

# **NORTH PENNINES ARCHAEOLOGY LTD**

**Project Designs and Client Reports No. CP/382/07**



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03 April 2007



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## EXECUTIVE SUMMARY

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In March 2007, North Pennines Archaeology Ltd was commissioned by Property Design Matters Ltd to undertake a programme of archaeological works to assess the archaeological potential of the site of the Anchor Garage, John Martin Street, Haydon Bridge (NGR NY 8442 6412), following the submission of a planning application for the demolition of the garage and the construction of four flats and three houses. The strong possibility of surviving archaeological remains relating to the medieval street frontage and associated burgage plot prompted the Northumberland County Council Conservation Team to advise that an archaeological field evaluation of the site would be undertaken prior to the development, covering 4% of the development area. Following discussions between the client and NCCCT, it was agreed that an initial small sampling exercise could be undertaken, prior to a full evaluation, which could not occur until the garage was demolished. Therefore it was agreed that two 2x2m testpits be excavated, in order to advise as to the potential for further work.

The results of the evaluation were mixed. Trench 1, excavated towards the rear of the garage, succeeded in only uncovering building rubble and soils contaminated with diesel and oil, to a depth of 1m, overlying the natural, a pale grey glacial clay. No evidence of archaeological features were uncovered. In contrast, Trench 2, excavated towards the front of the garage forecourt, uncovered some archaeological remains. Above the natural drift geology a layer of probable medieval soil was uncovered, to a depth of 0.15m; the deposit yielded two sherds of medieval pottery. Of particular note were the droplets of metal recovered from the environmental sample, which point to the presence of a smithing hearth nearby. Cutting the deposit was a post-medieval stone culvert, which was silted up, but produced post-medieval pottery, glass and clay pipe from the fill. The medieval deposit had been further truncated by a lead-pipe, which crossed the testpit in a north-south direction.

The results of the desk-based assessment appear to show an area of open ground on early maps, broadly corresponding to the area of the forecourt of the present garage. The probability therefore is that areas of undisturbed medieval archaeology may survive in this area. The footprint of the garage building is likely to have truncated any archaeological deposits, and ground contamination is likely to be high, though deeper archaeological features may survive. The ground to the rear of the garage has not been tested, but presumably is also undisturbed, to judge from the cartographic evidence.

The results of the evaluation cannot at present be considered conclusive as regards any decision in respect to the archaeology on the site. Only a small percentage of the proposed development area was sampled, and therefore it is recommended that the full 4% evaluation area be examined, prior to the construction of housing on the site. Nevertheless, the results appear to indicate that the development is unlikely to impact on any archaeological deposits of major importance, and therefore it is recommended that the development be initially allowed to proceed, through the demolition of the garage, to facilitate further archaeological work on the site.

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## ACKNOWLEDGEMENTS

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North Pennines Archaeology Ltd would like to offer thanks to Julian Thomas of Property Design Matters Ltd. for commissioning the project, and for his assistance throughout the work.

North Pennines Archaeology Ltd would also like to extend their thanks to Nick Best, Assistant Archaeologist for Northumberland County Council Conservation Team, for all his help during this project.

The evaluation was undertaken under the supervision of Martin Sowerby with the assistance of Frances Wood. The report was written by Cat Peters, Martin Sowerby and Matthew Town, and the drawings were produced by Cat Peters and Matthew Town. The project was managed by Martin Railton, Project Officer for NPA Ltd. The report was edited by Martin Railton, Project Officer for NPA Ltd.

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# 1 INTRODUCTION

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## 1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 This scheme of archaeological works was undertaken to establish the archaeological potential of the site, located at the Anchor Garage, John Martin Street, Haydon Bridge (NGR NY 8442 6421) (Fig 1). The development site lies within an urban context in the southern part of Haydon Bridge on the southern side of the River Tyne (Fig 1). A planning application has been submitted for the demolition of the garage and the construction of four flats and three houses. The strong possibility of surviving archaeological remains relating to the medieval street frontage and associated burgage plot prompted the Northumberland County Council Conservation Team (NCCCT) to advise Tynedale County Council that an archaeological field evaluation of the site would be undertaken prior to the development, covering 4% of the development area.
- 1.1.2 Following discussions between the client and NCCCT, it was agreed that an initial small sampling exercise could be undertaken, prior to a full evaluation, which could not occur until the garage was demolished. Therefore it was agreed that two 2x2m testpits be excavated, in order to advise as to the potential for further work. The present works consisted of these two testpits, one located towards the street frontage, and one towards the back of the site, as designated by the NCCCT. These trenches are marked in blue on Figure 2.
- 1.1.3 The principal objective of the works was to identify and characterise the archaeological potential of the development area in accordance with the specification outlined in the original NCCT brief.
- 1.1.4 This report sets out the results of the work in the form of a short report on the trench results, followed by a statement of the archaeological potential of the site.

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## 2 METHODOLOGY

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### 2.1 PROJECT DESIGN

2.1.1 A project design was submitted to NCCCT by North Pennines Archaeology Ltd at the request of Property Design Matters Ltd.. This was in accordance with a brief prepared the Northumberland County Council Conservation Team. Following acceptance of the project design, North Pennines Archaeology Ltd 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 of Field Archaeologists (IFA), and generally accepted best practice.

### 2.2 ARCHAEOLOGICAL EVALUATION

2.2.1 The archaeological evaluation consisted of the excavation of two testpits measuring 2m x 2m (Figure 2). This was in order to produce a predictive model of surviving archaeological remains, detailing zones of relevant importance against known development proposals. The trench outlines were cut through the concrete floor with an abrasive wheel, and all concrete and overburden was removed with a 2 tonne 360° mini-digger with a toothless ditching bucket, down to the first significant archaeological deposit. The trenches were subject to continuous scanning using a CAT scan, to check for services. All subsequent excavation was by hand, and the total depth of trench did not exceed 1.5m below ground level for the Health and Safety reasons. Each trench was then manually cleaned and any putative archaeological features investigated.

2.2.2 In summary, the main objectives of the excavation were:

- to establish the presence/absence, nature, extent and state of preservation of archaeological remains and to record these where they are 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 Photography was undertaken using two Canon EOS 500 Single Lens Reflex (SLR) cameras, and Nikon D40 Digital Camera. A photographic record was made using digital photography, 400 ISO Black and White Print and 200 ISO Colour Slide film.

2.2.4 All work was undertaken in accordance with the Institute of Field Archaeologists Standards and Guidance for Archaeological Field Evaluations (IFA 1994).

## **2.3 ARCHIVE**

- 2.3.1 A full professional archive has been compiled in accordance with the project design, and in accordance with current UKIC (1990) and English Heritage guidelines (1991). The paper and digital archive will be deposited in the Museum of Antiquities, Newcastle upon Tyne, and a copy of the report given to the County Historic Environment Record, where viewing will be available on request. The archive can be accessed under the unique project identifier NPA 07 AGH-A.
- 2.3.2 North Pennines Archaeology and Northumberland County Council Conservation Team support the Online Access to the Index of Archaeological Investigations (OASIS) project. This project aims to provide an online index and access to the extensive and expanding body of grey literature created as a result of developer-funded archaeological fieldwork. As a result, details of the results of this evaluation will be made available by North Pennines Archaeology, as a part of this national project.

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## 3 BACKGROUND

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### 3.1 LOCATION, TOPOGRAPHY AND GEOLOGY

- 3.1.1 The development site lies within an urban context in the southern part of Haydon Bridge, to the south-east of the scheduled footbridge across the Tyne (Fig 1). The site consists of a series of buildings and outbuildings associated with Anchor Garage, a vehicle maintenance workshop (Fig 2).
- 3.1.2 The site is bounded: to the north-west by John Martin Street; to the north-east by adjoining properties; to the south-east by residential properties, once Almshouses; and to the south-west by adjoining properties.
- 3.1.3 The geology of the immediate area is formed by sedimentary rocks generally overlain by glacial clay, with areas of sand and gravel, and alluvium associated with the River South Tyne. An area of sandstone outcrop is visible in Gees Wood, in the banks of Langley Burn. Gee's Wood is a site of local wildlife and nature conservation, administered by the Northumbria Wildlife Trust (Highways Agency 2005).

### 3.2 HISTORICAL BACKGROUND

- 3.2.1 This historical background is compiled mostly from secondary sources, and is intended only as a brief summary of historical developments around the study area. A search was undertaken of the on-line archaeology data service (ADS) ([www.ads.ahds.ac.uk](http://www.ads.ahds.ac.uk)), which promotes and disseminates a broad range of archaeological data. Numbers cited in this section refer to known archaeological sites in the vicinity of the development area, and are summarised in Appendix 1.
- 3.2.2 **Prehistoric:** evidence of human activity in the area can be traced back to the Neolithic Age, the Bronze Age and the Roman occupation. Socketed Bronze Age axes and other traces of inhabitation have been discovered in the environs of Haydon Bridge. A cropmark of unknown origin has been located from aerial photographs taken in 1946, and could represent a late prehistoric enclosure, typical of Northumberland (Site 4).
- 3.2.3 **Romano-British:** Hadrian's Wall World Heritage Site lies c. 1km to the north of Haydon Bridge. As with other towns located close to the wall (e.g. Hexham), there is evidence that Roman buildings, and Hadrian's Wall, were utilised as a ready quarry of stone during the medieval period. Squared Roman stones have been observed amongst the medieval ruins at the site of the medieval church, suggesting that Roman stone was robbed to build the foundations of the early church at Haydon Bridge.
- 3.2.4 **Early Medieval:** a settlement in the vicinity of the present Haydon Bridge is thought to have existed by the Saxon period, and the name 'Haydon', may relate to a Saxon word for enclosure.

