
FAWDINGTON GARAGE
STAGSHAW
CORBRIDGE
NORTHUMBERLAND

ARCHAEOLOGICAL ASSESSMENT

SEPTEMBER 2019



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Frontispiece: *The former carriageway of the Military Road overlying the line of Hadrian's Wall on the north side of Fawdington Garage, looking east.*

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SUMMARY

This report constitutes a desk-based cultural heritage assessment of a proposed development site on the site of Fawdington Garage at the north end of Stagshaw Bank in south Northumberland. The appraisal undertaken by The Archaeological Practice Ltd. incorporates an audit of both discrete and more extensive historical landscape components and presents a synthesis of the overall chronology of the defined area in order to identify potential cultural heritage constraints within the area of the proposed development and provide recommendations regarding work required to mitigate the potential impact of the proposed scheme of development.

The report collates evidence from a wide range of sources, including historic maps, secondary historical works, excavation reports and the Northumberland Heritage Environment Record (HER). A site visit was also undertaken. This has resulted in the identification of a total of 38 sites and monuments within or in the vicinity of the proposed development site which provide contextual information regarding the archaeological and historical development of the area.

There is no direct evidence for prehistoric activity on the site, or indeed in the immediate surrounding area, but given the widespread occupation of south Northumberland coastal throughout this period, this cannot be discounted.

There is a high potential for Roman archaeological remains to be present on the site given its location upon the Wall Corridor. In particular, the proximity of the site to the Roman gate through the Wall (Port Gate) is of high significance, and it is possible that the site may contain activity associated with this feature. The Wall itself runs beneath the northern part of the site, where its level of preservation is uncertain. The line of the Vallum runs across the southern part of the site, which appears to have remained substantially undeveloped throughout the cartographic history of the site. The Military Way service road may have traversed the area in between, occupied by the Fawdington Garage buildings, which forms the focus of the proposed development works.

During the Middle Ages the focus of settlement in the area lay at Portgate Farm to the WSW, then site of small rural village community, recorded from the 13th century onwards and the centre of an agricultural township. Aerial photographs show traces of ridge and furrow cultivation in the fields surrounding the site, particularly to the west and to the north, but also to the east next to the site Milecastle 22. This would imply that this area formed part of the arable fields of Portgate township during the medieval and early modern eras.

Based on the findings of the assessment, particularly the likely presence of buried archaeological remains associated with the Hadrian's Wall World Heritage Site, recommendations are made to evaluate the potential survival of the cultural heritage resource. It is recommended, first, that an evaluation strategy should be implemented to test for the presence and location of surviving sub-surface remains within the site in those areas likely to be impacted by the works, in order to develop an effective mitigation strategy for the development phase. The evaluation strategy should involve the targeted evaluation of the site by trial trenching.

1. INTRODUCTION

1.1 Purpose of Assessment

This assessment, prepared by The Archaeological Practice Ltd., has been commissioned to accompany an application for development of the redundant Fawdington Garage site on the east side of the A68 at its intersection with the B6318 (Military Way) at Stagshaw, Northumberland. The purpose of the assessment is to inform the planning process regarding cultural heritage significance of the site and the likely or potential impact upon the cultural heritage resource of the proposed development. The study represents the first stage in a programme of archaeological work which may subsequently include evaluation and mitigation works.

1.2 Planning Background

The *National Planning Policy Framework – NPPF* (MHCLG 2019) enables planning authorities to request assessments of archaeological potential in order to ascertain the nature and extent of any remains likely to be impacted by development, and inform upon appropriate mitigation measures. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development (NPPF – see MHCLG 2019, 5), which effectively means that local planning authorities should positively seek opportunities to meet the development needs of their area; and will tend to favour granting planning permission to developments which meet this criteria, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

NPPF states that:

“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal” (MHCLG 2019, Note 190).

The NPPF makes it clear that the significance of a heritage asset derives not only from its physical presence and historic fabric but also from its setting. Although consideration of setting is somewhat subjective and necessarily a matter of informed judgement, guidance is provided to assist decision-making by ensuring it takes place within a clear framework and is as transparent and consistent as possible.

