

**LAND AT TULIP'S HAULAGE YARD,
HEDDON-ON-THE-WALL,
NORTHUMBERLAND**

ARCHAEOLOGICAL EVALUATION REPORT

CP. No: 11129/14

11/12/2014



archaeology

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Quality Assurance

This report covers works as outlined in the brief for the above-named project as issued by the relevant authority, and as outlined in the agreed programme of works. Any deviation to the programme of works has been agreed by all parties. The works have been carried out according to the guidelines set out in the Institute for Archaeologists (IfA) Standards, Policy Statements and Codes of Conduct. The report has been prepared in keeping with the guidance set out by Wardell Armstrong Archaeology on the preparation of reports.

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SUMMARY

Wardell Armstrong Archaeology was commissioned by Mr and Mrs Tulip to undertake an archaeological field evaluation on land at Tulip's Haulage Yard, Heddon-on-the-Wall, Northumberland (centred on NZ 13524 66948). This work was undertaken as part of a pre-planning assessment prior to a proposed redevelopment programme, which will consist of the demolition of existing buildings and the construction of a new housing development and associated infrastructure. The site is located within area of high archaeological sensitivity, being partially situated within the Frontiers of the Roman Empire World Heritage Site, which includes the Hadrian's Wall Scheduled Monument and Vallum (SM 26086). As a result of the site's location, Scheduled Monument consent had to be obtained and the project had to be carried out under guidance from Mike Collins, Inspector of Ancient Monuments (Hadrian's Wall) for English Heritage.

The archaeological evaluation was undertaken over two days between the 8th and 9th December 2014. The evaluation involved the excavation of seven trenches, five of which measured 10m in length and 1.6m in width, with a further two trenches measuring 3m². Trenches 1, 2 and 4 were located along the northern boundary of Tulip's Haulage Yard, on the proposed line of Hadrian's Wall, whilst Trench 3 was located within the western half of Tulip's Yard, between the proposed routes of Hadrian's Wall and the vallum. Each of the four trenches were excavated to a maximum depth of 0.2m, revealing solid bedrock below topsoil and tarmac. Trench 5 was located towards the northeast corner of Tulip's Yard, on the proposed line of Hadrian's Wall and was excavated to a maximum depth of 0.9m, revealing natural drift geology below several modern levelling deposits. Trenches 6 and 7 were located within a small enclosed field, to the northeast of Tulip's Yard and north of the proposed line of Hadrian's Wall. Both trenches were excavated to a maximum depth of 0.7m, revealing natural drift geology below subsoil and topsoil.

No evidence for Hadrian's Wall or any of its associated features were observed during the archaeological evaluation, suggesting that the wall has been completely destroyed at this point or that the actual route of the wall falls outside of its present projected line.

ACKNOWLEDGEMENTS

Wardell Armstrong Archaeology thank Mr and Mrs Tulip for commissioning the project and for all their help during the project. Thanks are also due to Mike Collins of English Heritage.

The work was undertaken by David Jackson, Ben Moore and Ed Johnson. The report was written by David Jackson and the figures were produced by Adrian Bailey. The project was edited by Richard Newman, Post-Excavation Manager for Wardell Armstrong Archaeology and the project was managed by Frank Giecco, Technical Director of Wardell Armstrong Archaeology.

1 INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 Wardell Armstrong Archaeology was commissioned by Mr and Mrs Tulip to undertake an archaeological field evaluation on land at Tulip's Haulage Yard, Heddon-on-the-Wall, Northumberland (centred on NZ 13524 66948; Figure 1).
- 1.1.2 The site is located within area of high archaeological sensitivity, being partially situated within the Frontiers of the Roman Empire World Heritage Site, which includes the Hadrian's Wall Scheduled Monument and Vallum (SM 26086). As a result of the site's location, Scheduled Monument consent had to be obtained and the project had to be carried out under guidance from Mike Collins, Inspector of Ancient Monuments (Hadrian's Wall) for English Heritage. This is in line with government advice as set out in Section 12 of the National Planning Policy Framework (NPPF 2012) and current policies set out in the Hadrian's Wall Management Plan (Hadrian's Wall Management Plan Committee 2008).
- 1.1.3 This report outlines the evaluation works undertaken on-site, the subsequent programme of post-fieldwork analysis, and the results of this scheme of archaeological works.