- 3.2.5 **Medieval:** the first documentary evidence for a settlement dates to 1323 when a market and fair was granted. At this time there appears to have been two settlements, one to the north, and one to the south of the River Tyne. The church associated with the settlement on the northern side was founded in the 12<sup>th</sup> century, and it still survives, though in a ruinous state. The chancel dates from this period and the font was originally a Roman altar. It is located at NY 843 653, near Haydon and Tofts farms. The settlement on the southern side of the river would have had a separate chapel, and was in the township of Langley, although the site of this chapel remains unknown. By the later 14<sup>th</sup> century, the two settlements seemed to have coalesced, for burgage plots have been described relating to the settlement ‘both sides of the water’ (Site 5). This combined settlement is denoted on Speed’s plan of Northumberland of 1610 by ‘*Hadon Bridg*’ (Fig 3).
- 3.2.6 The presence of a bridge would have aided this merger. The first reference to a bridge (Site 3) was in 1309, when the ‘Pontem de Haydon’ was referred to in an inquest in March of that year. In 1336 there was a grant of portage for four years, issued to Antony de Lucy for its repair, and further repairs are documented for 1426. The bridge has always been an important crossing point on the Tyne and during the period of border raids was apparently, on more than one occasion, chained against the reivers.
- 3.2.7 **Post Medieval:** the medieval bridge was rebuilt in c. 1680, and this bridge was washed away in the flood of 1771. The present bridge, now used only as a footbridge, was completed in 1773 (Site 3). In 1806 the collapse of one of the arches led to the necessity to rebuild three of them. The two northerly arches were widened in 1945, and have been replaced with concrete. The bridge is listed Grade II and is just to the north of the development site.
- 3.2.8 Haydon Bridge has connections with the Jacobite risings of 1715 and 1745. James and Charles, Viscounts Langley and Earls of Derwentwater who lived at Langley Castle, took part in the uprising and were beheaded for treason on Tower Hill in London. Langley Castle lies to the south of the town, and is shown on Armstrong’s plan of Northumberland of 1769 (Fig 4).
- 3.2.9 During the post medieval period, it seems that the southern part of Haydon Bridge, on the southern side of the river, became the focus for the settlement, as shown by a heavier built-up area shown on Armstrong’s plan of 1769 (Fig 4). These buildings appear to be typical of the period, originating as medieval burgage plots fronting the streets with buildings, for small-scale cottage industries and habitation, with small-scale smallholdings on the land to the rear. The first school for the settlement appears to have been on the site of the present Shaftoe Trust School, and was founded in 1685 by the Reverend John Shaftoe (Site 1). The extant school is comparatively modern. The present Church of St Cuthbert, Haydon Bridge Parish Church, dates to 1796 (Site 2).
- 3.2.10 Figures 4 and 5 appear to show that a building existed within the development site by 1769, and remained unchanged through the late 1700s, with the proposed canal plan of 1796 (Fig 5). The development site lies within the post medieval, and thus presumably medieval, core of the settlement. Figures 6 and 7 show little change into the early 19<sup>th</sup> century, with the publication of Fryer’s plan of Northumberland in

1820 (Fig 6), and Greenwood's plan of the county in 1828 (Fig 7). Thus it appears that Haydon Bridge remained a settlement based on agriculture and small-scale cottage industry until the Victorian era. Industry did not affect the town substantially, unlike at the nearby settlement of Haltwhistle. The only industries known from the area of this era are an ironworks (Site 15) and other unknown industrial works (Site 16), neither of which exceeded small industries typical of the period. A smithy (Site 17) is also known to have existed in Haydon Bridge, but this was usual for a town of this size. The Anchor Hotel (Site 13), just to the north-west of the development site, is thought to have 18<sup>th</sup> century origins, and the rear wing once served the purpose of Rent House for the Greenwich Hospital Commissioners. It is listed Grade II, and has since been altered during the 19<sup>th</sup> and 20<sup>th</sup> centuries. The Old Vicarage (Site 12) is also listed Grade II and was constructed in 1820.

- 3.2.11 **Victorian:** the railway came to Haydon Bridge in the 1830s with the building of the Newcastle to Carlisle railway, and the associated station at Haydon Bridge dates to 1838 (Site 14). The railway replaced an earlier scheme to build a canal between the two towns (seen by Fig 5). No. 2 Station Cottages, formerly the stationmaster's office and ticket office for the station, and associated walls and railings are listed Grade II (Sites 10 and 11). With the establishment of the railway, came a population boom, although the railway did not bring new industry to the area, the main occupation remaining agricultural. In 1801 the population was 1084 and by 1851 this had risen to 2085. Swift population increase led to the need for new worshipping facilities to be constructed, and several churches in Haydon Bridge originate in this period (Sites 6-8). Once part of the extensive parish of Warden, from 1879 Haydon Bridge has been an ecclesiastical parish in its own right.
- 3.2.12 The tithe award plan of 1841, shows an L-shaped building spanning the north-eastern edge of the development site. A smaller square-shaped outbuilding is depicted at the centre of the site on the eastern side. The plot holder is not known, although comparisons between Kelly (1910) and Parson and White's (1827) citing of inhabitants, leave the names of only John Armstrong, weaver, J. Cowing, farmer, George Lee saddler, Miss Ridley, straw-hat maker and J. Johnson, of the Anchor Public House, as predecessors of those cited in 1910. It could be that the plot was owned by someone different, whose lineage died out or moved away prior to 1910. Of the names listed, John Armstrong is known to have resided at No. 149 on the tithe plan (Fig 8) and John Cowing at No. 140, and combined with the fact that J. Johnson was at the Anchor Public House, the inhabitant could have been one of George Lee or Miss Ridley, suggesting either a saddlers, or straw hat makers.
- 3.2.13 The first edition ordnance survey map of 1860 (Fig 9) shows a similar range of buildings to the tithe plan (Fig 8). An outbuilding had been constructed between 1841 and 1860, however to the rear of Plot 128 on the tithe plan, and this additional building appears to have extended into the development site. The first edition map shows the north-western part of the road as being known as Broadstone Row by this time. The second edition ordnance survey map shows no change between 1860 and 1897 (Fig 10).
- 3.2.14 **Modern:** a war memorial, established in around 1920, is listed Grade II, and commemorates those that died in the First and Second World Wars (Site 9). Of more direct relevance to the development site is the fact that by 1920 (Fig 11), an



additional building had been constructed between the earlier additional outbuilding, and the existing square building seen since the tithe plan on the eastern edge of the site. Also the street has since been named Shaftoe Street, at its south-western end, and John Martin Street towards its north-eastern end. This is because Haydon Bridge was the birthplace of the 19<sup>th</sup> century painter John Martin, who must have died by this time.

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## 4 EVALUATION RESULTS

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### 4.1 INTRODUCTION

- 4.1.1 The site is a working garage, and as such access to, and movement around, the building was restricted. The trenches were positioned in order to provide the least disruption to the workings of the garage, and in order to sample the front and back of the plots. Both trenches were excavated by a two tonne 360° tracked excavator, and were cut through the concrete and tarmac using an abrasive wheel, and a pecker (Plate 1). All overburden was subsequently removed by machine down to the first significant archaeological deposit. All trench locations are depicted in Figure 2; detailed plans and sections for Trench 2 are depicted in Figures 12 to 14.



Plate 1: Cutting Trench 1

### 4.2 TRENCH 1

- 4.2.1 Trench 1 was 2m long by 2m wide, and was positioned in the south-eastern corner of the garage building (Figure 2). The maximum depth of the trench was over 1m.
- 4.2.2 Initial machining removed a approximately 0.05m concrete, which was set on a bedding layer of 0.20m mid brown silty clay. Beneath the bedding layer, approximately 0.40m of dark greyish brown clay, heavily contaminated with diesel and oil, was uncovered. The clay appeared to seal a deposit of demolition rubble 0.30m thick, which contained a large number of roof tiles, indicating the presence of an earlier building on the site, as well as sherds of 19<sup>th</sup> century pottery. The combined overburden deposits were numbered as **(207)**. The building is presumably that shown on the Ordnance survey maps (Figs 9-11), which occupied the site prior

to the construction of the garage. Underneath the building rubble was the natural drift geology, a compacted pale grey mottled clay. No evidence of archaeological features or significant archaeological deposits was uncovered.



Plate 2: Trench 1, facing south-east

### 4.3 TRENCH 2

- 4.3.1 Trench 2 was 2m long by 2m wide, and was positioned in the northern corner of the garage forecourt (Figure 2). The maximum depth of the trench was over 0.70m.
- 4.3.2 Initial machining removed a approximately 0.10m tarmac, forming the main hardstanding of the car park. Beneath the tarmac, a modern lead pipe (205) was uncovered, running north-south across the eastern edge of the testpit. The pipe was set in a near-vertically sided cut with a rounded base [206], and the fill consisted of mixed brownish orange sandy silt. On the western side of the testpit, the machining uncovered a post-medieval culvert [204], built of randomly coursed sandstone blocks and capped with disturbed sandstone flags. The culvert was of drystone construction, with no obvious bonding material. Within the culvert, a dark brownish grey loose silty sand (203) was uncovered, being the final silting phase of the culvert. Within the fill, a number of sherds of 19<sup>th</sup> century pottery, clay tobacco pipe stems and fragments of glass were uncovered.
- 4.3.3 Both the modern pipe cut and culvert had been excavated through a deposit of mid greyish brown clayey silt (202), which was excavated to 0.15m depth. This deposit yielded two sherds of medieval pottery, and has been tentatively identified as a medieval soil horizon. No further archaeological features were noted, and the deposit lay directly on the natural drift geology, a compacted pale grey mottled clay (200).



Plate 3: Trench 2, facing west



## 5 FINDS AND ENVIRONMENTAL DATA

### 5.1 FINDS

5.1.1 The bulk of the finds from Anchor Garage site were recovered from overburden contexts and as such provide little further in the way of interpretation of the deposits, other than to confirm that they are demolition and/or rubbish deposits associated with the post-use of the site prior to the construction of the modern garage. The only finds of note were two sherds of medieval pottery from (202), one a fragment of stoneware from the 15<sup>th</sup> century, the other a sherd of 13<sup>th</sup> to 14<sup>th</sup> green glazed pottery. The implication is that this may be a medieval soil layer.

5.1.2 The finds are summarized in Table 1.

Context	Trench	Material	Quantity	Weight (kg)	Period
U/S	1	pottery	6	0.284	post medieval
U/S	1	clay pipe	2	0.004	post medieval
U/S	1	pottery drain	1	0.144	post medieval
U/S	2	pottery drain	4	0.053	post medieval
U/S	2	pottery	2	0.02	post medieval
203	2	Fe	2	0.066	post medieval
203	2	bottle glass	3	0.014	post medieval
U/S	2	Fe	1	0.06	post medieval
U/S	2	bottle glass	3	0.036	post medieval
202	2	pottery	2	0.032	medieval
203	2	pottery	6	0.007	post medieval
203	2	window glass	4	0.005	post medieval

Table 1: Finds From Anchor Garage, Haydon Bridge (AGH-A)

### 5.2 ENVIRONMENTAL AND BONE DATA

5.2.1 **Introduction:** in the trenches excavated, two contexts were considered worth sampling. One sample came from a Medieval soil layer and one was taken from the fill of a drain containing Medieval pottery. All the whole earth samples were selected for processing in order to assess their environmental potential. This will help provide further information as to the depositional processes involved in their formation. The methodology employed required that the whole earth samples be broken down and split into their various different components. This was achieved by a combination of water washing and flotation. The recovered remains can then be assessed for content.