Points to be considered include the following:

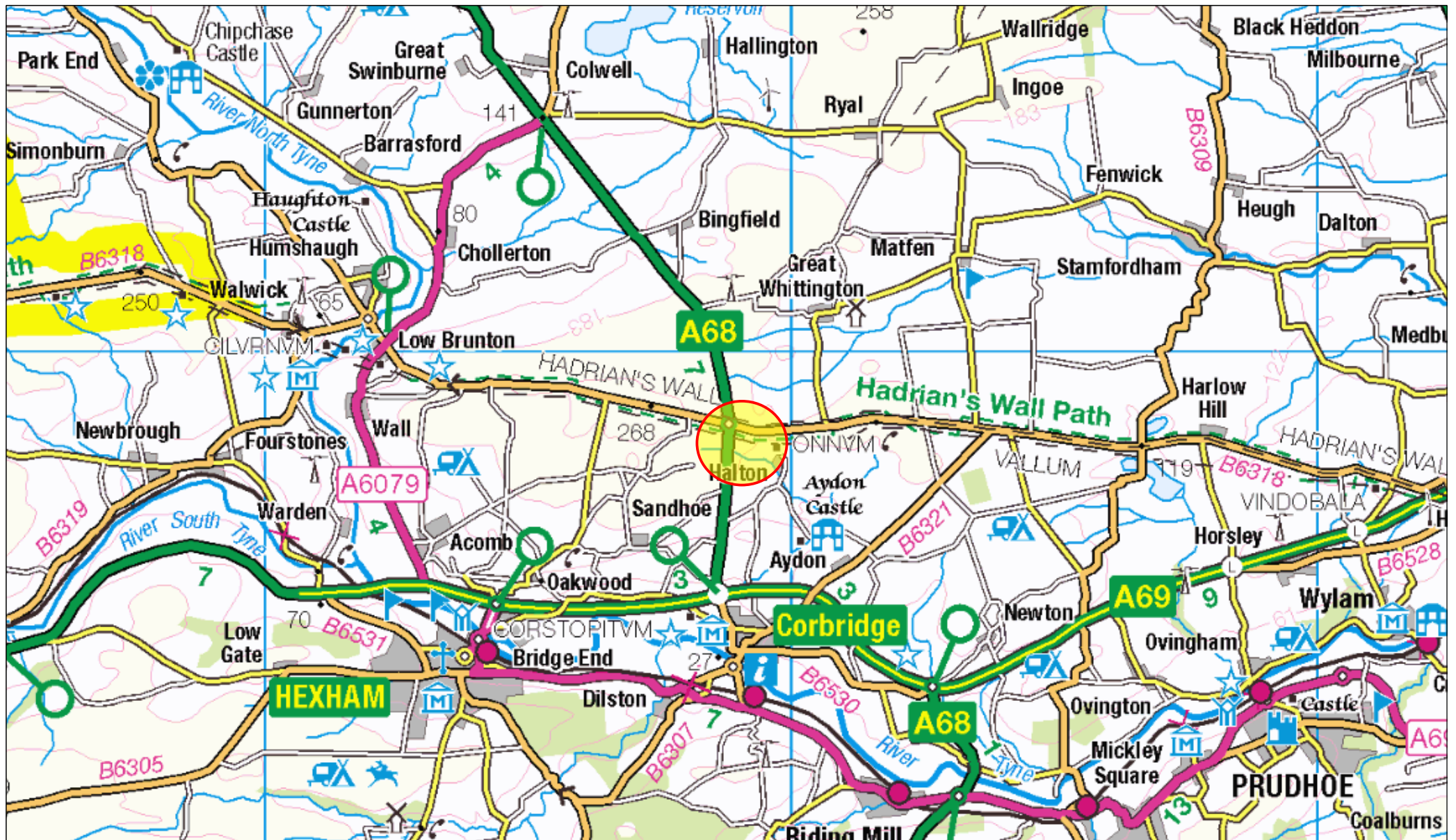
- *Intervisibility* - Some archaeological or historic landscape features were intended to be seen from other historic sites, and any modern development should respect this intervisibility
- *Vistas and sight-lines* - designed landscapes often involve key vistas, panoramas and sight-lines, or the highlighting of topography to aid interpretation.

The present assessment, carried out in advance of a formal planning application, has been guided by advice from the Assistant County Archaeologist for Northumberland, who, working within the context of the new NPPF, has noted that an archaeological assessment is desirable in the present case particularly because of the position of the site in an area of known high archaeological potential.

