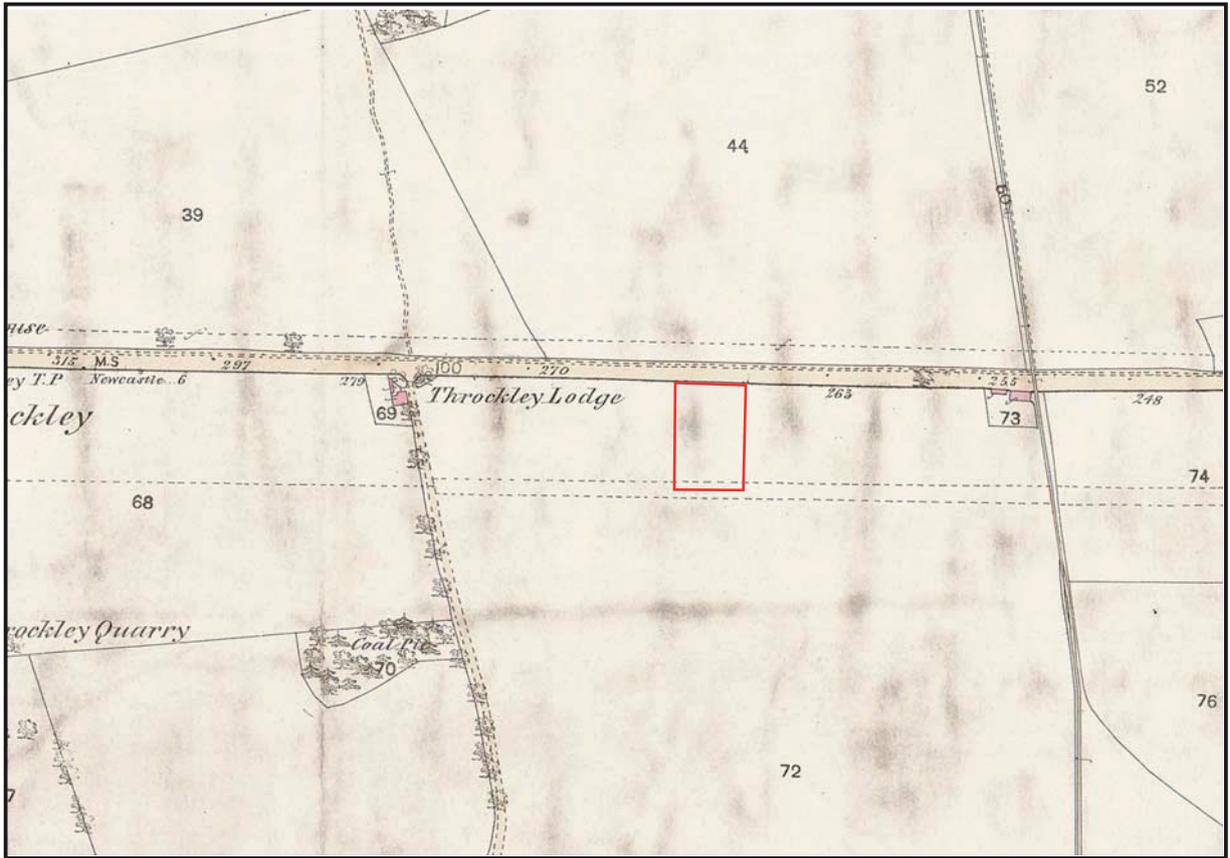
Illus. 08: Extract from a plan of enclosed lands of Throckley, 1781 (NRO SANT/BEQ/9/1/1/37). The approximate area of assessment is circled in red.



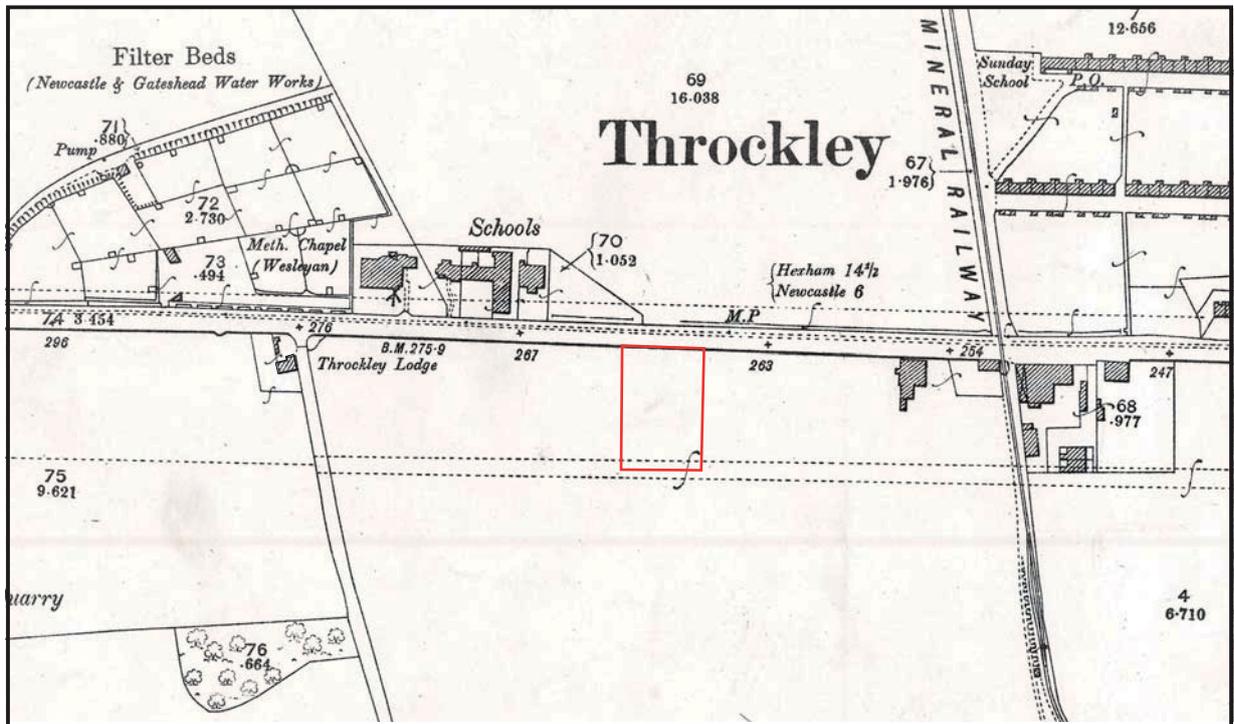
Illus. 9: Extract from the Throckley Tithing Plan 1847 showing Throckley village (NRO DT 448M). The approximate area of proposed development is circled in red.



