



## ARCHAEOLOGICAL MONITORING

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## REPLACEMENT GAS MAIN LINDEN WAY GATESHEAD

Project No.: 1205  
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prepared for  
Northern Gas Networks

**NORTHERN ARCHAEOLOGICAL ASSOCIATES LTD**  
**REPLACEMENT GAS MAIN, LINDEN WAY, GATESHEAD**

**Archaeological Monitoring**

**County Archaeologist's Reference Number:** MON 11589 WB

**Site location:** Tanfield Place, Gateshead, Tyneside

**Grid reference:** NZ 274 587      **Development:** Gas main

**Client:** Northern Gas Networks      **Archaeological Consultant:** RSK Group plc

**NAA Monitoring Archaeologist:** Andrew Durkin

**NAA Project Manager:** Oliver Cooper

**Date:** 08/07/14

**NAA project number:** 1205

**Reasons for watching brief**

The watching brief covered part of the installation of a replacement gas main supplying Linden Way, Wrekenton, Gateshead (Figure 1). The area of archaeological monitoring comprised a short section of trenching along Tanfield Place, crossing the line of the Wrekendike (or *Wrakendike*) Roman road. There was the potential for encountering remains associated with the road, investigation of which would fulfil research priorities for the Roman period (Riii – The Roman Military Presence) as outlined in the North-East Regional Research Framework for the Historic Environment (Petts and Gerrard 2006, 148). Archaeological monitoring was undertaken in accordance with a brief prepared by David Heslop, Tyne and Wear County Archaeologist.

**Scope of works**

The excavation of approximately 30m of pipe-trench, on a rough north-west to south-east alignment, was monitored. The trench was located on the north-east side of the road and averaged 0.3m wide and 0.6m deep (Plate 1). The trench profile varied slightly across its length and is described below as Areas A-C (Figure 2).

**Results**

No remains of the road or its associated ditches were encountered. To the south-east of the line of the Wrekendike (Area A) the natural bedrock, a weathered/laminated sandstone,- was encountered at a depth of 0.25m. Above this, the modern road surface was bedded onto 'industrial' black and red ash and shale.

Across the line of the road (Area B), no natural deposits were visible, the entire section comprising crushed orange dolomitic sandstone overlain by a reinforced

concrete raft 0.2–0.3m thick (Plate 2), and then the modern tarmac, which had been cut by numerous service trenches.

North of the line of Wrekendike (Area C), the base of the trench encountered dark grey/brown silty clay at a depth of 0.6–0.7m, the only 'natural' horizon seen. Overlying this was up to 0.2m of friable dark grey ash and coal, with concrete and tarmac of the modern road completing the profile.

### **Discussion**

The trenching did not reveal any remains either of the Wrekendike Roman road or its associated ditches, and no artefacts were identified. The road was a 'pinch point' for services, which were protected by 0.25m to 0.3m of concrete, so that the underlying deposits had experienced considerable previous disturbance.

The only potentially natural soil deposits were encountered at the north end of the trench, where a dirty clay was seen at the base of the profile. The narrowness and depth of the trench prevented the sampling of this deposit, and it may have been redeposited.

At the south end of the trench, sandstone bedrock was recorded close to the surface. This is not surprising as several quarries are shown within the vicinity on the First Edition Ordnance Survey mapping of 1862, and the public house on Linden Place, The Quarryman's Arms, was recorded in 1884. It is also quite possible that the remains of the Roman road have also been used as a source of building materials during the later 19th and earlier 20th centuries.