2 METHODOLOGY

2.1 INTRODUCTION

2.1.1 A Project Design was submitted by Wardell Armstrong Archaeology (Giecco 2014) in response to a request by Mr and Mrs Tulip, for an archaeological evaluation of the study area. Following acceptance of the Project Design by Mike Collins, Inspector of Ancient Monuments (Hadrian's Wall) for English Heritage, Scheduled Monument Consent was granted and Wardell Armstrong Archaeology was commissioned by the client to undertake the work. The Project Design was adhered to in full and the work was consistent with the relevant standards and procedures of the Institute for Archaeologists (IfA), and generally accepted best practice.

2.2 THE FIELD EVALUATION

2.2.1 The evaluation consisted of the excavation of seven trenches, five of which measured 10m in length and 1.6m in width, with a further two trenches measuring 3m². The purpose of the evaluation was to establish the nature and extent of below ground archaeological remains within the vicinity, especially those associated with Hadrian's Wall and its associated features. All work was conducted according to the recommendations of the Institute for Archaeologists.

2.2.2 In summary, the main objectives of the field evaluation were:

- to establish the presence/absence, nature, extent and state of preservation of archaeological remains and to record these where they were observed;
- to establish the character of those features in terms of cuts, soil matrices and interfaces;
- to recover artefactual material, especially that useful for dating purposes;
- to recover palaeoenvironmental material where it survives in order to understand site and landscape formation processes.

2.2.3 Topsoil and subsoil was removed by mechanical excavator to the level of the natural substrate under close archaeological supervision. The trial trenches were subsequently cleaned by hand and were investigated and recording according to the Wardell Armstrong Archaeology standard procedure as set out in the Excavation Manual (Giecco 2012).

2.2.4 The fieldwork programme was followed by an assessment of the data as set out in 3.4 – 3.6 of the IfA's Standards and Guidance for Archaeological Field Evaluations (November 2013).

2.3 THE ARCHIVE

- 2.3.1 A full professional archive has been compiled in accordance with the specification, and according to the Archaeological Archives Forum recommendations (Brown 2011). The archive will be deposited within the Woodhorn Archives Centre, with copies of the report sent to the Cumbria Historic Environment Record at Morpeth, available upon request. The archive can be accessed under the unique project identifier **WAA14, HED/A, CP11129/14**.
- 2.3.2 Wardell Armstrong Archaeology supports the **Online Access to the Index of Archaeological Investigations (OASIS)** project. This project aims to provide an on-line index and access to the extensive and expanding body of grey literature, created as a result of developer-funded archaeological work. As a result, details of the results of this project will be made available by Wardell Armstrong Archaeology, as a part of this national project.

3 BACKGROUND

3.1 LOCATION AND GEOLOGICAL CONTEXT

- 3.1.1 Heddon-on-the-Wall is a village lying within the undulating farmland of the Tyne Valley, north of the River Tyne and approximately 13km west-north-west of Newcastle upon Tyne, and approximately 16km east of Corbridge, in south Northumberland, close to the boundary with Tyneside to the south-east. The village lies approximately 4km to the north of the River Tyne (Figure 1).
- 3.1.2 The proposed development site is separated into two areas. The main area is situated within Tulip's Haulage Yard (centered on NGR NZ 13524 66948) and is bound by the former Carlisle to Newcastle turnpike road to the north, roads leading into the village to the east and west and by residential buildings to the south. The additional area of the site is located within a triangular shaped field to the northeast of Tulip's Yard (centered on NGR NZ 13584 66976) and is bound by Hexham Road to the north and east, the residential property of Four Winds to the west and by the former Carlisle to Newcastle turnpike road to the south (Figure 2).
- 3.1.3 The underlying geology is known as Pennine Lower Coal Measures Formation, comprising interbedded grey mudstone, siltstone and pale grey sandstone (British Geological Survey 2014). The drift geology consists of Glaciolacustrine Deposits of silt and clay (*ibid*).