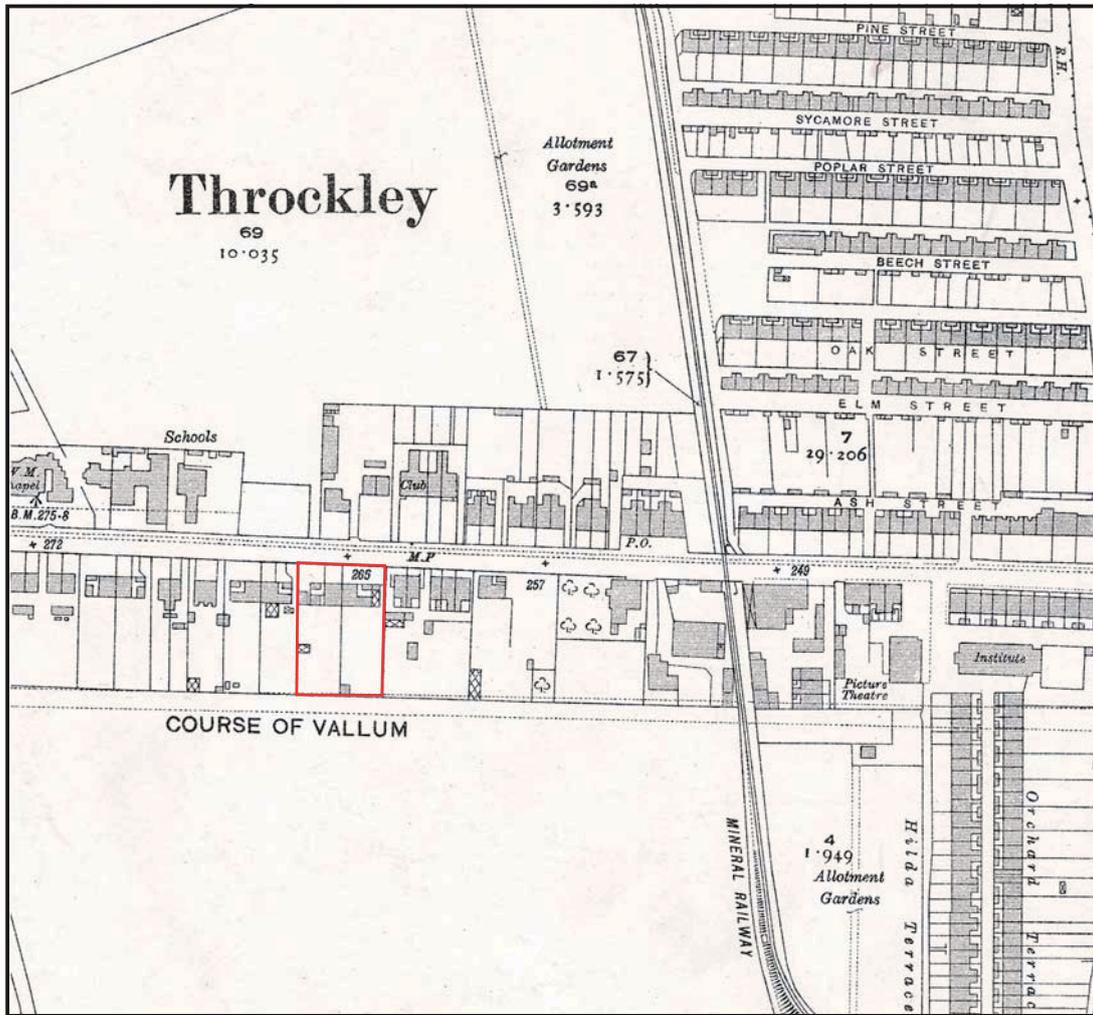
Illus. 10: Extract from Greenwich Hospital Estate Plan, n.d c.1850s (NRO 691/1/19 plan 20)