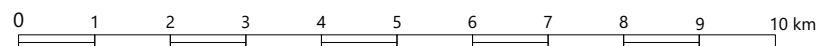
1.3 Methodology

The assessment will include an *Assessment of Heritage Significance* and an *Assessment of Impact*. Specifically it will:

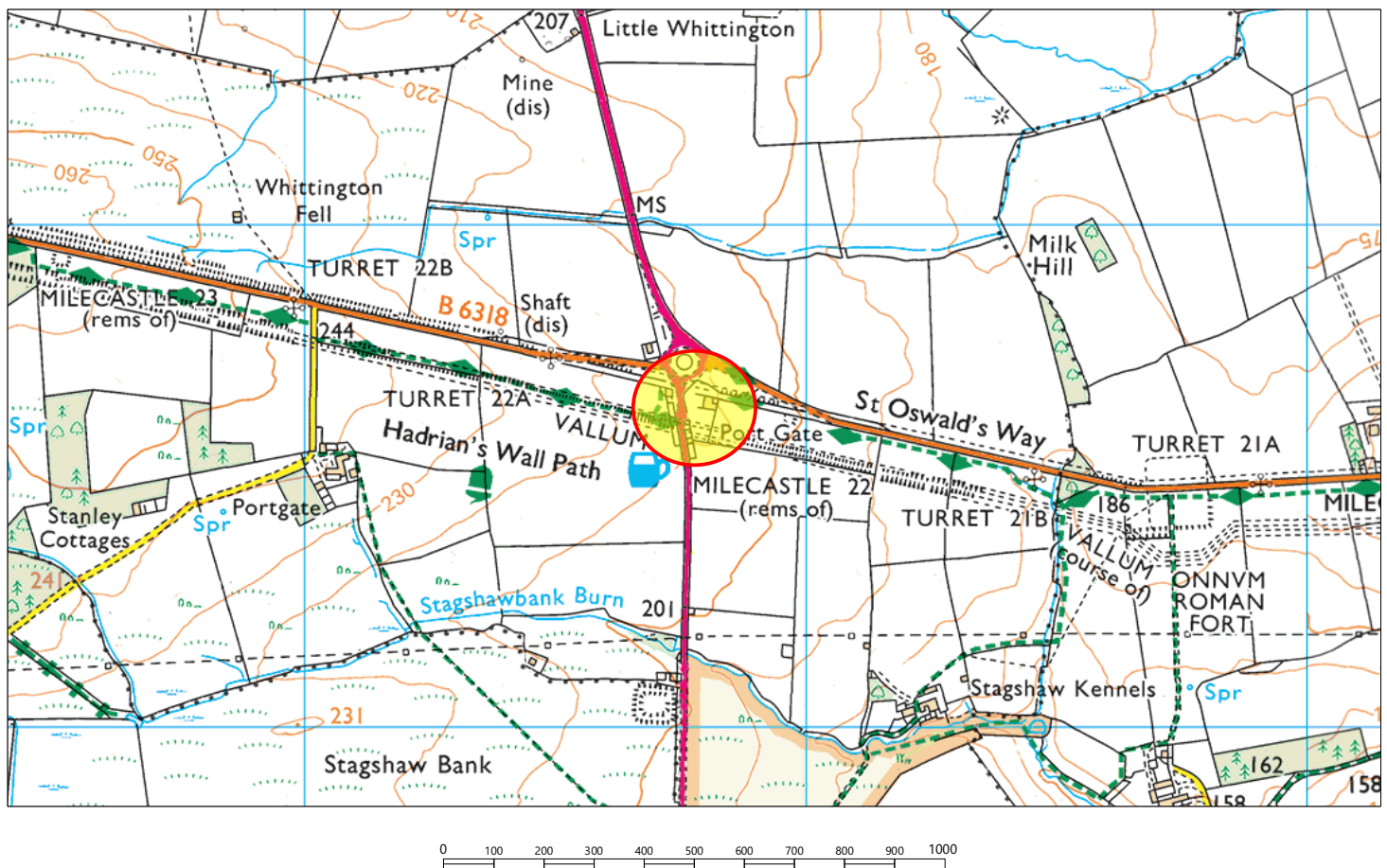
- Define the principal sources of information available for archaeological assessment (Section 3).
- Present a catalogue (Section 4) and chronological synthesis (Section 5) of archaeological data derived from various sources. Accompanying base maps will locate established structures and features within, or in close proximity to, the development site.
- Provide an assessment of archaeological potential with respect to the development site (Section 6).
- Provide conclusions with respect to the known and potential archaeological significance of the development site (Section 7).
- Recommend further work, if required to define more clearly the nature of the archaeological record and facilitate management or mitigation of this asset (Section 8).