3.2 HISTORICAL CONTEXT

- 3.2.1 *Introduction:* this historical background is compiled mostly from secondary sources, and is intended only as a brief summary of historical developments specific to the study area.
- 3.2.2 *Prehistoric:* the earliest evidence of activity in the study area comes from the discovery of several polished stone axes of Neolithic origin in the back garden of a house on Antonine Walk in the 1960s, to the south-west of the investigation area. An axe head, of the Bronze Age, has also been found in the vicinity of the survey area. Possible evidence for later prehistoric activity comes from the possible site of a hut circle on Heddon Common, cited in 1880 (Bates 1880), though not found by recent surveys.
- 3.2.3 *Roman:* the site lies within a zone of high archaeological sensitivity, being partly within the Hadrian's Wall and Vallum Scheduled Monument (SM 26086). Hadrian's Wall is probably the most complex and best preserved of the frontiers of the Roman Empire (Austen and Young 2002). Begun in AD 122, the wall was a composite military barrier, which in its final form, comprised a stone wall fronted by a V-shaped ditch, and a number of purpose-built stone garrison fortifications such as forts, milecastles and turrets. A large earthwork and ditch, built parallel with, and to the south of the Wall, known as the Vallum, and a metalled road linking the garrison forts, which is known as the 'Roman Military Way', completed

- the northern military boundary. The northern military boundary was designated as a World Heritage Site in 1987.
- 3.2.4 In the vicinity of the proposed development area, the Wall survives as a buried feature below the course of the modern road. It was recorded during roadworks in November 1926 as being of broad wall type. The route of the Military Way has not been confirmed in this area. Archaeological work in 2002 revealed post pits in the vicinity of Throckley, suggestive of an additional defensive feature fronting the wall, in the form of entanglements where posts or tree branches with sharpened ends interlocked above ground level (Collins 2002). Similar features have been noted at Byker and Wallsend. In the western part of the study area, the Wall survives as a buried feature for the whole of this section of the Scheduled area. Although the locations of Turrets 12a and 12b (counting from the west) have been found from excavations in 1930, the location of Milecastle 12 has not been confirmed. Excavations were undertaken in 1928-9 to try to find Milecastle 12 without success. Measurements suggest it should be at what was Town Farm, just opposite the farmhouse, in the vicinity of Keeper's Cottage "but a later building has entirely destroyed its remains" (de la Bedoyere 2002, 48). If these measurements are correct, this could place Milecastle 12 within the study area.
- 3.2.5 Further evidence for Roman activity in the area comes from Roman Legionary and Centurial inscribed stones noted as built into the coach-house and above the stable door at the vicarage in 1807. These were removed in 1823 and have since been lost. Similarly, two Roman inscriptions have been found from within the study area, as well as a possible Roman architectural fragment, visible in the garden wall of Keeper's Cottage, similar to one known from a villa in Wiltshire, though it may be an altar laid on its side, either unfinished, or with an inscription facing into the wall (Peters 2014).
- 3.2.6 *Medieval:* the focus for the early medieval origins of Heddon-on-the-Wall is thought to have been around the site of Milecastle 12, with fragments of the Grade I listed Church of St Andrew, just 140m west-southwest of the study area, incorporating Norman and late Anglo-Saxon work. An 11th century finial cross or grave-marker also survives in the chancel. The Church mainly dates to the 12th/13th century however, indicative of a well-established settlement for it to serve by this time. Further evidence for medieval activity comes from the find spot of a silver long-cross penny of Edward I in 1958 in a garden, dating from 1305-7 (*ibid*).
- 3.2.7 The upper levels of the vallum ditch were excavated as part of an archaeological evaluation by ASUD in 2006. Analysis and dating of the deposits showed that the ditch had been a large open feature in the 10th and 11th centuries and had been used to dump both domestic and industrial waste. The quantities of grain recovered indicate that the processing must have been carried out on an industrial scale using a large kiln nearby, suggesting that Heddon was a settlement of some importance during the early medieval period. Further evidence for the re-use of Roman structures for medieval industrial purposes comes from a medieval kiln (*ibid*).

