
NORTH PENNINES ARCHAEOLOGY LTD

Project Designs and Client Report No. CP/525/07

**ARCHAEOLOGICAL
EVALUATION
AT THE
ANCHOR GARAGE
(PHASE II),
JOHN MARTIN STREET,
HAYDON BRIDGE,
NORTHUMBERLAND**

**FOR
PROPERTY DESIGN
MATTERS LTD.**

NGR NY 8442 6412

OASIS ID - northpen3-28142

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EXECUTIVE SUMMARY

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. One trench, 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 was uncovered. In contrast, the second trench, excavated towards the front of the garage forecourt, uncovered some archaeological remains comprising a layer of medieval soil and post-medieval culvert. This prompted a second phase of evaluation at the front of the site, which is the subject of this report.

The Phase II evaluation consisted of the excavation of a single 2m by 2m trench in the garage forecourt in an area not sampled by the previous evaluation. This work was undertaken in June 2007 and was conducted in accordance with the original NCCCT brief. The excavation of this trench fulfilled the NCCCT requirements of a 4% sample of the forecourt area. The most significant deposits uncovered by the evaluation trench were the foundations of a wall and cut feature, which probably relates to an earlier phase of building on site. Later phases of disturbance were also identified, which were associated with the demolition of previous buildings. The finds recovered from the evaluation trench suggest a post-medieval date for these features.

The results of the evaluation have indicated that structural remains of post-medieval date survive in the garage forecourt, and that the construction of the garage has had limited impact on sub-surface archaeological remains in this area. The possibility exists that areas of undisturbed medieval archaeology may also survive at the front of the site. The footprint of the garage building is likely to have truncated any archaeological deposits to the southwest, and ground contamination is likely to be high, though deeper archaeological features may survive here. The ground to the rear of the garage has not yet been tested, but may also be undisturbed. Given the presence of archaeological remains in the forecourt area, it is recommended that the proposed works in this area be subject to archaeological monitoring to enable the recording of these features.

ACKNOWLEDGEMENTS

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, and to the owners of Anchor Garage, Martin and Simon Scudamore, for facilitating the project.

The evaluation was undertaken under the supervision of Martin Sowerby with the assistance of Kevin Mounsey. The report was written by Kevin Mounsey and Martin Railton, and illustrated by Cat Peters, Martin Railton and Francis Wood. The project was managed by Martin Railton, Senior Project Officer for NPA Ltd.

1 INTRODUCTION

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). The development site lies within an urban context in the southern part of Haydon Bridge on the southern side of the River Tyne (Figure 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 (Phase I), 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. Phase I comprised the excavation of two test pits (Trench 1 and Trench 2), one located towards the street frontage, and one towards the back of the site, as designated by the NCCCT.
- 1.1.3 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 was 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 (North Pennines Archaeology 2007). 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. These trenches are marked in blue on Figure 2.
- 1.1.4 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. The excavation presented in this report (Phase II) comprised the excavation of a single 2m by 2m trench in the garage forecourt in an area not sampled by the previous stage of evaluation. The excavation of this trench fulfilled the NCCCT requirements of a 4% sample of the forecourt area.
- 1.1.5 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.

2 METHODOLOGY

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 one trench measuring 2m x 2m (Figureure 2). The trench outline was cut using 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 trench was subject to continuous scanning using a CAT scan, to check for services. All subsequent excavation was by hand, and the total depth of the trench did not exceed 1.5m below ground level for the Health and Safety reasons.
- 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-B.
- 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.

3 BACKGROUND

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 (Figure 1). The site consists of a series of buildings and outbuildings associated with Anchor Garage, a vehicle maintenance workshop (Figure 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. This information was presented in the Phase I report, which also included a map regression of the site (North Pennines Archaeology 2007). Readers are directed to this report for further details regarding historical background of the site.
- 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.
- 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 12th 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 14th century, the two settlements seemed to have coalesced, for burgage plots have been described relating to the settlement 'both sides of the water'. This combined settlement is denoted on Speed's plan of Northumberland of 1610 by '*Hadon Bridg*'.