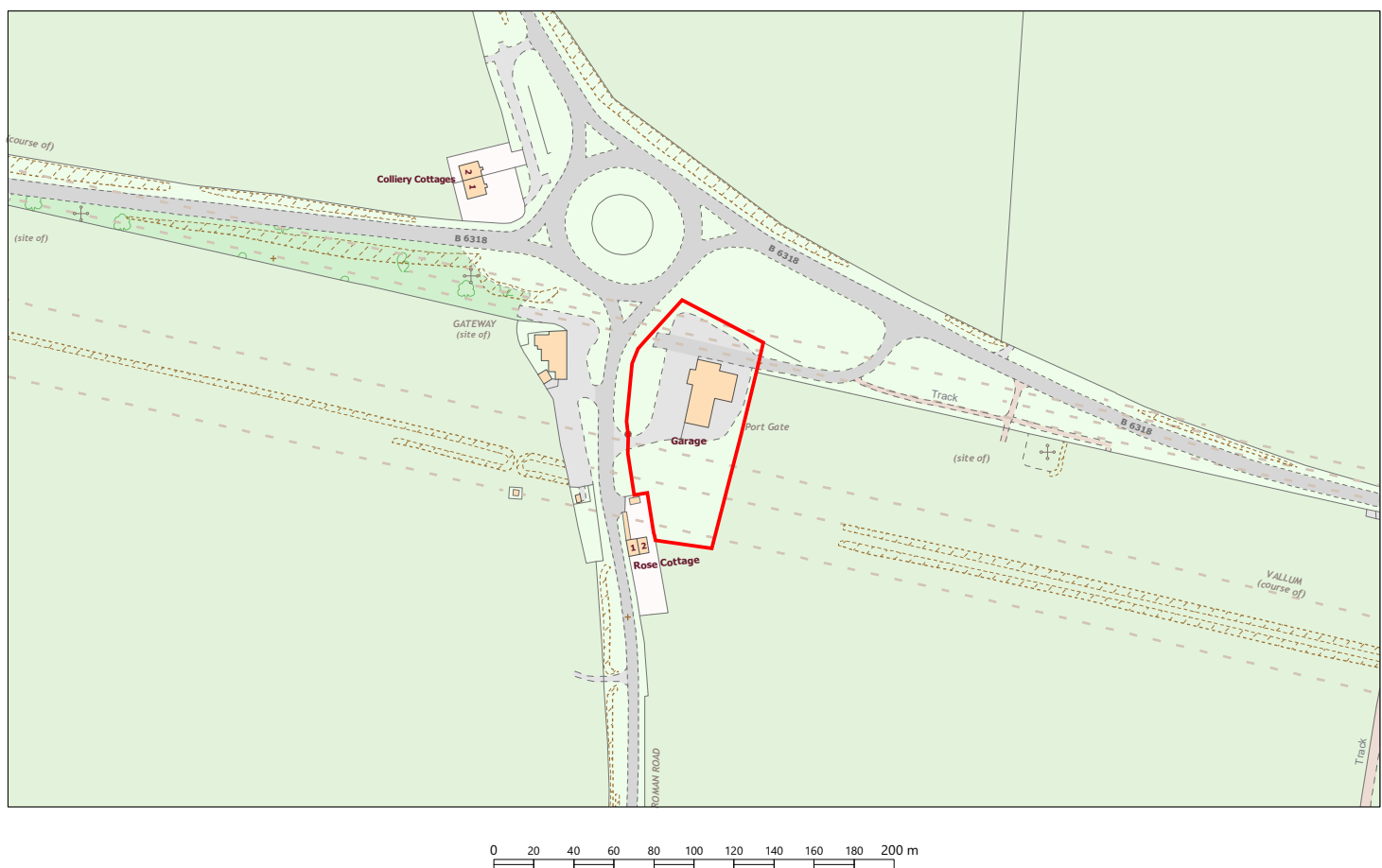
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Illus. 01: Regional Site Location Map



Illus. 02: Local Site Location Map



Illus. 03: Site Boundary (in red)

2. ASSESSMENT CONTEXT

2.1 Location and Extent of the Survey Area

2.1.1 Location

The site sits on level ground at the junction of the A68 (Dere Street) and the B6318 (Miliatray Road, north of Corbridge. It is tucked into the south-east angle of the junction with the large roundabout situated immediately to the north-west. In terms of wider topography the ground rises from the south and with a pronounced rise to the west and gentler fall to the east, the site thus sitting on a slight ridge.