5.2.2 Flotation separates the organic, floating fraction of the sample from the heavier mineral and finds content of sands, silts, clays, stones, artefacts and waterlogged material. Heavy soil and sediment content measuring less than 1mm falls through the retentive mesh to settle on the bottom of the tank. Flotation produces a 'flot' and a 'residue' for examination, whilst the heavier sediment retained in the tank is

discarded. The method relies purely on the variation in density of the recovered material to separate it from the soil matrix, allowing for the recovery of ecofacts and artefacts from the whole earth sample.

5.2.3 The retent, like the residue from wet sieving, will contain any larger items of bone, or artefacts. The flot or floating fraction will generally contain organic material such as plant matter, fine bones, cloth, leather and insect remains. A rapid scan at this stage will allow further recommendations to be made as to the potential for further study by entomologists or palaeobotanists, with a view to retrieving vital economic information from the samples. Favourable preservation conditions can lead to the retrieval of organic remains that may produce a valuable suite of information in respect of the depositional environment of the material, which may include anthropogenic activity, seasonality and climate and elements of the economy.

5.2.4 The contents of the samples are listed below in Tables 2 and 3.

SAMPLE NUMBER	CONTEXT NUMBER	SAMPLE SIZE (litres)	FLOT SIZE (cm <sup>3</sup> )	RETENT SIZE (cm <sup>3</sup> )
1	203	10	20	2000
2	202	10	10	500

Table 2: Details of samples and contexts

Context	Context type	Sample number	Charred wood	Burnt bone	Glass	Coal	Cinders / clinker	Gravel	Stones	Coal	Charred wood	Metal droplets	Charred wheat	Charred oats	Charred barley	Nettle	Chenopodium	Raspberry	Elder	Docks	Other seeds	Charred organic	Woody plant parts
203	Fill	1	1	0	1	1	3	1	2	1	0	0	0	0	1	1	1	1	1	0	0	0	1
202	Fill	2	1	1	0	1	3	2	1	3	1	0	5	0	0	0	0	1	0	0	0	0	0

Table 3: Contents of flot and retent residues from samples.

**Key to tables:** Fill = ditch, posthole or pit fill, Lay = layer. Contents assessed by scale of richness 0 to 3. 0 = not present, 1 = present, 2 = common, 3 = abundant.

5.2.5 *Sample <1> (203):* a post-medieval culvert [204], built of randomly coursed sandstone blocks and capped with disturbed sandstone flags was uncovered. The culvert was of drystone construction, with no obvious bonding material. Within the culvert, a dark brownish grey loose silty sand (203) was deposited, being the final silting phase of the culvert from which sample 1 was taken.

5.2.6 The retent was made up of mainly gravel with some stones and a small amount of charred wood. There were also small amounts of coal, glass, clinker, cinders and brick. The flot contained some coal, woody plant parts and charred wood. Seeds comprised raspberry, elder, nettle, fat-hen and dock. All these appeared to be

- modern as none were charred or fossilised. This is probably material brought in with the silting introduced into the drain.
- 5.2.7 *Sample <2> (202)*: the culvert was excavated through a deposit of mid greyish brown clayey silt (202), which yielded two sherds of medieval pottery and was identified as a medieval soil horizon. The retent was mainly gravel with some stones. There were also small amounts of coal, cinders, burnt bone and charred wood. There was also what looked like a bent handmade nail, possibly Medieval as well.
- 5.2.8 The flot consisted of mainly charred wood. There were a few inclusions of coal and metal droplets. The droplets indicate metalworking on or near the site as they are from the smithing process during hammering out the metal. There were also 5 charred oat grains present. These may possibly have come from the same hearth as the metal working material, especially with the quantity of charcoal recovered. There were a few uncharred seeds of elder that are probably modern intruders.
- 5.2.9 ***Discussion:*** Sample 1 (203) contained nothing unusual and the seeds could have been introduced by washing into the drain from the surface. Sample 2 (202) had charred wood in both the flot and the retent. That and the presence of charred grain and metal droplets suggests there was a hearth in the vicinity. The metal droplets indicate some type of metalworking, probably a smithing hearth. The charred grain could also originate from the same hearth as it probably had a secondary use as a grain drying area.
- 5.2.10 ***Dating:*** there is enough charred organic material for a radiocarbon date to be done but because there is firm dating evidence from typology this is thought unnecessary at this stage.
- 5.2.11 ***Conclusion and Recommendations:*** charred grain was recovered from one of the samples. It is obvious that there was some on site activity leading to the recovery of the charred grain but it is difficult to determine what the source of this material was given the limited information retrieved from the site.
- 5.2.12 The potential for further information being gained from the examination of this material is limited and so it is recommended that no further work be done. No vertebrate or mollusc remains were recovered from the site.

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## 6 CONCLUSIONS AND RECOMMENDATIONS

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### 6.1 CONCLUSIONS

- 6.1.1 The archaeological evaluation identified that the construction of the garage has had limited impact on the sub-surface archaeological remains, which implies that the preservation on site is likely to be fairly good. The results of the desk-based assessment appear to show an area of open ground on early maps, broadly corresponding to the area of the forecourt of the present garage. The probability therefore is that areas of undisturbed medieval archaeology may survive in this area. The main identifiable disturbance comes from the remains of previously demolished buildings on the site, roughly corresponding to the present-day footprint of the garage. In addition, ground contamination is also likely to be high in this area, from fuel oils associated the usage of the site as a garage. The ground to the rear of the garage has not been tested, but presumably is also undisturbed, to judge from the cartographic evidence.
- 6.1.2 The most significant deposits were uncovered in Trench 2, where a medieval layer, dated to the 15<sup>th</sup> century, was identified, extending the length of the trench. The layer was only partially truncated, and the implication is that a significant horizon of deposit will survive in this area. Of particular note were the droplets of metal recovered from the environmental sample, which point to the presence of a smithing hearth nearby. No pre-medieval archaeology was identified in the trenches, though the presence of this should not be definitively ruled out, in view of the small sample area examined.

### 6.2 RECOMMENDATIONS

- 6.2.1 The results of the evaluation cannot at present be considered conclusive as regards any decision in respect to the archaeology on the site. The development area covers 660m<sup>2</sup>, and only a small percentage (just over 1%) of the proposed development area was sampled during the present scheme of works. Nevertheless, the results appear to indicate that the development is unlikely to impact on any archaeological deposits of major importance, and therefore it is recommended that the development be initially allowed to proceed, through the demolition of the garage, to facilitate further archaeological work on the site.
- 6.2.2 Once full demolition has been completed, it is then recommended that the full 4% evaluation area be examined, prior to the construction of housing on the site.



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## 7 BIBLIOGRAPHY

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### 7.1 PRIMARY SOURCES

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- Fryer (1820) Plan of Northumberland
- Greenwood (1828) Plan of Northumberland
- Newcastle to Haydon Bridge Canal Plan (1796)
- Ordnance Survey 1<sup>st</sup> Edition 1860, 6 inch to the mile. HMSO © Crown Copyright
- Ordnance Survey 2<sup>nd</sup> Edition 1897, 6 inch to the mile. HMSO © Crown Copyright
- Ordnance Survey 3<sup>rd</sup> Edition 192, 6 inch to the mile. HMSO © Crown Copyright
- Speed (1610) Plan of Northumberland
- Tithe Award Plan and Text (1841)

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Parson and White (1827) *Trade Directory*