- 3.2.6 The presence of a bridge would have aided this merger. The first reference to a bridge 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. 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.
- 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. 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. The extant school is comparatively modern. The present Church of St Cuthbert, Haydon Bridge Parish Church, dates to 1796.
- 3.2.10 The development site lies within the post medieval, and thus presumably medieval, core of the settlement. Fryer's plan of Northumberland in 1820, and Greenwood's plan of the county in 1828 indicate that the town was largely unchanged in the 19th century. 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. A smithy is also known to have existed in Haydon Bridge, but this was usual for a town of this size. The

Anchor Hotel, just to the north-west of the development site, is thought to have 18th 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 19th and 20th centuries. The Old Vicarage 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. The railway replaced an earlier scheme to build a canal between the two towns. No. 2 Station Cottages, formerly the stationmaster's office and ticket office for the station, and associated walls and railings are listed Grade II. 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. 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 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 shows a similar range of buildings to the tithe plan. 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.
- 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. Of more direct relevance to the development site is the fact that by 1920, 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 19th century painter John Martin, who must have died by this time.

4 EVALUATION RESULTS

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 evaluation trench was positioned in order to provide the least disruption to the workings of the garage, to avoid existing services, and in order to sample the front of the plot between the two previous trenches (Trench 1 and Trench 2). The evaluation trench was excavated by a two tonne 360° tracked excavator, which was used to cut through the concrete and tarmac using an abrasive wheel, and a pecker. All overburden was subsequently removed by machine down to the first significant archaeological deposit. The trench location is depicted in Figureure 2; a detailed plan and section are depicted in Figureure 3.

4.2 THE EVALUATION TRENCH

- 4.2.1 The trench was 2.0m long by 2.0m wide, and was positioned 1.20m centrally in the forecourt, to the east of the garage main office (Figureure 2). The trench was located using a CAT scan to avoid existing services, which were known to cross the site. It was excavated to a maximum depth of 1.05m.
- 4.2.2 Initial machining removed approximately 0.08m of tarmac, forming the main hardstanding of the garage forecourt. Beneath the tarmac **(300)**, evident in the northern corner and down the north-east edge of the trench, was a surface of grey, river rounded cobbles, measuring 0.40m wide **(302)**. The cobbles lay on a 0.06m thick layer of brown, sand blinding **(303)**. On the north-east edge of the trench the sand blinding sealed a layer of small, compacted pieces of sandstone rubble in a sandy silt matrix **(304)** (Plate 2). This layer contained 2 sherds of post medieval pottery and one piece of post medieval bottle glass. Beneath this layer, running in a north-east to south-west direction was a substantial wall constructed of yellow sandstone blocks (Plates 1,2 and 3). **[306]**. A yellow, orange clay may have been used to bond the stonework. Only the south-west course and face of the wall was uncovered. Adjacent to contexts **(302)**, **(303)**, **(304)** and **(306)**, for a width of 1.60m under the tarmac **(300)**, was a 0.18m thick layer of made up ground consisting of mixed building rubble **(310)** (Plate 3, Figureure 3).
- 4.2.3 Beneath the layer of building rubble and adjacent to the sandstone wall was a deposit of orange, silty, clay **(307)**. This had a rectangular-shaped feature cut through it **[308]** (Plate 1). The cut **(308)** contained a 0.26m thick layer of dark brown grey silt **(309)**, which contained several pieces of clay pipe stem and some pieces of post medieval pottery. The deposit may tentively be associated with the wall construction or other earlier building on site. A *sondage* measuring 1.10m by 0.90m was cut through this layer and down into a lower deposit of dark brown, grey silt **(301)** (Plates 1 and 3). It was undetermined as to whether or not this was the natural drift geology. No further evidence of archaeological deposits or features was uncovered.
- 4.2.4 None of the deposits encountered were considered suitable for environmental sampling.



Plate1: Evaluation trench, facing south-east



Plate 2: Evaluation trench showing wall [306], facing north-east



Plate 3: Trench section showing *sondage*, facing north-west

5 FINDS

5.1 INTRODUCTION

- 5.1.1 The finds from Anchor Garage (Phase II) excavation were recovered from two contexts; a layer of sandy silt and sandstone rubble **(304)**, overlying the sandstone wall **(306)**, and the fill **(309)** of a cut feature **[308]**. All of the finds recovered were broadly dated to the post-medieval period and are summarized in Table 1, below.