As is customary with this kind of work, the scope of the report extends beyond the defined boundary of the proposed development area to embrace a wider zone. In this case a zone with a radius of up to 1 km around the assessment site has been examined. Consideration of this broader zone provides contextual information regarding those individual sites or historic landscape components which might potentially be physically impacted by the proposed scheme. It also ensures that any site or landscape component which might be more indirectly (e.g. visually) affected is incorporated in the site catalogue (Section 4).

2.2 Topography and Geology

The site rests on the Upper Carboniferous Coal Measures which are overlain by glacial deposits, 10m thick on average, belonging to the last (Late Devensian) glaciation. All earlier glacial and interglacial deposits were removed or recycled at this time. Alluvial deposits of sand and gravel overlie these glacial deposits within the Tyne Valley (Johnson, 1995).

2.3 Nature of Proposed Developments

The proposed development involves the following (see Appendix 2: Site Drawings):

- Refurbishment of the existing main shed and addition of a 5m extension to the south to form 3 commercial units, each with a possible mezzanine area with dormer above
- Refurbishment of the existing cottage at the north end of the building to form a holiday let/dwelling, including a 5m extension to the east
- Demolition the shed at the east side
- Creation of new drainage runs and replacement of the septic tank which is located in the field to the east
- Remodelling of the areas of hard-standing around the former Fawdington Garage building to create parking bays for the commercial units and access and car parking for the cottage, notably to the SE, NW and W.
- Creation of new fence lines and possible location of two new oil tanks near the NW corner of the building

2.4 Potential Impacts – General

While housing schemes or other substantial developments have the potential to impact positively and negatively on the settings of historically important sites, construction works associated with development are likely to cause physical damage to any surviving cultural

heritage remains through groundworks associated with construction operations and ancillary operations such as the provision of services, site compounds and landscaping.

The National Planning Policy Framework (NPPF - *MHCLG 2019*) emphasises the desirability of new development to make a positive contribution to local character and distinctiveness, favouring sustainable development (see above).

2.5 Established and Potential Significance of the Assessment Area

2.5.1 Scheduled Ancient Monuments

The Scheduling of a site by the Secretary of State denotes it is of at least national significance and provides statutory protection over the defined area of the monument. There is one scheduled ancient monument within the wider study area of the site, in the form of the Hadrian's Wall World Heritage Site (See Section 4).

2.5.2 Listed Buildings

Listing of built structures by the Secretary of State denotes historical or architectural interest, but does not necessarily include all buildings of significance or local importance. There are no listed buildings within the proposed development area, but in the wider study area are 12 Grade II listed structures, all of which are included within this report.

2.5.3 Sites Appearing on Northumberland County Council Heritage Environment Record (HER)

Northumberland County Council HER has been accessed for entries within and in close proximity to the overall assessment area which may be impacted upon by proposed development. Consideration of sites outside the defined zone enables better evaluation of its archaeological and historical context, highlighting the nature of potential remains within the assessment area. This has resulted in the identification of one site listed in the Historic Environment Record within the defined development area (Hadrian's Wall World Heritage site see Section 4, Site No. 03), and a further 37 HER sites and 16 specified archaeological events in the wider study area (defined by a 1 km radius from the centre of the proposed development site).

2.6 Previous Archaeological Assessment and Investigation

2.6.1 Cultural Heritage Assessments

The HER contains 2 records of archaeological desk-based assessments undertaken in relation to a site in the immediate vicinity of the proposed development (see Section 4).

2.6.2 Archaeological Investigation and Building Recording

Several intrusive archaeological investigations have taken place within the wider investigation area (see Section 4: Event nos. 39-54) and are of relevance to the present investigation.