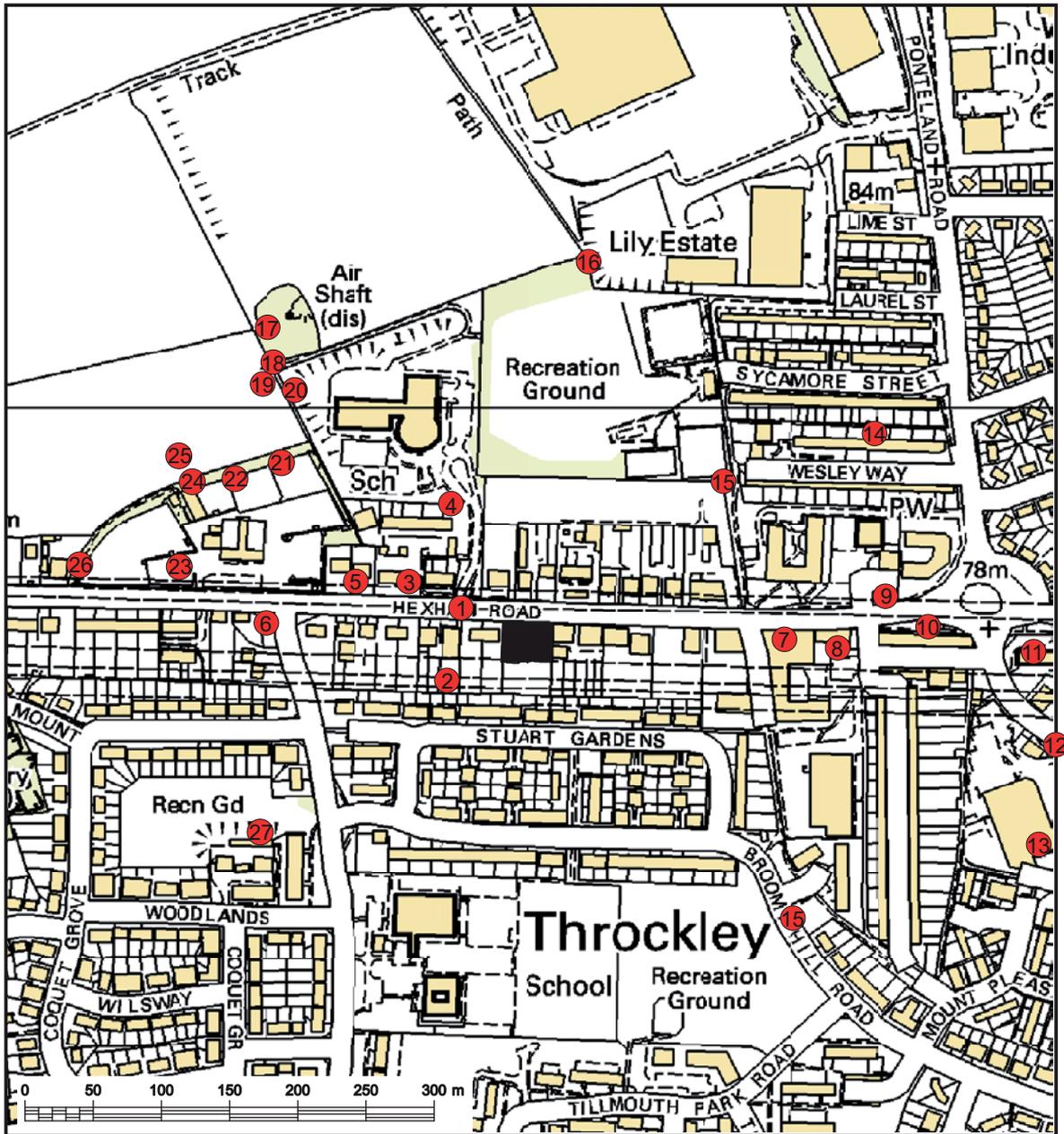
Illus. 11: Extract from First Edition Ordnance Survey Plan, 1865, 1:2500 (NRO Northumberland Sheet 87.15), the assessment area is outlined in red.



Illus. 12: Extract from Second Edition Ordnance Survey Plan, 1895, 1:2500 (NRO Northumberland Sheet 87.15), the assessment area is outlined in red.



Illus. 13: Extract from Third Edition Ordnance Survey, 1:2500, 1920 (NRO Northumberland Sheet 93.89), the assessment area is shown outlined in red.



Illus. 14: Sites of historical significance identified on the Tyne and Wear Historic Environment Record. The area of proposed development is shown in black.

4. CATALOGUE

Archaeological assessment requires consideration both of the area likely to be materially affected by developments and sites in the immediate vicinity which may be visually affected. The course of investigation outlined above identified the Hadrian's Wall Roman Frontier complex as one of 27 sites of known cultural heritage significance within, bordering and in the vicinity of the site. The catalogue numbers of sites listed below are keyed to *Illus. 14*.

Site no. 01: Hadrian's Wall, Walbottle Dene to City boundary; *HER 218, Grid Reference NZ1647 6675; Scheduled Ancient Monument (TW 28(21)) and UNESCO World Heritage Site.*

The curtain wall appears to have lain under north edge of the road west of Milecastle 10 to Walbottle Dene. In 1864 a long stretch of the Wall in this location was removed during road realignment. West of the Dene the Wall runs under the south pavement of the main road. The Vallum can be traced in and out of the Dene. It was sectioned in 1980 in Woodside Avenue (NZ 1612 6679) and shows as slight earthworks in the fields south of the road, west of Throckley Bank Top. The Military Way was not found in the 1980 excavation. Turret 10b has not been found (approx. position thought to be 1552 6685) and Milecastle 11, supposedly seen by MacLauchlan, was not found in 1928 on the south side of the main road west of Throckley Bank Top, or in subsequent investigations in the vicinity in 1929, 1959 and 1983. Recently, a section of Wall was recorded in Hexham Road/Coach Road in 2001 and a section of curtain wall foundation and a cippi pit found in 2003 outside Throckley Middle School. A whole complex of these defensive pits, which are thought to have held entanglements of sharpened branches to act like barbed wire, were recorded there in 2002. A concentration of Roman pottery was also recorded, probably discarded from turret 11b, along with a metalled road surface, probably representing a road to milecastle 11, and prehistoric ard marks, a ditch and gullies.