5.2 THE FINDS

- 5.2.1 One sherd of post-medieval moulded green glass from a bowl or vase with luminescent inner and outer surfaces was recovered from context **(304)**.
- 5.2.2 Also from context **(304)** were two sherds of post-medieval pottery. The first comprised a sherd of an unglazed orange fabric vessel, possibly part of a handle. The second was a body sherd from a brown-glazed vessel.
- 5.2.3 Three sherds of pottery were recovered from context **(309)**. Two of these were from the same vessel, and comprised two rim sherds from a white slipware bowl with a with brown-glazed decoration. The third was a small sherd of a similar vessel comprising an orange fabric with traces of white slip.
- 5.2.4 Also from context **(309)** were three fragments of clay pipe stem, measuring between 25mm and 40mm in length, with diameters of 12mm, 10mm and 7mm. Unfortunately pipe stems are difficult to date without maker's stamps to identify them, but all were broadly dated to the post-medieval period.

Context	Material	Quantity	Weight (kg)	Period
304	glass	1	0.020	post medieval
304	pottery	2	0.016	post medieval
309	clay pipe	3	0.010	post medieval
309	pottery	3	0.018	post-medieval

Table 1: Finds From Anchor Garage (Phase II), Haydon Bridge (AGH-B)

6 CONCLUSIONS AND RECOMMENDATIONS

6.1 CONCLUSIONS

- 6.1.1 The archaeological evaluation has indicated that structural remains of post-medieval date survive in the garage forecourt, and that the construction of the garage has had limited impact on sub-surface archaeological remains in this area. The possibility exists that areas of undisturbed medieval archaeology may also survive at the front of the site. The footprint of the garage building is likely to have truncated any archaeological deposits to the southwest, and ground contamination is likely to be high, though deeper archaeological features may survive here. 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 uncovered by the evaluation trench were the foundations of a wall and cut feature, which probably relates to an earlier phase of building on site. Later phases of disturbance were also identified, which were associated with the demolition of previous buildings. The finds recovered from the evaluation trench suggest a post-medieval date for these features.
- 6.1.3 Cartographic evidence indicates an area of open ground, broadly corresponding to the area of the forecourt of the present garage, has existed from at least the mid 19th century. This suggests that the structural remains revealed during the evaluation relate to former buildings present along the street front, and along the southwest boundary of the site, which were present extant to this date.

6.2 RECOMMENDATIONS

- 6.2.1 The evidence of the present evaluation trench, and the results of the previous trenches, indicate that the demolition of the garage is unlikely to impact on archaeological deposits of importance.
- 6.2.2 Structural remains of post-medieval date have been shown to survive in the forecourt area, and may survive to the rear of the property, which has not been evaluated. Medieval deposits may also survive on site. The proposed development has the potential to impact on surviving archaeological remains through the construction of foundations and the provision of services, and it is therefore recommended that the works be subject to archaeological monitoring to enable the recording of these features.
- 6.2.2 All of the finds recovered during the evaluation were post-medieval in date, and were consistent with the domestic use of the site. No further work on the finds is recommended.