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## APPENDIX 1: SITES OF ARCHAEOLOGICAL INTEREST

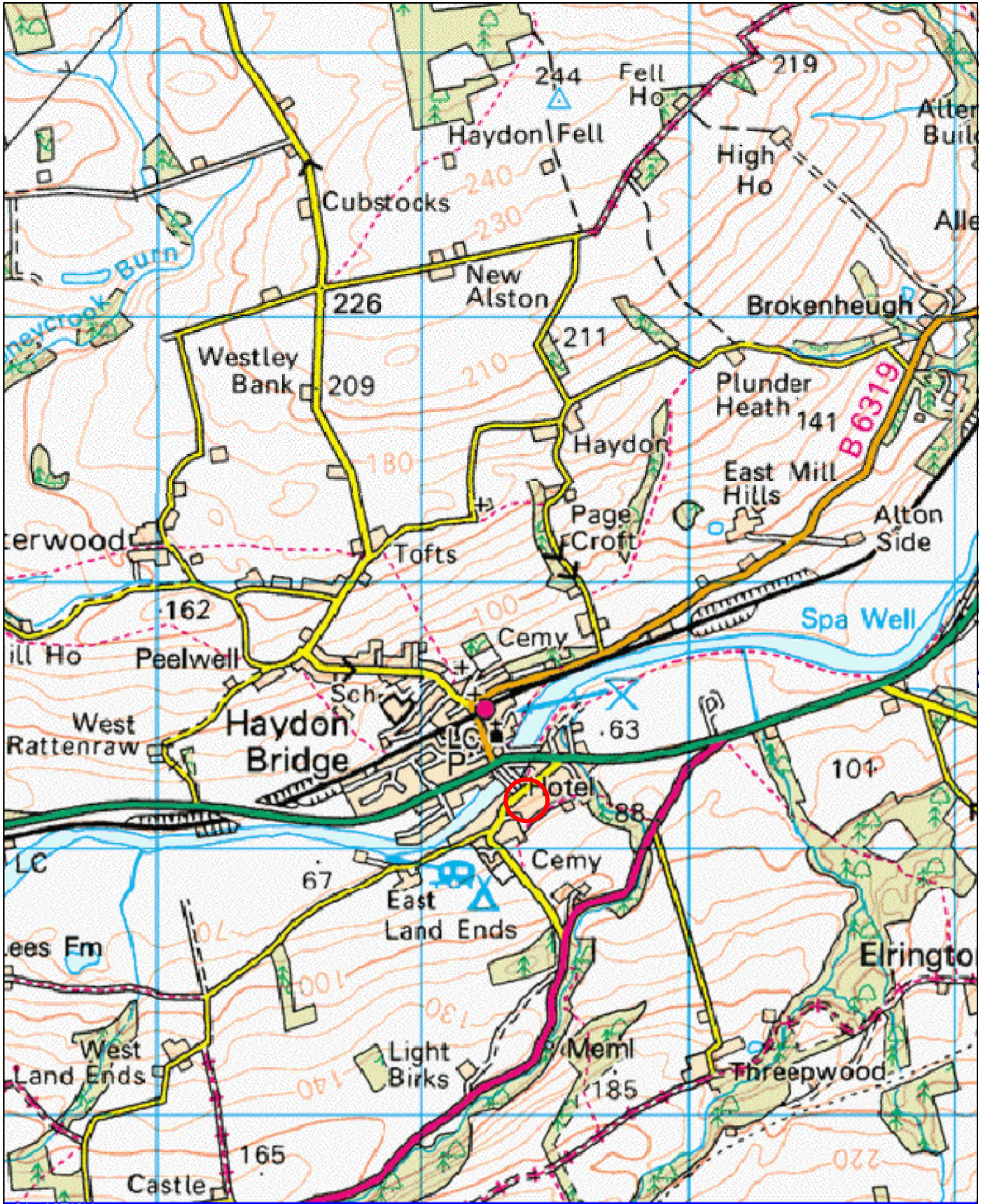
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Site No.	Description	Status	Period	Grid Ref. (NGR NY)	ADS code
1	Site of early Shaftoe Trust School	n/a	Post-Medieval (1697). Present school modern	843 641	NSMR03-7644
2	Church of St. Cuthbert	Grade II* listed	Post Medieval (1796)	842 644	NSMR03-7651
3	Bridge at Haydon Bridge	SAM, Grade II listed	Post Medieval origin (1773)	843 642	NSMR03-7653
4	Cropmark (site of: seen in APs taken in 1949)	n/a	Unknown	8472 6486	NSMR03-7639
5	Township of Haydon Bridge	n/a	Medieval	8472 6486	NSMR03-7672
6	Congregational Chapel	Grade II listed	Victorian (1863)	841 645	NSMR03-7677
7	Primitive Methodist Chapel	n/a	Victorian (1863, enlarged 1884)	842 644	NSMR03-7678
8	Former Wesleyan Chapel	n/a	Victorian (1873)	842 643	NSMR03-7679
9	War Memorial	Grade II listed	Modern (c.1920)	842 643	NSMR03-13722
10	No. 2 Station Cottages	Grade II listed	Post Medieval (c.1835)	843 645	NSMR03-13728
11	Garden wall and railings to No. 2 Station Cottages	Grade II listed	Post Medieval (c.1835)	843 645	NSMR03-13729
12	Old Vicarage	Grade II listed	Post Medieval (1820, extended 20 <sup>th</sup> century)	843 644	NSMR03-13730
13	Anchor Hotel	Grade II listed	Post Medieval (18 <sup>th</sup> century, altered in 19 <sup>th</sup> and 20 <sup>th</sup> centuries)	843 642	NSMR03-13735
14	Haydon Bridge Railway Station	n/a	Post Medieval (1838)	843 645	NMR-NATINV-502121
15	Ironworks	n/a	Post Medieval	8419 6448	NMR-NATINV-958286
16	Works	n/a	Post Medieval	844 646	NMR-NATINV-958287
17	Blacksmith's Workshop	n/a	Post Medieval	8442 6432	NMR-NATINV-962651

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## **APPENDIX 2: FIGURES**

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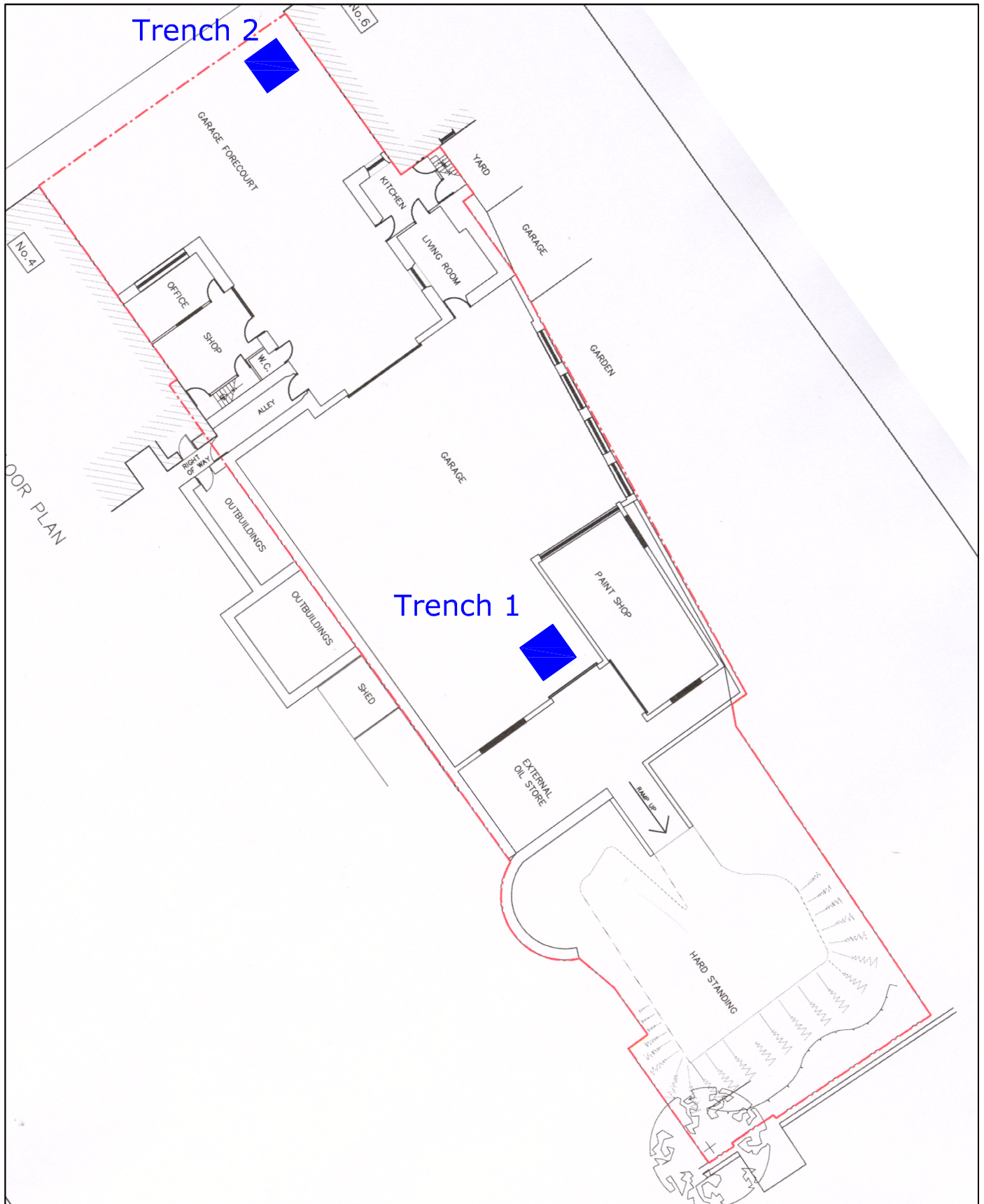
 <p>North Pennines Archaeology Ltd 2007</p>	<p>PROJECT: Anchor Garage, Haydon Bridge</p> <p>SCALE: 1:20000</p> <p>REPORT No: CP 382/07</p> <p>CLIENT: Property Design Matters Ltd.</p> <p>DRAWN BY: CP</p> <p>DATE: March 2007</p> <p>FIGURE No: 1</p>		<p>KEY:</p> <p> location of site</p> <p><small>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100014732</small></p>
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Figure 1 : Location of Development Site