Site no. 02: Rose Pit; *HER 8486, Grid Reference NZ1541 6680.*

The site of Rose Pit, a coal mining pit no longer present by the time of the First Edition Ordnance Survey.

Site no. 03: Throckley Middle School; *HER 1957, Grid Reference NZ1540 6687*

In September 1870 the Throckley Coal Company determined upon building day schools for the children of its employees, and the following year a site was chosen on the north side of the Hexham turnpike. The school was opened in 1873. The Throckley Colliery School was later renamed Throckley Non-denominational School. The original stone school buildings were altered and adapted throughout the 20th century, but were due for demolition in 2003.

Site no. 04: Throckley Coal Pit; *HER 1962, Grid Reference NZ1542 6691;*

An unnamed coal shaft is shown on an estate map of 1781, joined by a wagonway (HER ref. 1958) to Hill Pit (HER ref. 3952) and Meadow Pit (HER ref. 3953). It is not shown on the first edition Ordnance Survey plan of 1858.

Site no. 05: Methodist Chapel; *HER 7961, Grid Reference NZ 1535 6688;*

Site of a 19th century chapel shown on 2nd edition Ordnance Survey plan, demolished in 1999.

Site no. 06: Throckley Lodge, Hexham Road; *HER 7962, Grid Reference NZ1530 6684;*

Site of the 19th century Throckley Lodge.

Site no. 07: Field House, Hexham Road; *HER 7959, Grid Reference NZ1570 6684;*

Site of the 19th century Field House.

Site no. 08: Throckley Picture Theatre; *HER 7963, Grid Reference NZ1572 6680;*

20th century cinema, demolished in 1952.

Site no. 09: Hexham Road, Newburn Road End; HER 7960, Grid Reference NZ1577 6687;
Row of 19th century terraced housing.

Site no. 10: Newburn Road War Memorial; HER 5203, Grid Reference NZ1583 6682;
Pink granite obelisk on a concrete plinth, located in the corner of St Mary's churchyard. The present setting gives the impression that the memorial has been relocated to make room for a road widening scheme.

Site no. 11: St. Mary's RC Church; HER 7956, Grid Reference NZ1590 6680;
19th century church, a Grade II Listed Building.

Site no. 12: Methodist Chapel; HER 7958, Grid Reference NZ1587 6674;
Site of a 19th century chapel.

Site no. 13: Mount Pleasant; HER 7957, Grid Reference NZ1588 6663;
Site of two rows of 19th century terraced housing on 2nd Edition Ordnance Survey plan.

Site no. 14: Pine Street, Beech Street and Oak Street; HER 4948, Grid Reference NZ1572 6717;

Five terraces of houses, probably built by the Throckley Coal Company to serve the Maria Pit and Throckley Firebrick and Clay Retort Works.

Site no. 15: Throckley Waggonway; HER 3928, Grid Reference NZ1514 6727;
Throckley Wagonway ran from Throckley Colliery and Tile Works to Wylam Wagonway. The 2nd Edition Ordnance Survey plan shows that it was out of use by c.1898, except for its northernmost part, which was in use as part of a mineral railway (HER ref. 4227).

Site no. 16: Lark Pit; HER 8485, Grid Reference NZ1553 6710;
Site of coal mining pit which had ceased to operate by the time of the First Edition Ordnance Survey plan.

Site no. 17: Hill Pit; HER 3952, Grid Reference NZ1530 6708;
The exact dates of operation of this pit are not certain, but it is known that Hill Pit had started by 1769. Hill Pit is shown on several 18th century plans, but on the 1st edition Ordnance Survey plan of 1858 it is within a wooded area, suggesting that it was disused by that time.

Site no. 18: Pit containing late Bronze Age pottery and a flint tool; HER 5222, Grid Reference NZ1521 6722;

A small bowl-like pit was found in an evaluation trench at Throckley Middle School in July 2002. An assemblage of Late Bronze Age pottery was recovered from this deposit along with a flint tool. The 18 sherds of pottery were consistent with material found at Hastings Hill in Sunderland. It is considered probable that this is an isolated feature, possibly not associated with extensive settlement remains.

Site no. 19: Honey Pit; HER 1956, Grid Reference NZ1532 6704;
'Honey Pitt' or 'Money Pitt' (the caption is faded) is shown on an 18th century plan. Honey Pit was joined to Meadow Pit (HER ref. 3953) by a waggonway (HER ref. 1958 - below). Honey Pit is thought likely to have closed by 1781.

Site no. 20: Waggonway; HER 1958, Grid Reference NZ1531 6703;
A wagonway is shown on a mid-18th century plan of Throckley linking Honey Pit (HER ref. 1956) to Meadow Pit (HER ref. 3953). The wagonway is not shown on the First edition Ordnance Survey plan of 1858 so was presumably out of use by this date.