3.2.8 *Post-medieval*: the military road was constructed after 1745, after General Wade experienced difficulty moving troops westwards from Newcastle to stop Bonnie Prince Charlie's march from Scotland. Its construction involved the removal of parts of Hadrian's Wall in places, and runs across the top of where it once stood. Apparently, in "November 1752, the workmen employed in making the military road to Carlisle, found a great number of Roman coins and medals, in the ruins of Hadrian's Wall in this township" (William Whellan & Co 1855). A milestone survives from the Military Road within the study area (Peters 2014). A turnpike road was also established during the Post Medieval period, and a milepost survives behind a wire fence on the northern side of the B6528 (*ibid*). Several buildings in the study area originate in this period, including the Grade II listed buildings of Heddon Banks Farmhouse and associated farmbuildings and gingang (*ibid*).

4 ARCHAEOLOGICAL EVALUATION RESULTS

4.1 INTRODUCTION

- 4.1.1 The archaeological evaluation was undertaken over two days between the 8th and 9th December 2014. The evaluation involved the excavation of seven trenches, five of which measured 10m in length and 1.6m in width, with a further two trenches measuring 3m². The proposed development site is separated into two areas. Five of the seven trenches were located within the main area within Tulip's Haulage Yard (Area A), whilst two further trenches were located within a small field to the northeast of Tulip's Yard (Area2; Figure 2).
- 4.1.2 All trenches were excavated to the level of the natural substrate by a mechanical excavator under close archaeological supervision. The trenches were subsequently cleaned by hand and investigated and recorded fully.

4.2 RESULTS; AREA A

- 4.2.1 **Trench 1:** Trench 1 was located within the northwest corner of Area A, on the proposed line of Hadrian's Wall. The north-northeast to south-southwest aligned trench measured 10m in length, 1.6m in width and was excavated to a maximum depth of 0.2m, revealing solid sandstone bedrock **(101)** below c.0.1m of dark brown clayey silt topsoil **(100)**.
- 4.2.2 **Trench 2:** Trench 2 was located along the northern boundary of Area A, approximately 10m east of Trench 1 and on the proposed line of Hadrian's Wall. The north-northeast to south-southwest aligned trench measured 10m in length, 1.6m in width and was excavated to a maximum depth of 0.2m, revealing solid sandstone bedrock **(101)** below c.0.1m of dark brown clayey silt topsoil and hardstanding **(100)** (Plate 1).
- 4.2.3 **Trench 3:** Trench 3 was located centrally within the western half of Area A, approximately 7m south of Trench 2 and situated between the proposed routes of Hadrian's Wall and the vallum. The east-southeast to west-northwest aligned trench measured 10m in length, 1.6m in width and was excavated to a maximum depth of 0.2m, revealing solid sandstone bedrock **(101)** below c.0.1m of dark brown clayey silt topsoil **(100)** (Plate 2).
- 4.2.4 **Trench 4:** Trench 4 was located along the northern boundary of Area A, approximately 16m east of Trench 2 and on the proposed line of Hadrian's Wall. The trench measured 3m² and was excavated to a maximum depth of 0.2m, revealing solid sandstone bedrock **(101)** below c.0.1m of dark brown clayey silt topsoil and hardstanding **(100)**.



Plate 1: Trench 2, facing south-southwest



Plate 2: Trench 3, facing west-northwest

4.2.6 **Trench 5:** Trench 5 was located towards the northeast corner of Area A, approximately 12m east of Trench 4 and on the proposed line of Hadrian's Wall. The trench measured 3m² and was excavated to a maximum depth of 0.9m, revealing the natural drift geology (**201**) which was comprised of firm yellow clay. The natural clay was sealed by a 0.15m deposit of dark grey redeposited clay (**104**), which included modern waste and had probably been used to level out the area. This was further sealed by 0.2m deposit of solid fragments of yellow sandstone (**103**), many of which appeared to have been worked including a large faced block. It is likely that this deposit of fragmented stone was used to further level out the area following the demolition of a building which is present in the same location on the First, Second and Third Edition OS Maps. The fragmented sandstone deposit was below a c.0.35m deposit of ash and modern waste (**102**), and c.0.2m of hardstanding (**100**) (Plate 3).



Plate 3: Trench 5, facing east-southeast

4.3 RESULTS; AREA B

4.3.1 **Trench 6:** Trench 6 was located within the western half of Area B, approximately 20m north of the proposed line of Hadrian's Wall. The north-northeast to south-southwest aligned trench measured 10m in length, 1.6m in width and was excavated to a maximum depth of 0.7m, revealing the natural drift geology (**201**) which was comprised of firm yellow clay with sandstone fragments. This was sealed by c.0.3m of mid-brown clayey silt subsoil (**202**) and c.0.25m of dark brown clayey silt topsoil (**200**).