7 BIBLIOGRAPHY

7.1 PRIMARY SOURCES

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Fryer (1820) Plan of Northumberland
Greenwood (1828) Plan of Northumberland
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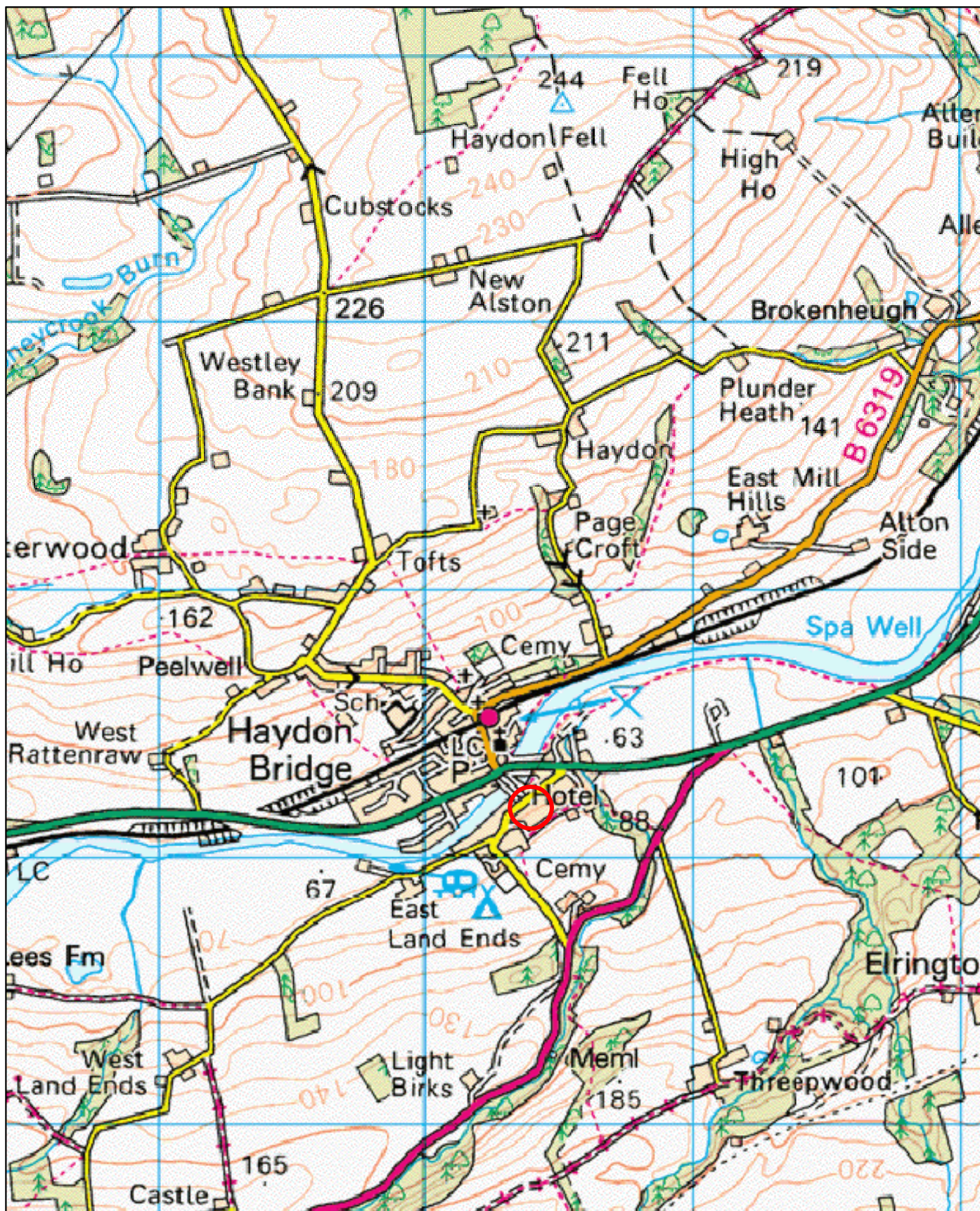
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Parson and White (1827) *Trade Directory*

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APPENDIX 1: FIGURES



North Pennines Archaeology Ltd
2007

PROJECT: Anchor Garage (Phase II),
Haydon Bridge, Northumberland
SCALE: 1:20000
REPORT No: CP 525/07
CLIENT: Property Design Matters Ltd.
DRAWN BY: CP
DATE: July 2007
FIGURE No: 1



KEY:



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Figure 1 : Site location








 <p>North Pennines Archaeology Ltd 2007</p>	<p>PROJECT: Anchor Garage (Phase II) , Haydon Bridge, Northumberland</p> <p>SCALE: 1:20000</p> <p>REPORT No: CP 525/07</p> <p>CLIENT Property Design Matters Ltd.</p> <p>DRAWN BY: CP</p> <p>DATE: July 2007</p> <p>FIGURE No: 2</p>	<p>N</p> 	<p>KEY:</p> <ul style="list-style-type: none">  outline of proposed development area  Phase I trenches  Phase II trench
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Figure 2 : Trench location