Site no. 21: Waggonway; HER 1963, Grid Reference NZ1508 6697;

A wagonway is shown on a plan of Throckley, 1769 linking New Engine (HER ref. 1959) to another wagonway (HER ref. 1958). It is also shown on a plan of 1781 but not shown on the First edition Ordnance Survey plan of 1858, so was presumably out of use by that date.

*Site no. 22: **Filter Beds (water treatment works)**; HER 4236, Grid Reference NZ1526 6692;*
From c.1870 a water treatment works with extensive filter beds was built for the Newcastle and Gateshead Water Company. This involved extensive terracing and excavation of the area of the treatment plant, in the course of which the 'Walbottle Hoard' (HER ref. 1421 - below) was found. The filter beds are shown on the 2nd edition Ordnance Survey map of the area.

*Site no. 23: **The Walbottle Hoard**; HER 1241, Grid Reference NZ1495 6687;*
A cache of over 5000 Roman coins, known as the Walbottle hoard, was found in 1879 during the construction of the Newcastle and Gateshead Water Company's filter beds (HER ref. 4236). It seems likely that the hoard may have been concealed in the Wall ditch near the site of Milecastle No. 11, at Throckley Bank Top. The coins were mostly of the decade AD 260-70.

*Site no. 24: **Hexham Road, Valve House**; HER 1964, Grid Reference NZ1522 6693;*
Grade II listed buildings
Two valve houses, built for the Newcastle and Gateshead Water Company in c.1870 and c.1890, stand on either side of Hexham Road as part of the improvements in the water supply to the growing town in the 1870s.

*Site no. 25: **New Engine**; HER 1959, Grid Reference NZ1518 6694;*
A pumping shaft called 'the New Engine' is shown on a plan of 1769. It was served by a wagonway (HER ref. 1963) which was in turn linked to another wagonway (HER ref. 1958) serving Honey, Hill and Meadow Pit. "New Engine" is also shown on a plan of 1781, but not shown on the First edition Ordnance Survey plan of 1858.

*Site no. 26: **Hexham to Carlisle Road**; HER 3945, Grid Reference NZ1465 6688;*
The course of a medieval road.

*Site no. 27: **Coal pit**; HER 3943, Grid Reference NZ1528 6671;*
Historic Ordnance Survey map evidence shows a Coal Pit at this location.

5. SYNTHESIS

5.1 Early Prehistoric (*hunter/gatherers and early farmers - 8000BC to 2500BP*)

While there is no known artifactual evidence for human activity within the bounds of the assessment area from the Mesolithic, Neolithic or Bronze Age periods, there is abundant evidence for early prehistoric activity in the wider vicinity. Early human activity is attested at Throckley by finds of Mesolithic flints (HER ref. 186-188) and Neolithic flints and axes (HER refs. 186-188 & 223) around Dewley Hill (HER ref. 185) a burial mound situated approximately 1.5 miles to the north of the current assessment area, which has also yielded almost 200 Mesolithic flints (HER 186 & 188). Other prehistoric finds include late Bronze Age pottery, found in 2002 at Throckley Middle School (HER ref. 5222), and a cup and ring marked stone (HER ref. 1955) and bronze axe head (HER ref. 5450), both from Throckley Bank Top.

5.2 Later Prehistoric and Romano-British Period (*2500BP to 400AD*)

On the north side of Hexham Road a small bowl-like pit was found at Throckley Middle School containing an assemblage of 18 sherds of Late Bronze Age pottery along with a flint tool (Cat. No. 18, HER 5222). Throckley Bank Top has also yielded a bronze axe head (HER 5450). A number of rectilinear enclosures and other cropmarks of possible late prehistoric date have also been detected by aerial photography in the area (HER refs. 190-2 & 194-5), notably at Broom Hall (HER ref. 189).

Hadrian's Wall (HER ref. 219) passes through Throckley and a large number of Roman artifacts have been found in the vicinity. On its approach to Throckley from the east, the curtain wall of Hadrian's Wall frontier complex is thought to lie under the north edge of the road west of Milecastle 10, the site of which lies east of Walbottle Dene, but at Walbottle Dene the course of the Wall turns 20 degrees to the south, and to the west of the Dene the Wall runs under the south pavement of the main road. The Vallum can be traced in and out of the Dene; it was sectioned in 1980 in Woodside Avenue (NZ 1612 6679), but the Military Way was not found there. The Vallum appears as slight earthworks in the fields south of the road between the Ponteland Road roundabout and Throckley Bank Top on Hexham Road. However, an evaluation by The Archaeological Practice Ltd. in March 2006 to the east of the filling station on Hexham Road, located the well-preserved remains of the Roman Military Way running on an East-West course centred some 28.2 metres south of the main north elevation of Prospect House. During the following month the north mound of The Vallum was recorded in April 2006 on Field Terrace at a depth of 0.75m, to the east of the current site on Hexham Road by Tyne and Wear Museums, again The Military Way was undetected.

The remains of turret 10a (HER 219) were discovered in 1928 on the south side of the main road, on the east corner of the newly constructed Callerton Road. It was partly excavated at this time, and its distance west of Milecastle 10 given as 443 yards. Upon re-excavation in 1980 it was found to have been much damaged by the insertion of various services, but two courses of wall, 3 feet thick above the footings, usually survived. The turret measured 13 feet 6 inches (4.10 m) north-south, and 13 feet 9 inches (4.20 m) east-west, had an entrance at the south-east corner.