4.3.2 **Trench 7:** Trench 7 was located within the eastern half of Area B, approximately 17m east of Trench 6 and approximately 25m north of the proposed line of Hadrian's Wall. The west-northwest to east-southeast aligned trench measured 10m in length, 1.6m in width and was excavated to a maximum depth of 0.7m, revealing the natural drift geology **(201)**, which was sealed by c.0.25m of mid-brown clayey silt subsoil **(202)** and c.0.15m of dark brown clayey silt topsoil **(200)** (Plate 4).



Plate 4: Trench 7, facing east-southeast

4.4 ARCHAEOLOGICAL FINDS AND ENVIRONMENTAL SAMPLING

4.4.1 All find were classified as modern and discarded on site.

4.4.2 All deposits were deemed unsuitable for environmental sampling.

4.5 DISCUSSION

4.5.1 No evidence for Hadrian's Wall or any of its associated features were observed within the study area. This would indicate that the wall has been completely destroyed at this point. It is also possible however, that the actual route of the wall was further north or south of its present projected line, although it is more likely to have travelled further north as a more southerly route would have brought the wall too close to the vallum ditch. If the wall did take a more northerly route at this point, even by just several metres, then it is likely to have suffered extensive or complete destruction during the construction of the turnpike road immediately to

the north of Tulip's Yard. The severity of impact that the construction of the turnpike road may have had on the wall would have been extensive, as the road and a small side road immediately to the west of Tulip's Yard, was observed to truncate the natural bedrock to depth of up to 2m at this point.

5 CONCLUSIONS

5.1 CONCLUSIONS

- 5.1.1 The archaeological evaluation was undertaken over two days between the 8th and 9th December 2014. The evaluation involved the excavation of seven trenches, five of which measured 10m in length and 1.6m in width, with a further two trenches measuring 3m². Trenches 1, 2 and 4 were located along the northern boundary of Tulip's Haulage Yard, on the proposed line of Hadrian's Wall, whilst Trench 3 was located within the western half of Tulip's Yard, between the proposed routes of Hadrian's Wall and the vallum. Each of the four trenches were excavated to a maximum depth of 0.2m, revealing solid bedrock below topsoil and tarmac. Trench 5 was located towards the northeast corner of Tulip's Yard, on the proposed line of Hadrian's Wall and was excavated to a maximum depth of 0.9m, revealing natural drift geology below several modern levelling deposits. Trenches 6 and 7 were located within a small enclosed field, to the northeast of Tulip's Yard and north of the proposed line of Hadrian's Wall. Both trenches were excavated to a maximum depth of 0.7m, revealing natural drift geology below subsoil and topsoil.
- 5.1.2 No evidence for Hadrian's Wall or any of its associated features were observed within the study area, suggesting that the wall has been completely destroyed at this point or that the actual route of the wall falls outside of its present projected line.