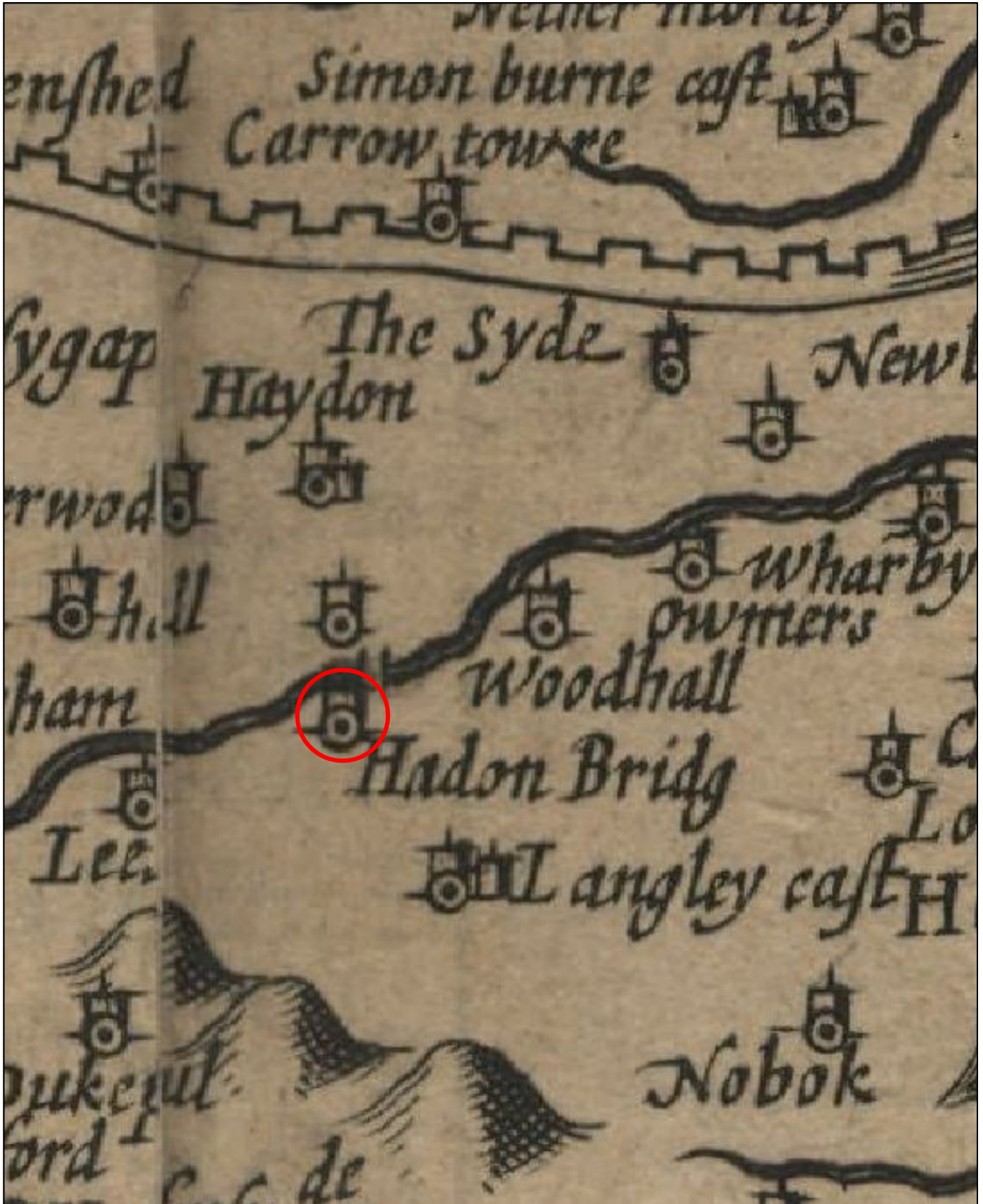
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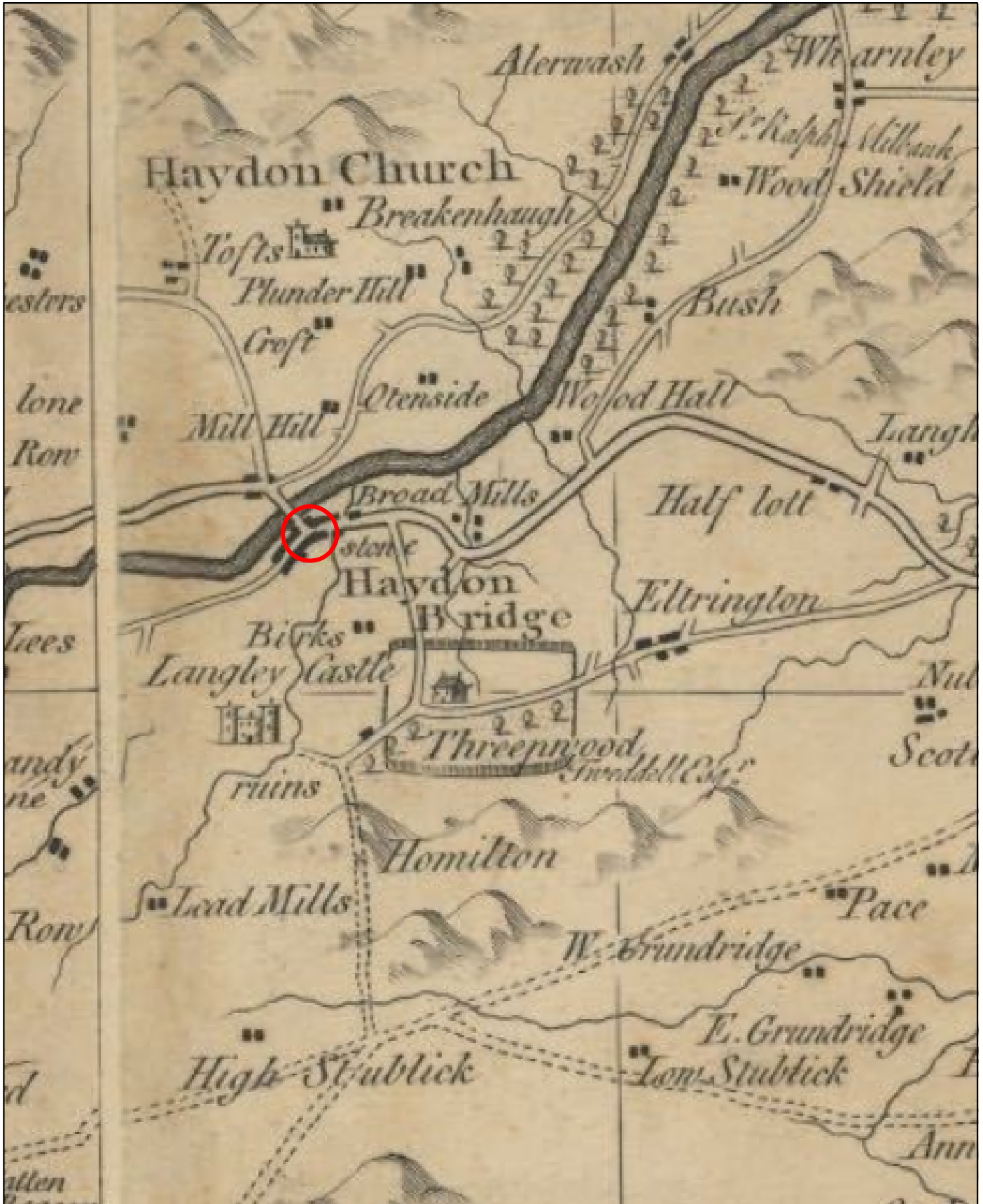
Figure 2 : Location of Trenches





 <p>North Pennines Archaeology Ltd 2007</p>	<p>PROJECT: Anchor Garage, Haydon Bridge</p> <p>SCALE: 1:10000</p> <p>REPORT No: CP 382/07</p> <p>CLIENT Property Design Matters Ltd.</p> <p>DRAWN BY: CP</p> <p>DATE: March 2007</p> <p>FIGURE No: 3</p>	<p>N</p> 	<p>KEY:</p>  location of site
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Figure 3 : Extract from Speed's Plan of Northumberland, 1610





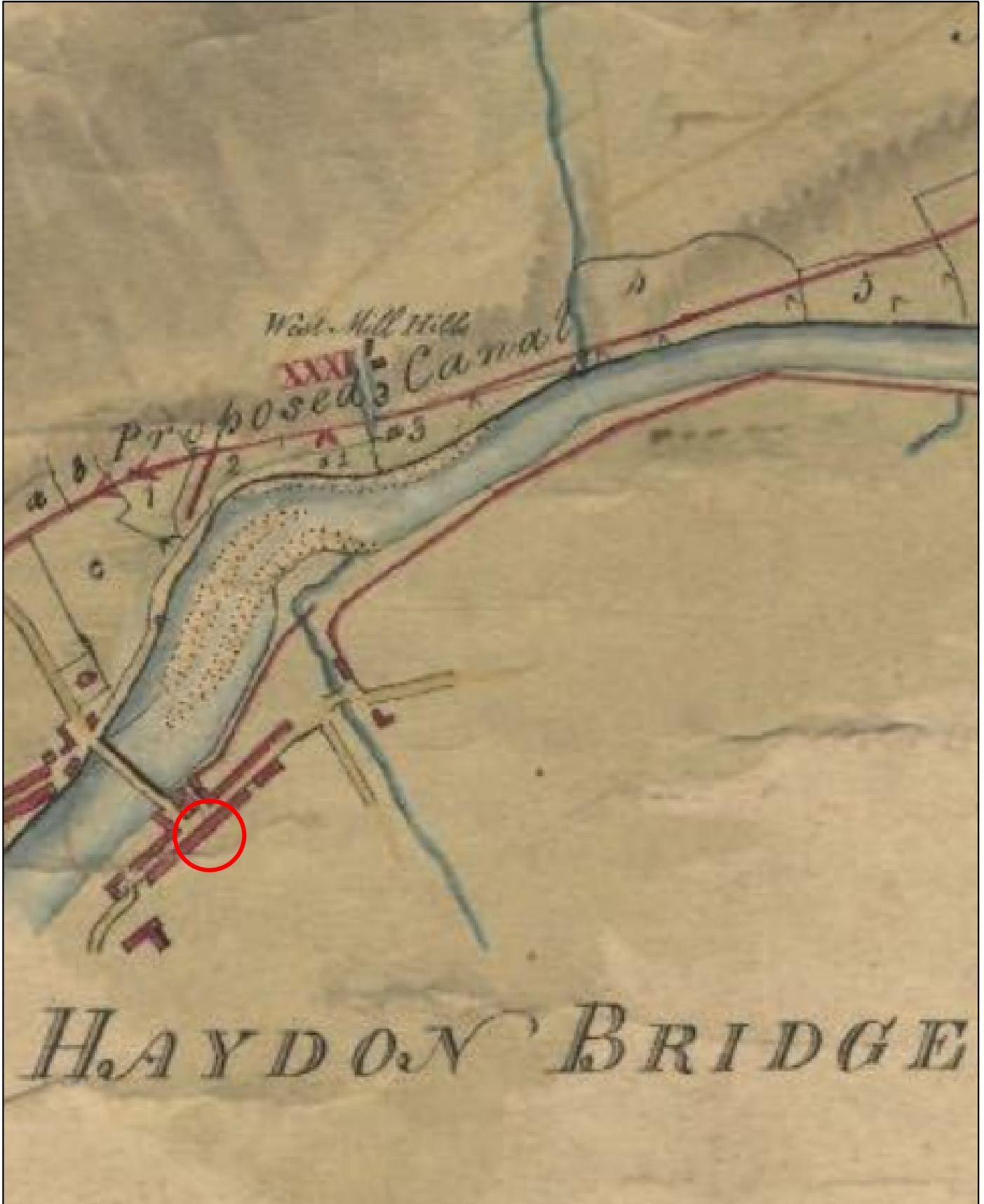
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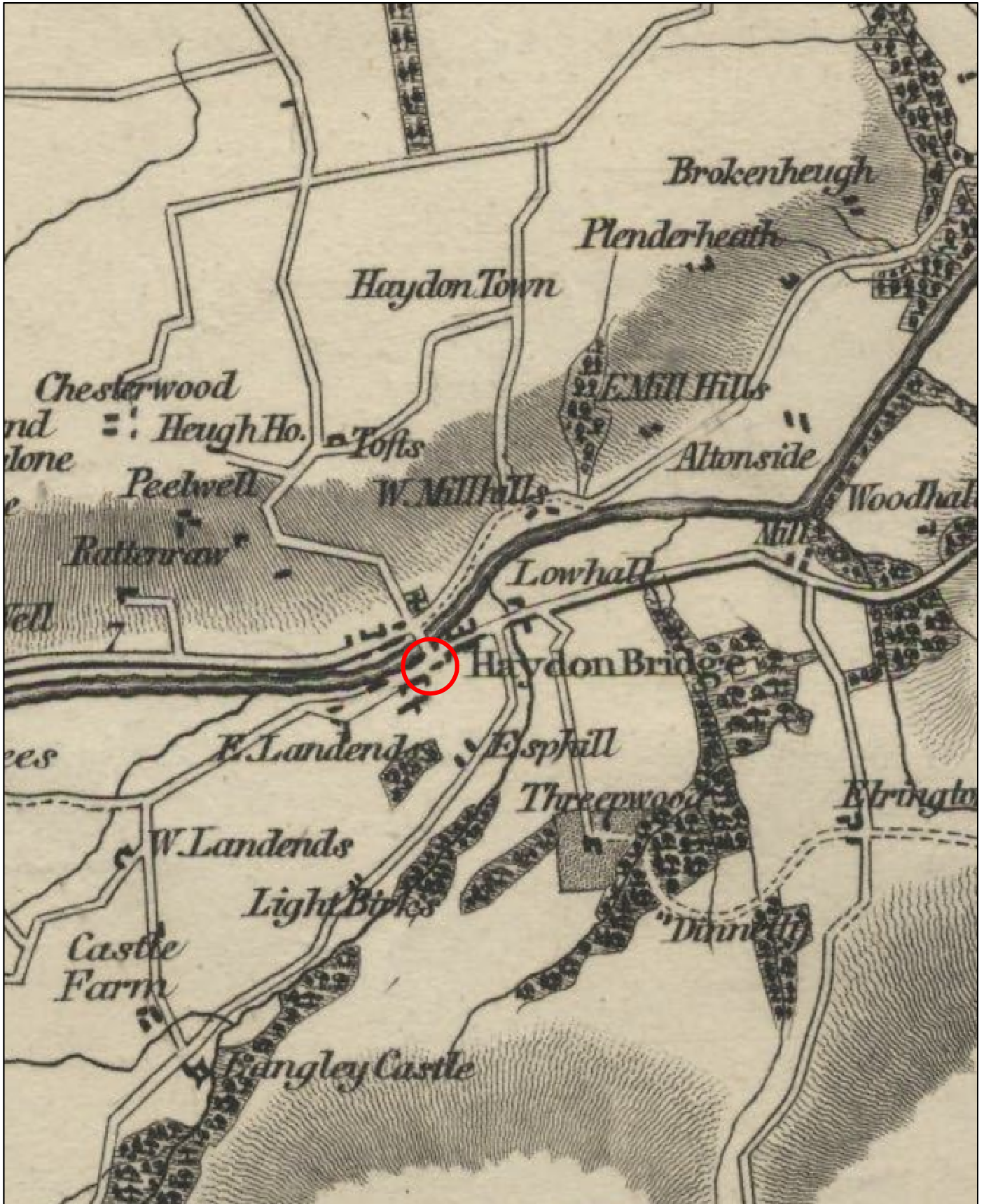
Figure 4 : Extract from Armstrong's Plan of Northumberland, 1769