The remains of Turret 10b have never been traced, but its projected position is slightly west of Prospect House on the south side of Hexham Road (approx. NZ 1552 6685). The location of Milecastle 11, supposed to have been seen by MacLauchlan, is also unknown, but must lie on the south side of the main road west of Throckley Bank Top. A section of curtain wall was recorded at the intersection of Hexham Road and Coach Road in 2001, and a section of

Hadrian's Wall foundation and a *cippi* pit were found in 2003 outside Throckley Middle School. A complex of these pits, which are thought to have held entanglements of sharpened branches and thorn bushes to act like barbed wire, were recorded during the installation of water mains in 2002.

In addition to the Wall monument itself, a large number of finds of Roman material have been reported in Throckley and its environs, the most spectacular of which is the Walbottle Hoard (HER refs. 1418 & 1241), a collection of over 5000, 3rd century coins, mostly from the decade AD 260-70, from a pottery vessel found in the Wall ditch in 1879 at Throckley Bank Top. Roman building stones (HER 1283) have also been found in Throckley, and many more are incorporated in modern buildings.

5.3 The Medieval Period

Early Medieval Period (400-1100)

Although there is no evidence for early medieval occupation in Throckley, it is known that the village was part of the Saxon burgh of Newburn. Throckley was granted to a mense lord before the Conquest as it was held in a pre-Norman form of tenure (Dodds 1930:158). Although, Throckley is not mentioned in the Boldon Book, neighbouring Newburn was valued at 40 shillings (Stobbs 2005:10).

Medieval Period (1100-1600)

It has been suggested that the place name Throckley is derived from the old English '*Throca-hlaw*' meaning the tumulus of Throca (*Ibid.* 11). The first known reference to Throckley was in 1161 when it was still a member of the Saxon burgh and later medieval manor of Newburn. The village (HER 1316) originally lay south of the Roman Wall and Hexham Road, on an east-west axis, and appears to have been a 2-row green village, reached from the north by the modern Hill House Road. It had six taxpayers in 1296. Its plan shows clearly on a map of 1781, and it still looked fairly substantial in 1847, but by the mid-19th century the only surviving dwellings were two cottages in the north row, and the eastern third of the village had become a quarry and a wood. The Hexham to Carlisle Road, now Hexham Road, is also of medieval origin (Cat. No. 26, HER 3945), perhaps based on a track of late- or early post-Roman construction.

During the 13th century, Throckley was held by Robert of Throckley and then his descendants, as tenants of the Lord Newburn Manor (Dodds 1930: 159). Little documentary evidence exists for the later 14th and 15th centuries until 1499-1500 when the vill of *Throcklawe* is rented by John Cartington from the Earl of Northumberland, the then owner of the manor of Newburn (*Ibid.* 162). Soon afterwards at least part of the manor passed to the Radcliffe family through marriage who held it until 1749 when the estates were set in trust for the use of the Greenwich Hospital. In 1865 they were passed to the lords of the Admiralty (Stobbs 2005, 11).

5.4 Post Medieval and Modern Periods

Little is known about the size of the village in the immediate post-medieval period, but a possible Civil War camp is recorded at a place called '*Heddon Lawes*', possibly within fields known as '*The Ligger*' (HER 1960).

During the 18th century the fields and commons surrounding Throckley and Throckley Fell were enclosed under the 1769 Enclosure Act (Dodds 1930: 163). The results of this enclosure can be seen by comparing *Illus. 06* with *Illus. 07*. In the same century the Military Road was created along part of the modern Hexham Road. The Military Road effectively sealed Hadrian's Wall by using it as a foundation for its construction, although parts of the Wall continued to reappear

when the metalled surface became worn, particularly before modern tarmac resurfacing (McKevley & Bidwell 2005:31).

Coal had been extracted in the area around Throckley and Callerton for many centuries prior to the industrialisation of mining, which occurred from the early 18th century. However, it was in the 19th century that the mining and transportation of coal led to the rapid development of the modern settlement. A large number of coal workings are recorded in and around Throckley, most notably the Rose Pit and Throckley Coal Pit, the sites of which lie close to the development area (Cat. No. 2 & 4; HER 8486 & 1962). The creation of wagonways in the area enabled the expansion of the industry (e.g. Cat. No. 15, 20 & 21; HER 3928, 1958 & 1963). In the 19th century coal extraction was focused on Throckley Colliery (HER ref. 4224), owned by the Throckley Coal company (formed 1862), which in 1867 brought the extensive Isabella Coke Ovens complex into production. Other coal-dependant industries of the period included brick and tile making along with quarrying. The industrialisation of Throckley led to the spread of workers' housing and the construction of churches, schools and other public buildings, as well as a range of transport and other services, such as the waterworks. Larger houses such as Wooler House, Beaulieu House and Prospect House were built at the end of the century and in the early 20th century for the increasing middle classes which developed as a consequence of industrial prosperity. Grand residences for industrialists were also built in the mid-19th century, notably Throckley House.

5.5 The Hexham Road Filling Station Site

The first available map evidence covering Throckley dates to 1735, although a plan drawn in 1863 purports to depict the area as it was in 1713 (*Illus. 04*). This 1863 (depicting 1713) plan shows the area south of the Military Way (Hexham Road) in the vicinity of the current assessment site labelled as 'Calf Close' to the north-west of Throckley Town. The area is criss-crossed with waggonways and coal pits, but nothing is shown in the area of the proposed development site.