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6.2 WEBSITES

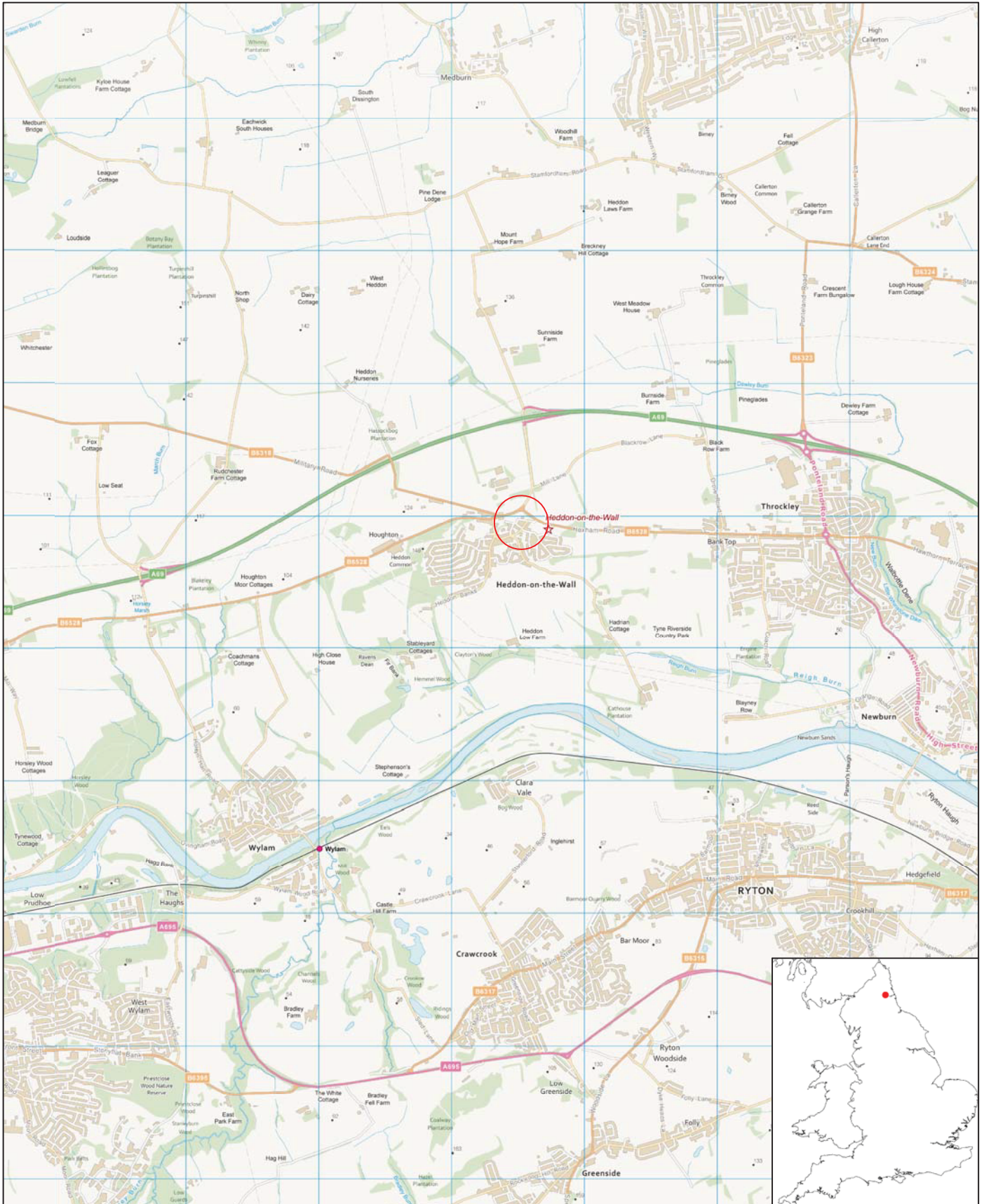
British Geological Survey: <http://mapapps.bgs.ac.uk/geologyofbritain/home.html> (accessed 10/12/14)

APPENDIX 1: CONTEXT TABLE

Context Number	Context Type	Area	Description
100	Deposit	A	Topsoil/Hardstanding
101	Geological	A	Bedrock
102	Deposit	A	Modern Levelling Deposit
103	Deposit	A	Modern Levelling Deposit
104	Deposit	A	Modern Levelling Deposit
200	Deposit	B	Topsoil
201	Geological	A/B	Drift Geology
202	Deposit	A	Subsoil

Table 2: List of Contexts issued during the evaluation

APPENDIX 2: FIGURES






 <p>Wardell Armstrong Archaeology 2014</p>	<p>PROJECT: Land at Tulip's Haulage Yard, Heddon-on-the-Wall, Northumberland</p> <p>SCALE: 1:40,000 at A4</p> <p>REPORT No: CP11129</p> <p>CLIENT: Mr & Mrs Tulip</p> <p>DRAWN BY: AB</p> <p>DATE: December 2014</p> <p>FIGURE: 1</p>	<p>KEY:</p> <p> Site location</p>	 <p>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100019512</p>
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Figure 1: Site location.