### **Reference**

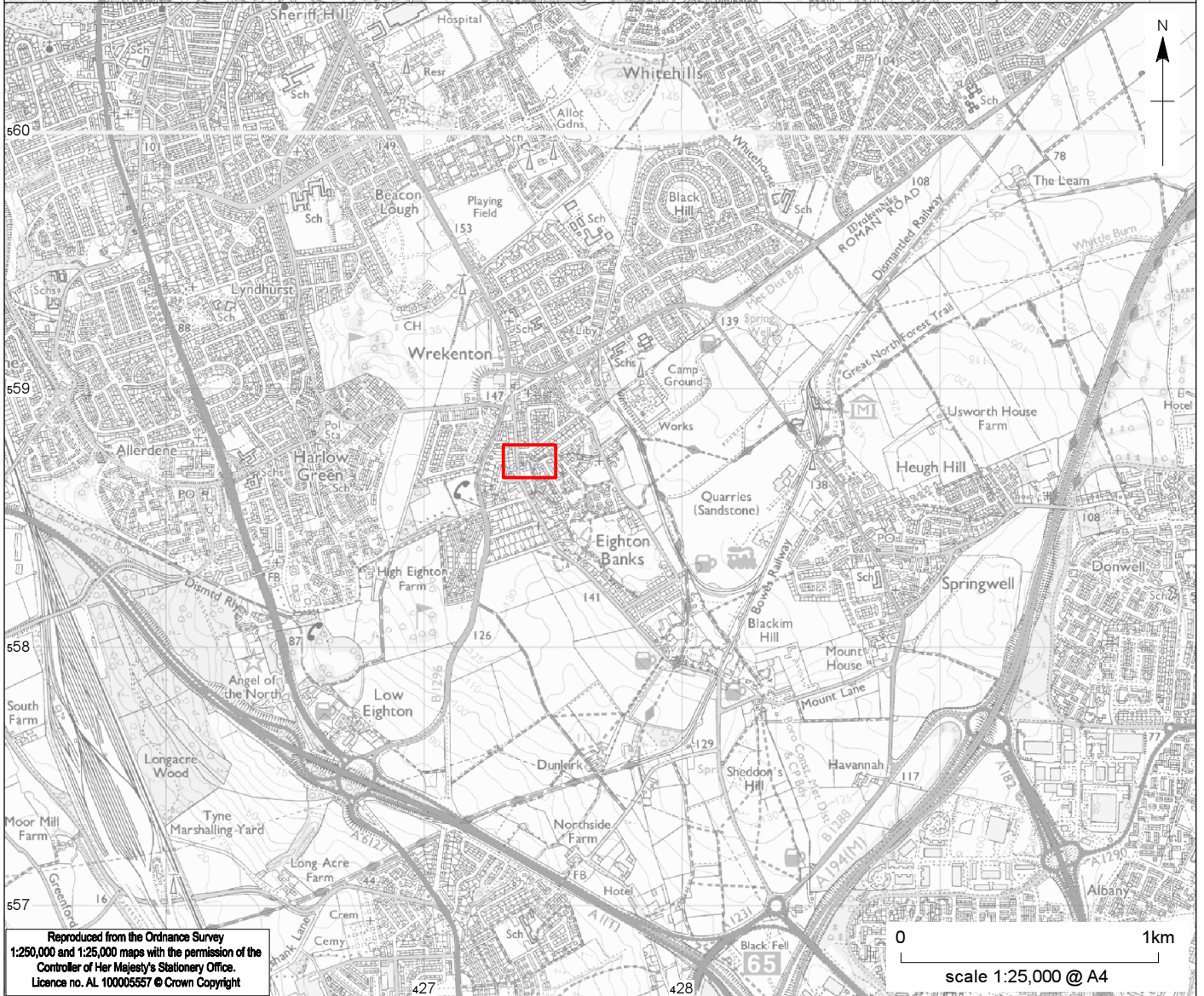
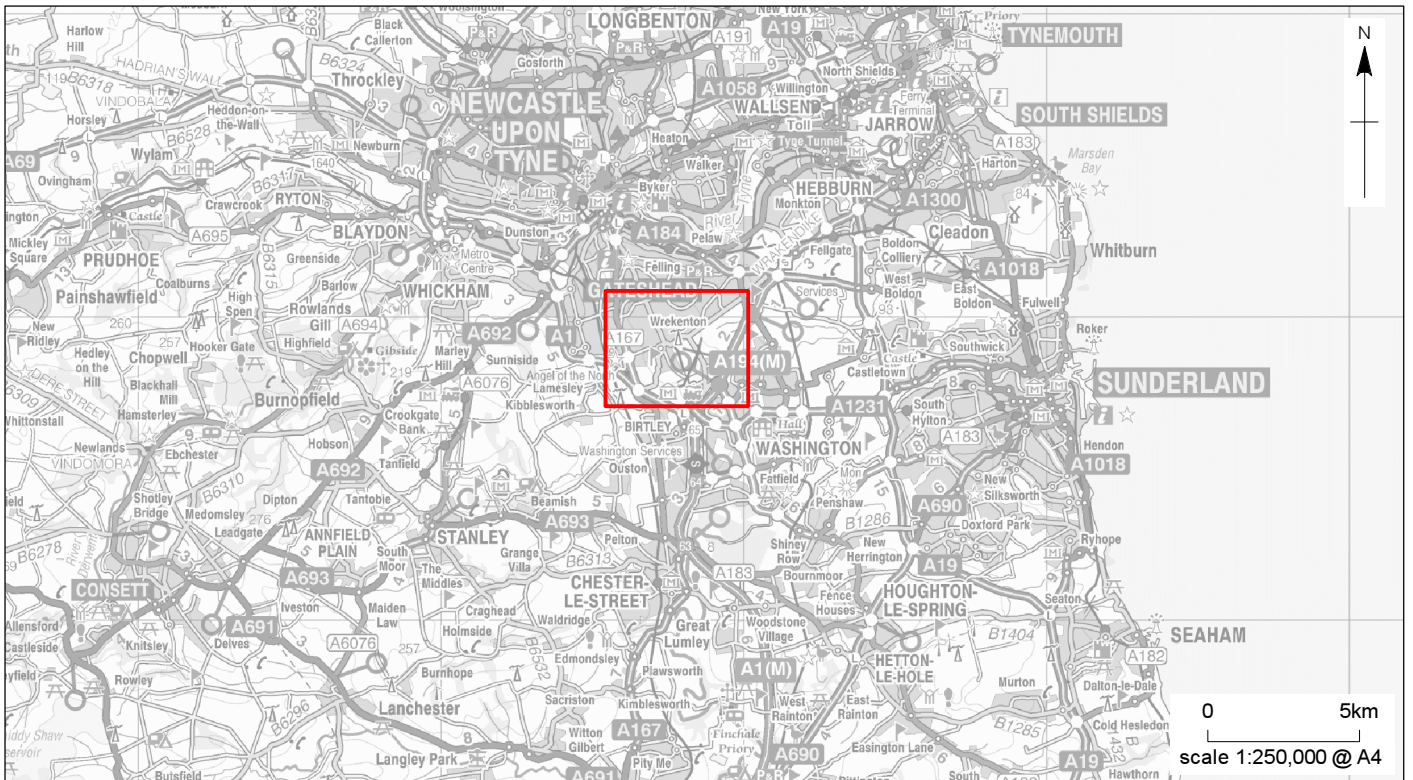
Petts D and Gerrard C (2006) *North-East Regional Research Framework for the Historic Environment*.