The development site is again shown clear of structures and as part of 'Calf Close' on the south side of the Military Way on a plan of The Freehold Lands belonging to an Edward Montague Esquire, 1736 (*Illus. 06*). The area remains in 'Calf Close', devoid of any features or structures until the mid 19th century.

The First Edition Ordnance Survey Plan of 1865 (*Illus. 11*) shows the assessment area still clear of structures, although Throckley Lodge is visible to the west and to the east the mineral railway. By the time of the Second Edition in 1895 (*Illus. 12*) the area to the south of Hexham Road is still relatively clear but to the north significant developments in the form of the Newcastle and Gateshead Water Works, the Wesleyan Chapel and a School are shown. The mineral railway to the east of the site is also labelled. The Third Edition Plan of 1920 (*Illus. 13*) shows the proposed development and surrounding area in its fully developed form, with the mineral railway still running east of the site along and the Wesleyan Chapel and School to the north-west. The area to the south of Hexham Road had by the early 20th century been occupied by large semi-detached and terraced late 19th century/early 20th century private houses.

The site itself is occupied by a semi-detached building, comprising Beaulieu and Wooler House, with several structures visible at either side of the houses and in the gardens. Although the historic photographs consulted at Newcastle Library did not cover the development area directly the area of Beaulieu and Wooler House seems to have been occupied by a business rather than residential properties in photographs from the 1950s.

6. ARCHAEOLOGICAL POTENTIAL & IMPACTS

6.1 Archaeological Potential

The principal archaeological potential of the site lies in its position on the course of Hadrian's Wall, a Scheduled Monument of international importance. Current Ordnance Survey map coverage indicates that the site lies on the course of the central and southern part of the linear frontier complex, specifically including the Roman Military Way and parts of the vallum and its northern earthwork, or berm. In an attempt to provide more specific information on the likely position of these elements of the frontier complex within the site, the known position of the military way to the rear of Prospect House, east of the present site, was projected westwards into the current assessment area (see *Illus. 03*). This evidence suggests that the likely position of the Military Way is just to the south of the current brick-built garage structure, suggesting that the vallum may be somewhat to the south of its projected course on the current OS map coverage. In addition to the vallum and road, the areas between those features and between road and curtain wall may also contain Roman features of archaeological significance.

With regard to the potential of the site to contain surviving post-Roman archaeological remains, there is no specific evidence to support this until the construction of the present residences in or slightly before the beginning of the 20th century, although it is highly likely that the Roman road continued in use as a local communications route into and perhaps beyond the Medieval period.

6.2 Survival of Archaeological Remains

It is considered likely that the majority of the site has not been detrimentally impacted by intensive development since the Roman period, and that for the majority of the last 1600 years it has been subject to agricultural use. Certainly, it was open farmland until the construction of the current houses around 1900.

On the basis of archaeological remains uncovered locally (AP Ltd. 2006) it is likely that the Roman Military Road survives within the site as a discrete, linear, raised surface constructed of compacted stone rubble and cobbles, topped by cinders and gravel, defined along its north and south sides by kerbstones.

The development of the houses on Hexham Road will, however, almost certainly have damaged or destroyed archaeological remains or ancient surfaces in the area immediately south of the Hadrian's Wall curtain wall. The later construction of a garage workshop running southwards from the west end of the site on Hexham Road may also have destroyed archaeological remains in that area.

6.3 Impacts of the proposed development

The development of a residential complex, as presently proposed, will involve the demolition of all existing structures on the site, reinforcement of footings and/or re-excavation of foundation trenches in order to build on the sites of Beaulieu, Wooler House and the associated brick-built garage. None of these works will have a significant impact upon any undisturbed archaeological remains. However, it is also currently proposed to extend the present garage

structure southwards, creating new foundations and footings in what appears to be currently undisturbed ground, thereby impacting negatively upon potential archaeological remains in that area.

The construction of a roadway along the eastern boundary of the site may involve ground disturbance to the depth of sub-soil, in which case it will have a negative impact upon surviving archaeological remains along its course.

The provision of sub-surface service facilities in the form of pipe- and cable-trenches will have a negative impact upon surviving archaeological remains if excavations extend up to or into sub-soil levels.

Landscaping in order to create gardens and parking areas – the latter particularly in the southern part of the site – are not likely to have a significant impact upon any surviving archaeological remains.

6.4 Visual impacts

There are no perceived implications regarding the visual impact of the development upon sites of known cultural heritage importance.



Illus. 15: View of the north frontage of the brick-built garage at the west end of the Throckley filling station assemblage.



Illus. 16: View from SSW of the west side of the brick-built garage at the west end of the Throckley filling station assemblage.



Illus. 17: View from the south of the south end of the brick-built garage at the west end of the Throckley filling station assemblage, and rear (south) frontage of Wooler House.



Illus. 18: View north-westwards from the south-east corner of the assessment site towards Wooler House and Beaulieu House.



Illus. 19: View westwards from the south-east corner of the assessment site along approx. projected line of the vallum north edge.



Illus. 20: View westwards from the south-east corner of Beaulieu House towards the east frontage of the brick-built garage.

7. CONCLUSIONS

7.1 Historical development

There is no known artifactual evidence for human activity within the bounds of the assessment area from the Mesolithic, Neolithic or Bronze Age periods, but there is abundant evidence for early prehistoric activity in the wider vicinity. Likewise, a number of rectilinear enclosures and other cropmarks of possible late prehistoric date have also been detected by aerial photography in the area.