PROJECT:

Land at Tulip's Haulage Yard,
Heddon-on-the-Wall,
Northumberland

CLIENT:

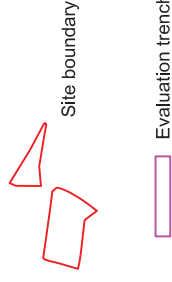
Mr & Mrs Tulip

SCALE: 1:1,250 at A4

DRAWN BY: AB

DATE: December 2014

KEY:



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FIGURE:

2

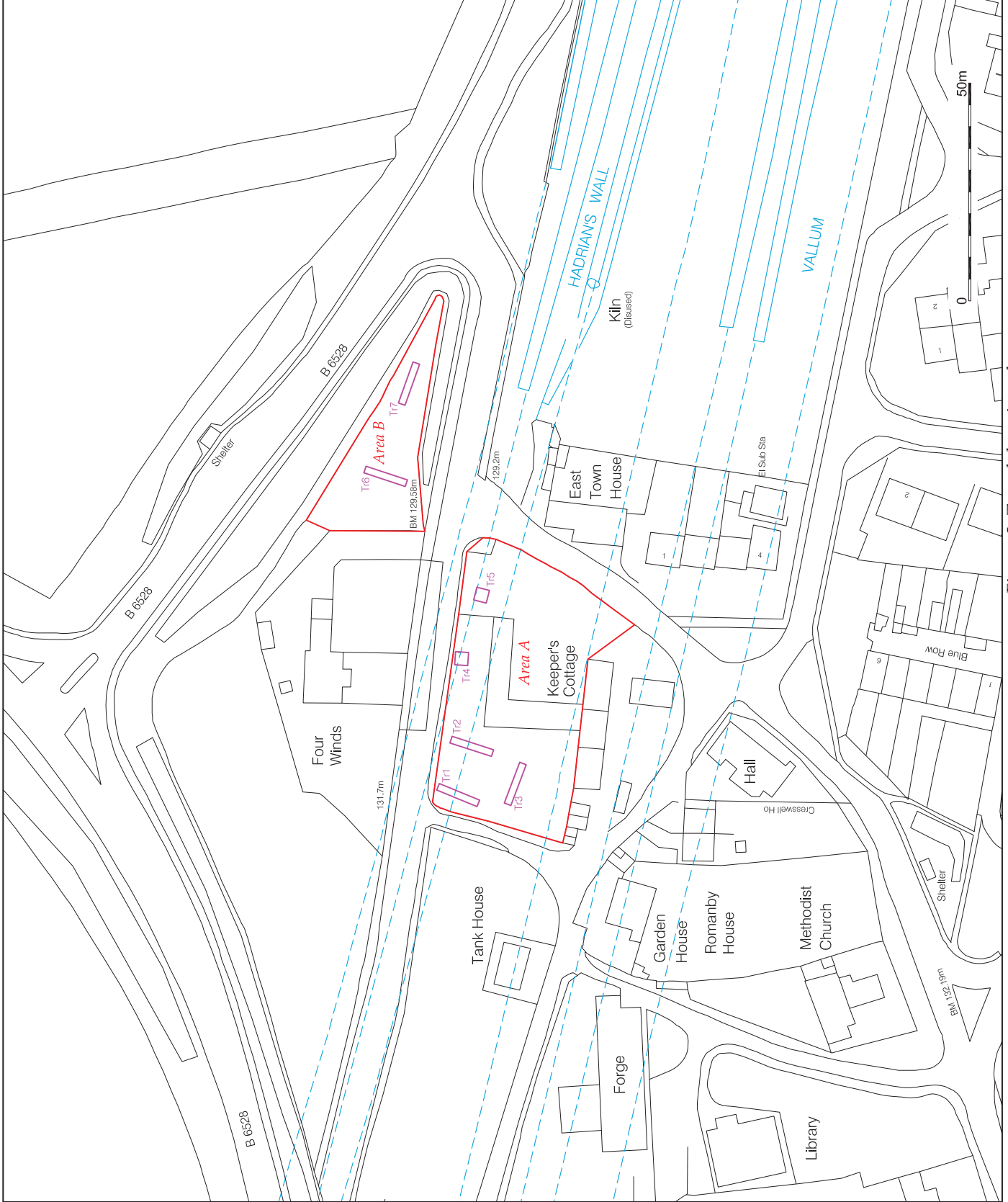


Figure 2: Trench location plan.