

NORTHERN ARCHAEOLOGICAL ASSOCIATES LTD
PENN POLL, ROCKLIFFE WAY, GATESHEAD, TYNE AND WEAR
Negative Watching Brief Report

Site name: Penn Poll, Gateshead

Grid reference: NZ 2810 5790

Parish: Eighton Banks

District: Gateshead

County: Tyne and Wear

Administrative authority: Gateshead Council

Client: Yvonne Robson

Planning application reference: DC/15/00138/FUL

Site supervisor: Steven Collison

Project manager: Matthew Town

Fieldwork Date(s): 2 May 2018

NAA project number: 1431

Site code: PPL18

NAA report number: 18/40

Report date: 2nd May 2018

Reasons for watching brief

A residential development at Penn Poll, Rockcliffe Way, Gateshead, Tyne and Wear had the potential to partially impact upon the Bowes Railway, a Scheduled Monument (No: SM TW 7, HA 1003723) which runs adjacent to the eastern boundary of the development area. The Bowes Railway is a colliery railway built to carry coal mainly from pits in north west Durham to the Tyne at Jarrow. The earliest section was designed by George Stephenson and opened on 17 January 1826, making it one of the world's first modern railways. It was 15 miles long when completed in 1855. Because of the potential impact of the development the Historic England Inspector of Ancient Monuments (North East) requested that a watching brief be carried out during the groundworks, to mitigate against any potential damage to the monument, and as a condition of Scheduled Monument Consent (S00103622). A Written Scheme of Investigation (WSI) was prepared by Northern Archaeological Associates that outlined a programme of archaeological monitoring for the development (NAA 2018). This was submitted to, and agreed by, Historic England and the Tyne and Wear Archaeology Service, the latter in their capacity as archaeological advisors to the council. The watching brief has been carried out in accordance with the same.



Plate 1: Trench 1 facing east

Results

Trench 1

Archaeological monitoring was undertaken on the 2nd May 2018 for the installation of a length of drain running adjacent to, and 3.5m north of, the southern boundary of the development. The trench, aligned east to west, was 5.5m long and 0.9m wide. It was excavated down to a depth of 0.7m below ground level (BGL). The extant ground surface comprised a thin tarmac surface and associated sand bedding layer (1), this was 0.1m deep and extended across the trench. Beneath the tarmac surface the eastern end of the trench comprised of a substantial layer of dumped modern debris (3), including crushed limestone, asbestos sheeting and modern brick, no finds were retained from this layer. The debris layer overlay a made ground deposit (2) visible in the western end of the trench. The deposit was a dark greyish black sandy silt, with frequent rubble (brick and concrete) and debris inclusions. Again no finds were retained from this layer, but upon visual inspection seems likely that the finds were 20th century in origin. Both of the deposits extended beyond the extent of the trench in all

dimensions. It is likely that deposit 2 represents 20th century landscaping activity, with deposit 3 being used to level up a slope towards the east, towards the boundary of the railway, forming the basis of the existing surface level.

Documentation: 1 trench sheet, 7 digital photographs.

Archive deposition: Internal at NAA