 <p>North Pennines Archaeology Ltd 2007</p>	<p>PROJECT: Anchor Garage, Haydon Bridge</p> <p>SCALE: 1:5000</p> <p>REPORT No: CP 382/07</p> <p>CLIENT Property Design Matters Ltd.</p> <p>DRAWN BY: CP</p> <p>DATE: March 2007</p> <p>FIGURE No: 5</p>		<p>KEY:</p>  <p>location of site</p>
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Figure 5 : Extract from the Newcastle to Haydon Bridge Canal Plan, 1796






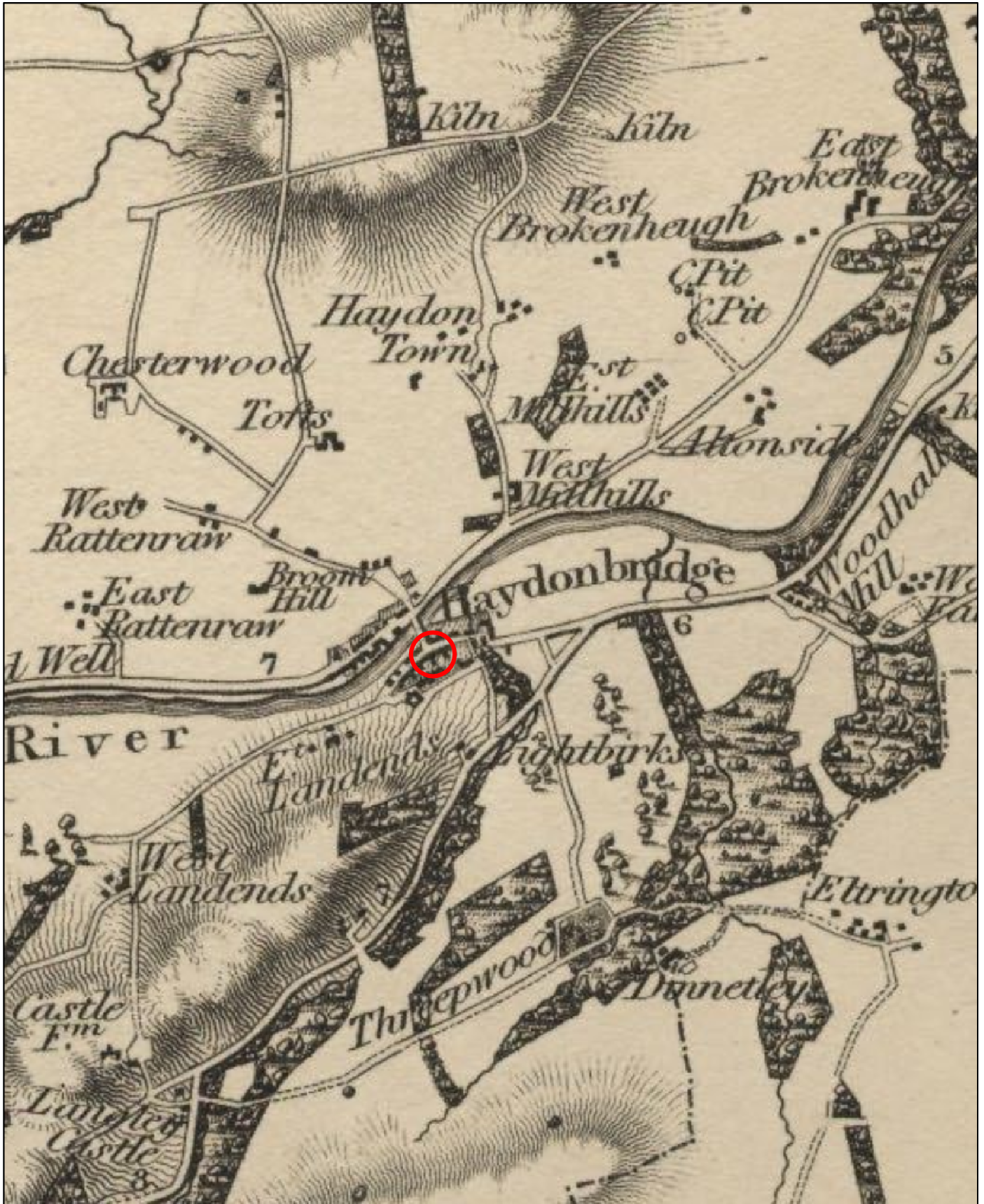
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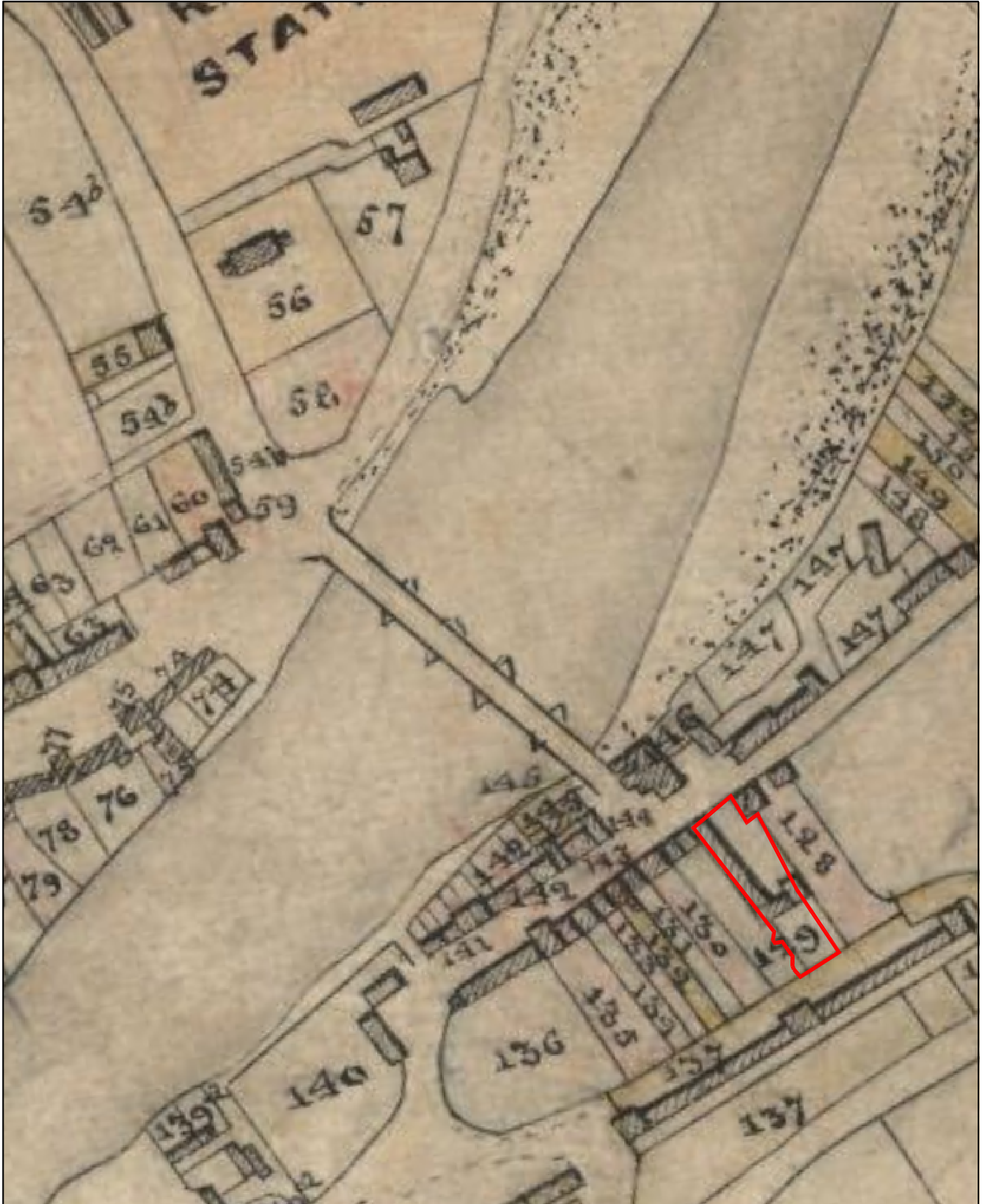
Figure 6 : Extract from Fryer's Plan of Northumberland, 1820