**Documentation:** Digital photographs

**Archive Deposition:** Internal archive

**Report number:** 14-76

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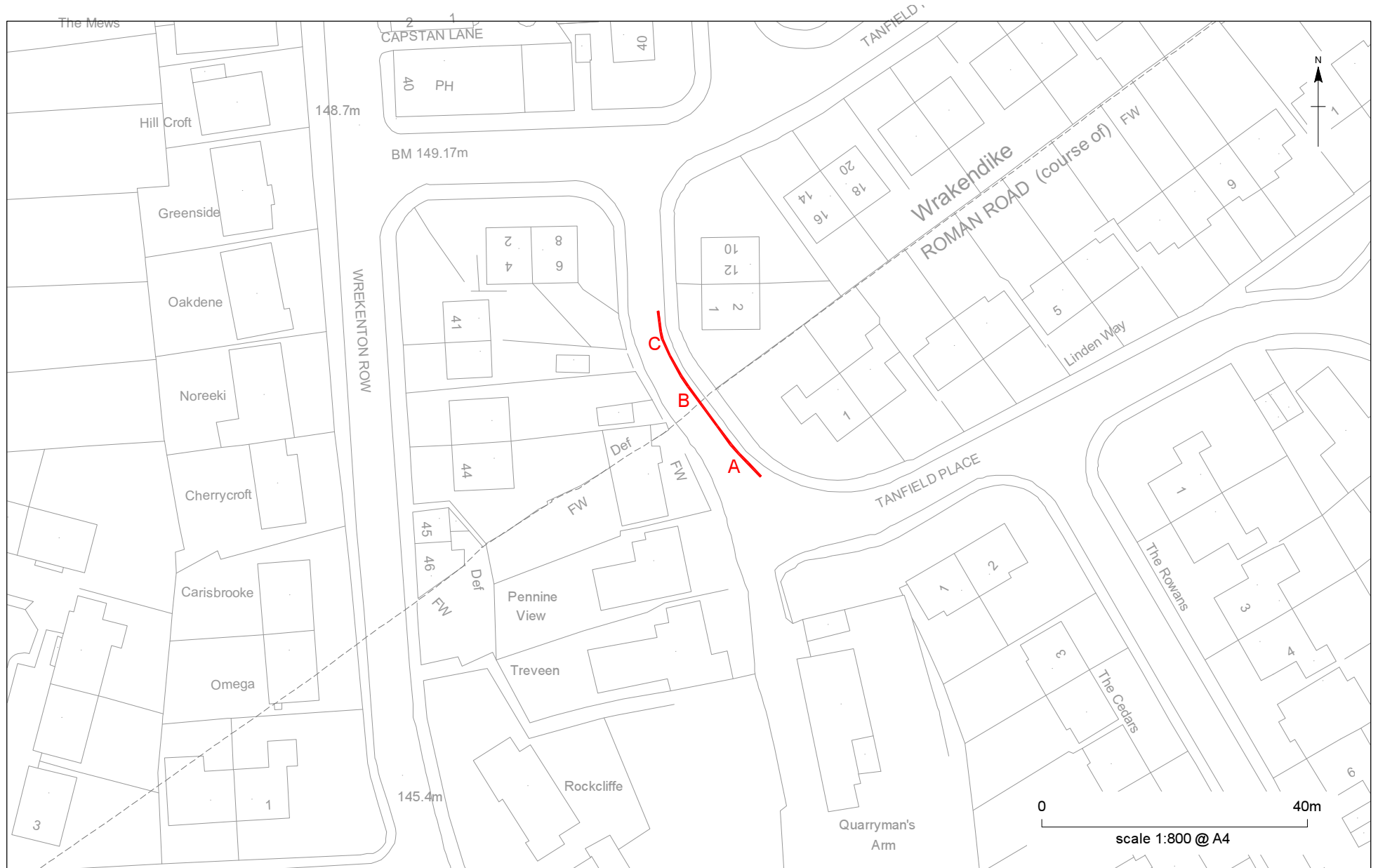


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Linden Way, Gateshead: site location

Figure 1





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*Linden Way, Gateshead: general view* Plate 1



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*Linden Way, Gateshead: close up showing concrete below tarmac* Plate 2