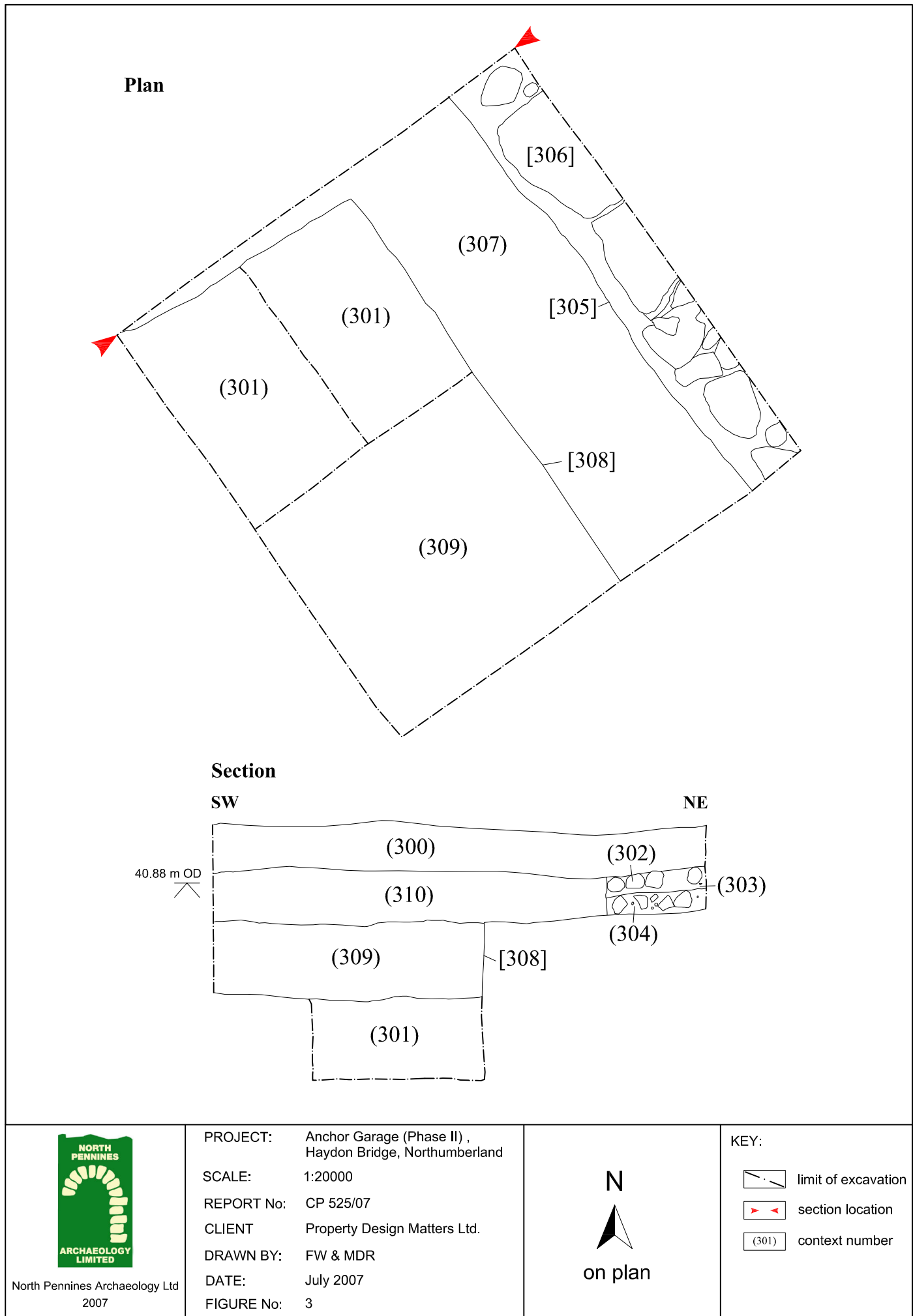


Figure 3 : Plan and section of trench