 <p>North Pennines Archaeology Ltd 2007</p>	<p>PROJECT: Anchor Garage, Haydon Bridge</p> <p>SCALE: 1:10000</p> <p>REPORT No: CP 382/07</p> <p>CLIENT Property Design Matters Ltd.</p> <p>DRAWN BY: CP</p> <p>DATE: March 2007</p> <p>FIGURE No: 7</p>		<p>KEY:</p>  location of site
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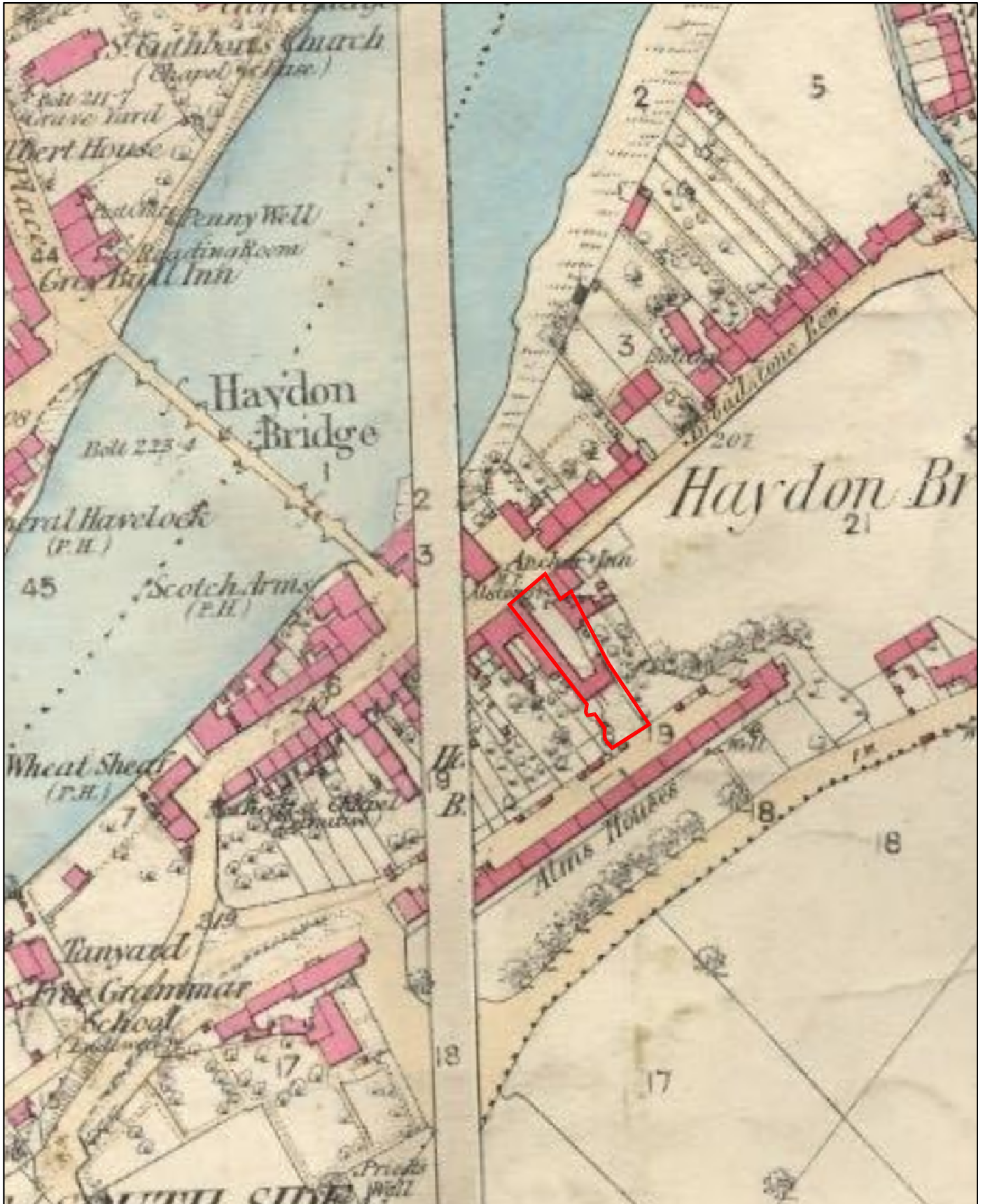
Figure 7 : Extract from Greenwood's Plan of Northumberland, 1828



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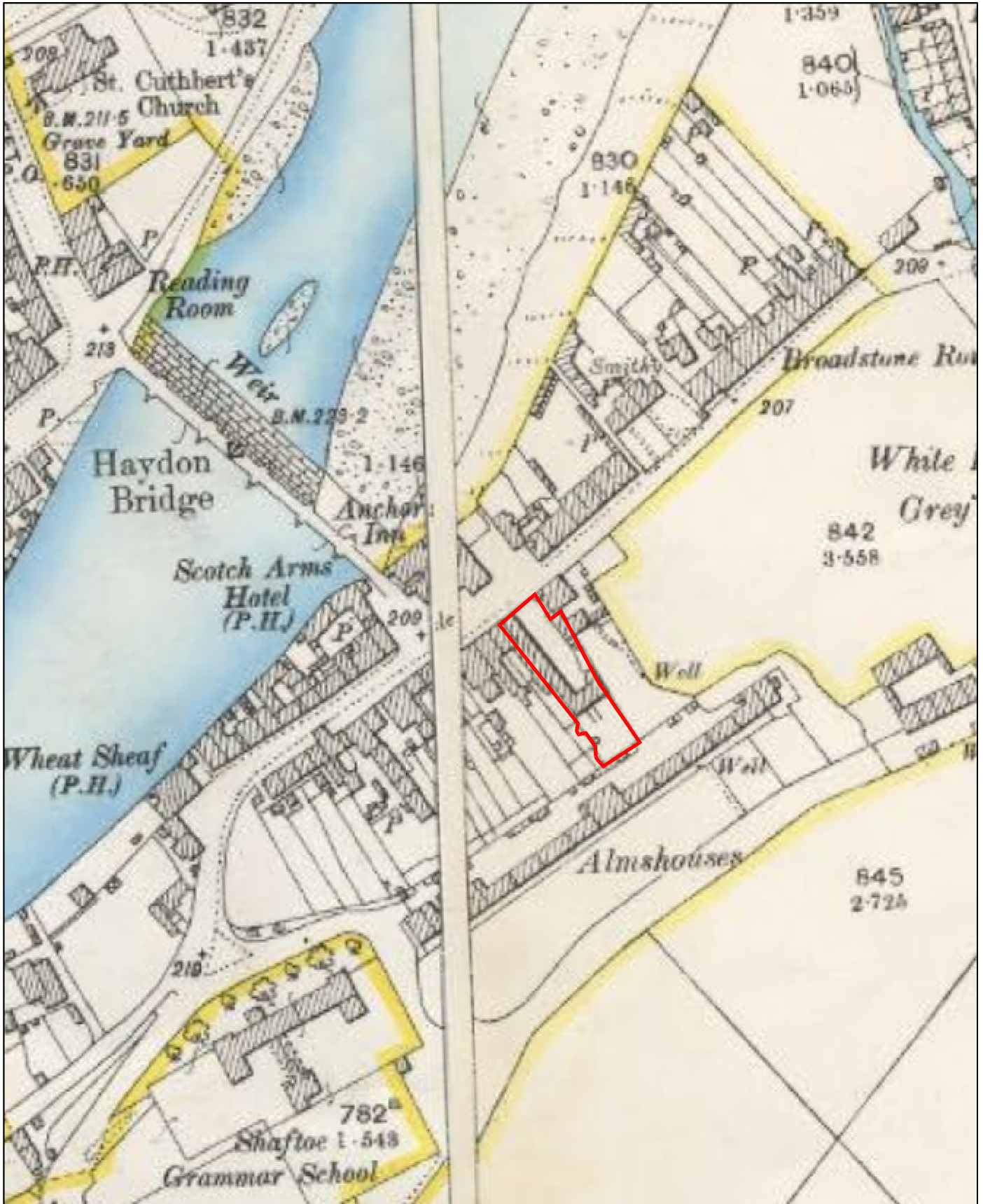
Figure 8 : Extract from the Tithe Award, 1841





 <p>North Pennines Archaeology Ltd 2007</p>	<p>PROJECT: Anchor Garage, Haydon Bridge  SCALE: 1:1500  REPORT No: CP 382/07  CLIENT Property Design Matters Ltd.  DRAWN BY: CP  DATE: March 2007  FIGURE No: 9</p>		<p>KEY:</p>  outline of study area
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Figure 9 : First Edition Ordnance Survey Mapping, 1860