3. SOURCES FOR ASSESSMENT

3.1 Archival Material and Secondary Sources

The following sources of documentary, cartographic and photographic evidence were consulted:

- ***Northumberland County Record Office, Woodhorn (NRO)***
- ***Northumberland HER, Planning Department (Conservation Team), Northumberland County Council, Morpeth (HER)***
- ***Northumberland County Library, Morpeth (NorCL)***
- ***City Library, Local Studies section, Newcastle upon Tyne (NCL)***
- ***National Monument Record, English Heritage, Swindon (NMR)***

3.2 Types of Information

Included amongst the various kinds of information used from each of the above sources are the following:

3.2.1 HER, Scheduled Monument and Listed Building Records

One site is listed in the Historic Environment Record within the defined development area (Hadrian's Wall World Heritage site see Section 4, Site No. 03), and a further 37 HER sites and 16 specified archaeological events location in the wider study area (defined by a 1 km radius).

3.2.2 Primary documentary sources

The majority of sources were consulted through published synthesis, but a number of original documents were also examined, in particular tithe awards.

3.2.3 Secondary and Published Information

Local and Regional Histories

Published works which shed general contextual light upon the assessment area or upon particular aspects of its archaeology or history are included in the bibliography (section 9), and cited where relevant in the synthesis (section 5). J C Hodgson's *History of Northumberland Vol. 4* (1897) remains the basic historical reference work covering the area.

Cultural Heritage Assessments & Fieldwork Reports

Several archaeological events have taken place within the investigation area (see Section 4: Event nos. 39-54).

3.2.4 Historic Map Evidence

The following historic maps covering the area have been found useful in compiling a catalogue of monuments and history of the assessment area:

Map of Northumberland, Saxton, 1576 (Illus. 04).

Map of Northumberland, Speed, 1610 (Illus. 05).

Map of Northumberland, Jansson, 1646 (Illus. 06).

Map of Northumberland, Morden, 1695 (Illus. 07).

Map of the Roman Wall, Onnum to Cilurnum, John Horsley, *Britannia Romana*, 1732 (Illus. 08).

A Survey of the country between Newcastle and Carlisle ..., Dugal Campbell and Hugh Debbeig, 1749 (Illus.09).

Map of Northumberland, Kitchin, 1750 (Illus. 10).

Map of Northumberland, Horsley, 1753.

Map of Northumberland, Armstrong, 1769 (Illus. 11)

Map of Northumberland, Cary, 1811 (Illus. 12).

Map of Northumberland, Fryer, 1820 (Illus. 13).

Map of Northumberland, Greenwood, 1828 (Illus. 14).

Surveys of Dere Street & The Roman Wall, Henry MacLauchlan, 1852 & 1857 (Illus. 15)

First Edition Ordnance Survey, 1862 (Illus. 16).

Second Edition Ordnance Survey, 1896 (Illus. 17).

Third Edition Ordnance Survey, 1922 (Illus. 18).

1964 Edition Ordnance Survey (Illus. 19).

3.2.5 Aerial Photographs

Aerial photographic coverage from 1930 onwards was accessed from the Historic England National Monument Record. The earliest coverage comprised an overlapping series of photographs taken by the RAF in October 1930, running along the length of Hadrian's Wall, all of very high quality and definition (e.g. raf/26/ac/fv/30, ccc/9020/10458; cf. Illus. 22). Well-preserved ridge and furrow earthworks displaying the inverted S shape typical of medieval and early modern ox-drawn ploughing were evident in the field to the west of the garage site and south of the Wall and also to the north. Narrower, straighter rig is visible on either side of the A68 between the Vallum and the Wall and is perhaps indicative of more recent 18th/19th century ploughing. More recent photos show the ridge and furrow south of the Wall surviving well, but it may be more denuded by recent ploughing in some of the fields to the north (gbj/13545/14: 02/03/1976; nmr/17417/32-33: 13/01/2000; nmr/28256/10: 27/03/2012; see Illus. 23 & 24).

3.2.6 Site Inspection and Local Information

A site visit was made on 7th May 2019 to assess the current condition of archaeology within and around the proposed development area. During this visit any features on the site were observed and photographically recorded (see *Appendix 1: Photographic Record*). The

principal observations derived from the inspection have also been included in the synthesis below (Section 5), but a summary description follows here.