The Hadrian's Wall Roman Frontier complex passes through Throckley and a large number of Roman artifacts have been found in the vicinity. Within the assessment site itself, it is highly likely that the Roman Military Way passes through the centre of the site and that part of the vallum, a large ditch with parallel embankments, passes through the southern extremity of the site.

There is no evidence for early medieval occupation in Throckley, although it is likely to have been settled at this time and the Roman Wall would have continued to provide an accessible means of east-west communication. The first known reference to Throckley dates from 1161 and it developed in the medieval period as a 2-row green village, the plan of which did not change substantially until the early 19th century.

During the 18th century the fields and commons surrounding Throckley and Throckley Fell were enclosed under the 1769 Enclosure Act and in the same century the Military Road was created along part of the modern Hexham Road using the curtain wall of Hadrian's Wall as a foundation. The subsequent development of the village is closely associated with coal, which had been extracted in the area for many centuries prior to the industrial period. In the 19th century a large number of coal workings are recorded in and around Throckley, along with wagonways, railways and associated industries and related housing developments and public buildings.

7.2 Significance of known or potential archaeological remains

The principal archaeological potential of the site lies in its position on the course of Hadrian's Wall, a Scheduled Monument of international importance. Specifically, the site lies on the course of the Military Way and parts of the Vallum, the survival of either of which would be a matter of considerable significance, as would the survival of Roman remains in the area north or south of the Military Way.

There is no specific evidence that the site is likely to contain significant post-Roman archaeological remains.

7.3 The survival of potential archaeological remains

It is considered likely that the majority of the site has not been detrimentally impacted by intensive development. The potential for archaeological remains to survive on parts of the site not already occupied by substantial structures is assessed as high. Specifically, it is likely that the Roman Military Road survives within the site as a discrete, linear, raised surface constructed of compacted stone rubble and cobbles, topped by cinders and gravel, defined

along its north and south sides by kerbstones, and that the vallum survives as a deep ditch flanked by parallel linear embankments.

The development of the houses on Hexham Road will, however, almost certainly have damaged or destroyed archaeological remains or ancient surfaces in the area immediately south of the Hadrian's Wall curtain wall, and the later construction of a garage workshop running southwards from the west end of the site on Hexham Road may also have destroyed archaeological remains in that area.

7.4 Impact of the proposed development

As presently proposed, the development of a residential complex will involve rebuilding on the footprint of existing structures following their demolition. These works will have a significant impact upon any undisturbed archaeological remains.

It is also currently proposed to extend the present garage structure southwards, creating new foundations and footings in what appears to be currently undisturbed ground, thereby impacting negatively upon potential archaeological remains in that area.

The construction of a roadway along the eastern boundary of the site and the provision of sub-surface service facilities elsewhere may involve ground disturbance to the depth of sub-soil, in which case it will have a negative impact upon surviving archaeological remains.

Landscaping in order to create gardens and parking areas are unlikely to have a significant impact upon any surviving archaeological remains.

7.5 Visual impacts

No perceived implications regarding the visual impact of the development have been recorded.

8. RECOMMENDATIONS

- It is recommended that the construction of residential properties on the Throckley filling Station site should be restricted to the footprint of current buildings. Any excavation of the footings or foundation trenches associated with those buildings should be monitored by watching brief.
- Should any additional new build be necessary, it is recommended from a cultural heritage conservation perspective that this should take place in the area immediately south of the present residences, in the area between the curtain wall and Military Road constituents of the Hadrian's Wall Frontier complex. The archaeological potential of any such new build should be evaluated by means of a trench, the purpose of which should be to investigate the potential survival of Roman remains ancillary to the main features of the Frontier complex.
- It is further recommended that an archaeological evaluation trench should be excavated in the western part of the site adjacent to the south-east corner of the garage workshop building, which it is proposed to extend southwards as part of the current development proposal. The purpose of such a trench should be to investigate the potential survival of the Roman Military Way, the course of which is known from previous excavations east of the current site.
- Finally, prior to the demolition of the current structures occupying the site, they should be photographically recorded internally and externally
- The watching brief works recommended above and any additional works will be subject to modification and/or determination following the phase of archaeological evaluation.

9. REFERENCES

Carlton, R. 2006, *Prospect House, Throckley, Archaeological Evaluation*, The Archaeological Practice Ltd.

Dodds, M. H. 1930, *A History of Northumberland, Vol. 13*, Newcastle upon Tyne

Frain, T. 2003, *Throckley, Archaeological Excavation and Watching Brief*, Tyne and Wear Museums

McKelvey, J. & Bidwell, P. 2005 'Excavations and Watching Briefs along the berm of Hadrian's Wall at Throckley, Newcastle upon Tyne in 2001-2002,' in *The Arbeia Journal, Vol. 8*, 29-52

Muncaster, W. 2006, *Field Terrace, Throckley, Archaeological Evaluation*, Tyne and Wear Museums

Museum of Antiquaries, 1999, *Archaeological Watching Brief, Dickson's Garage, 39-40 Hexham Road, Throckley*

Stobbs, G. 2005, *Field Terrace, Throckley, Archaeological Assessment*, Tyne and Wear Museums

Wymer, J. (ed) 1977, *Gazetteer of Mesolithic Sites in England and Wales*