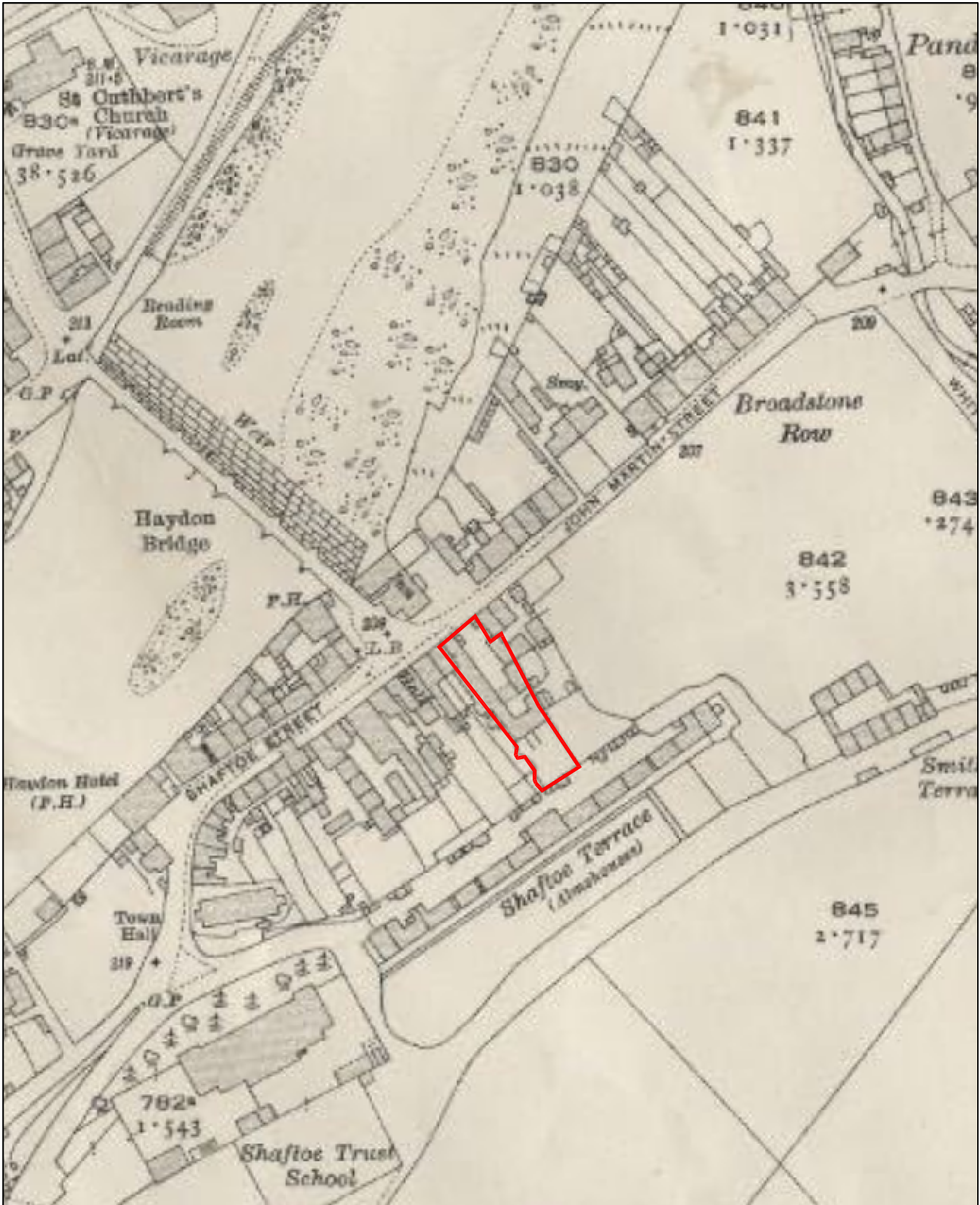
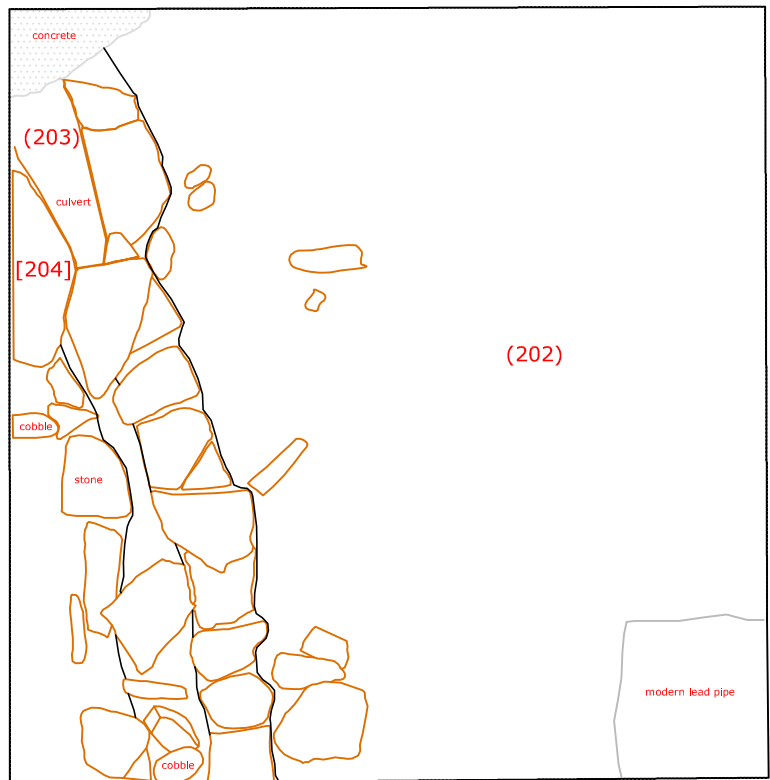
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Figure 10 : Second Edition Ordnance Survey Mapping, 1897



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Figure 11 : Third Edition Ordnance Survey Mapping, 1920



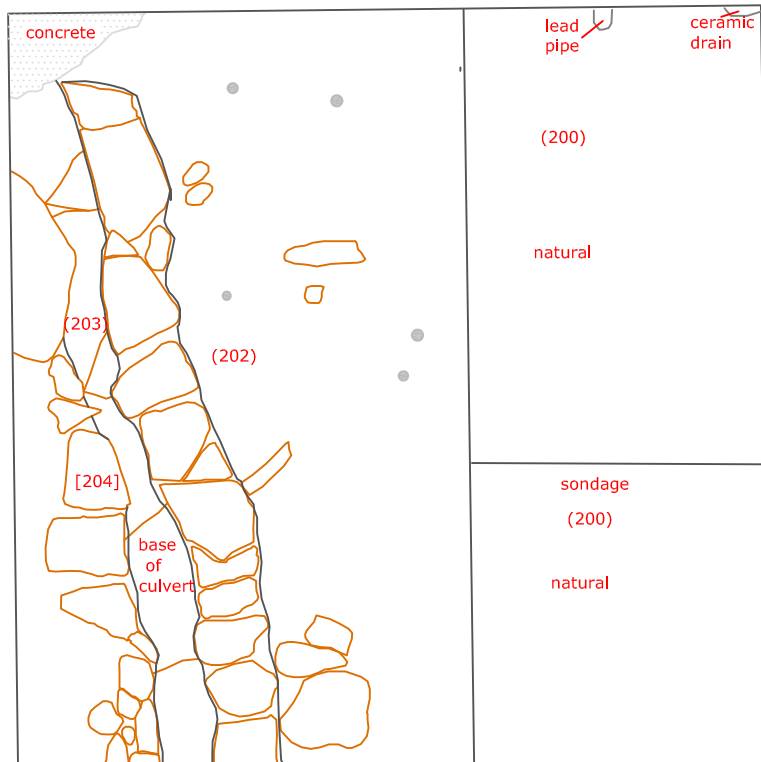
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2007

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 REPORT No: CP 382/07  
 CLIENT: Property Design Matters Ltd.  
 DRAWN BY: MT  
 DATE: 26.3.07  
 FIGURE No: 12



Figure 12 : pre-excitation plan of Trench 2



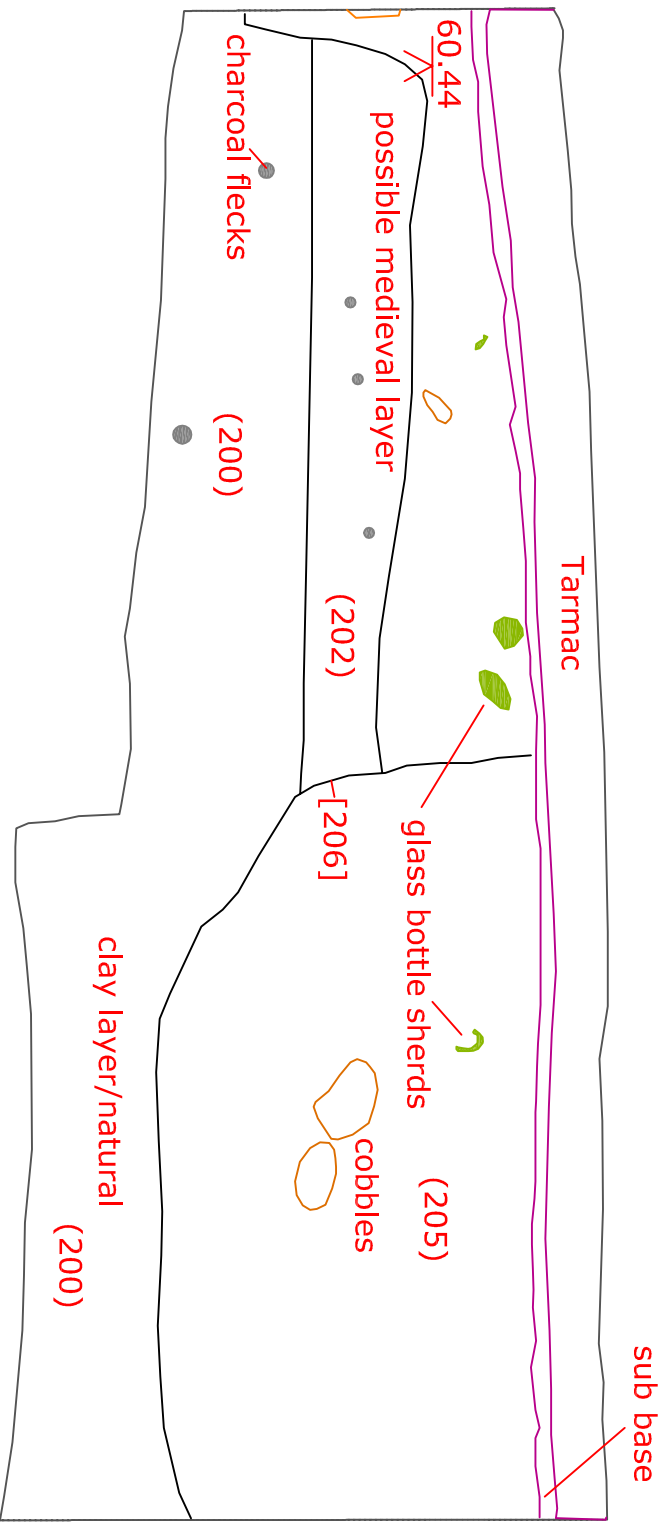


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 SCALE: 1:20  
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 FIGURE No: 13



Figure 13 : post-excavation plan of Trench 2



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Property Design Matters Ltd

SCALE: 1:10

DRAWN BY: MT

DATE: 26.03.07

REPORT No: CP 382/07  
FIGURE No: 14

Figure 14: Trench 2, west-facing section