The site is bordered to the west by the A68 highway and to the north by the B6318 (Military Road, with the roundabout forming the junction between the two roads lying immediately to the north-west. The Errington Arms public house lies on the west side of the A68, directly opposite and facing towards the site. To the south lie two small, adjoining cottages, 1 and 2 Rose Cottage, 19th-century in date. Two further more recent cottages lie to the NW beyond the roundabout.

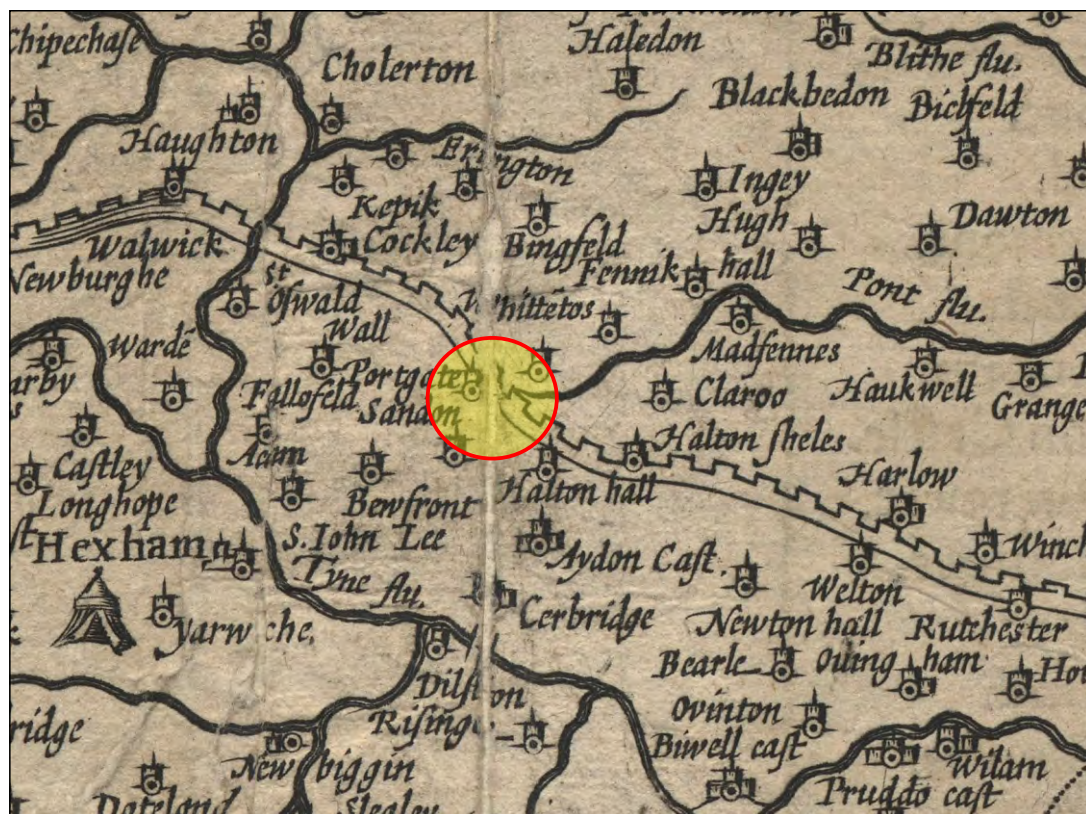
The Fawdington Garage buildings are all single storey and in a somewhat rundown, semi-derelict condition. The structure forms a single conjoined rectangular block, with its long axis aligned north-south, plus a short projecting wing to the east, and consists of several distinct elements. The north end is a small office building with whitewashed stone walls. Extending southward on the west side is a former car showroom plus a small projecting entrance lobby, whilst the east side including the projecting block represent the former vehicle workshops.

Tarmaced surfaces surround the garage with access to the south-west on to the A68 and to the north-east on to the B6318. The former (pre-1970s roundabout) carriageway of the B6318 Military Road still remains running from east to west on the north side of the garage. This road was built over the course of Hadrian's Wall.

In terms of its intervisibility with other sites of importance, the restricted height of the structures and the partial screening provided by hedges trees and field walls means the existing structure has a limited visual impact. The surviving Vallum ditch to the south-west, on the west side of the A68, is intervisible with the car showroom. It is not anticipated, however, that the proposed developments will significantly alter the visual impact of the building in terms of mass or overall form with the exception of the demolition of the derelict eastern workshop block (see Appendix 2).



Illus. 04: Saxton's Map of 1576



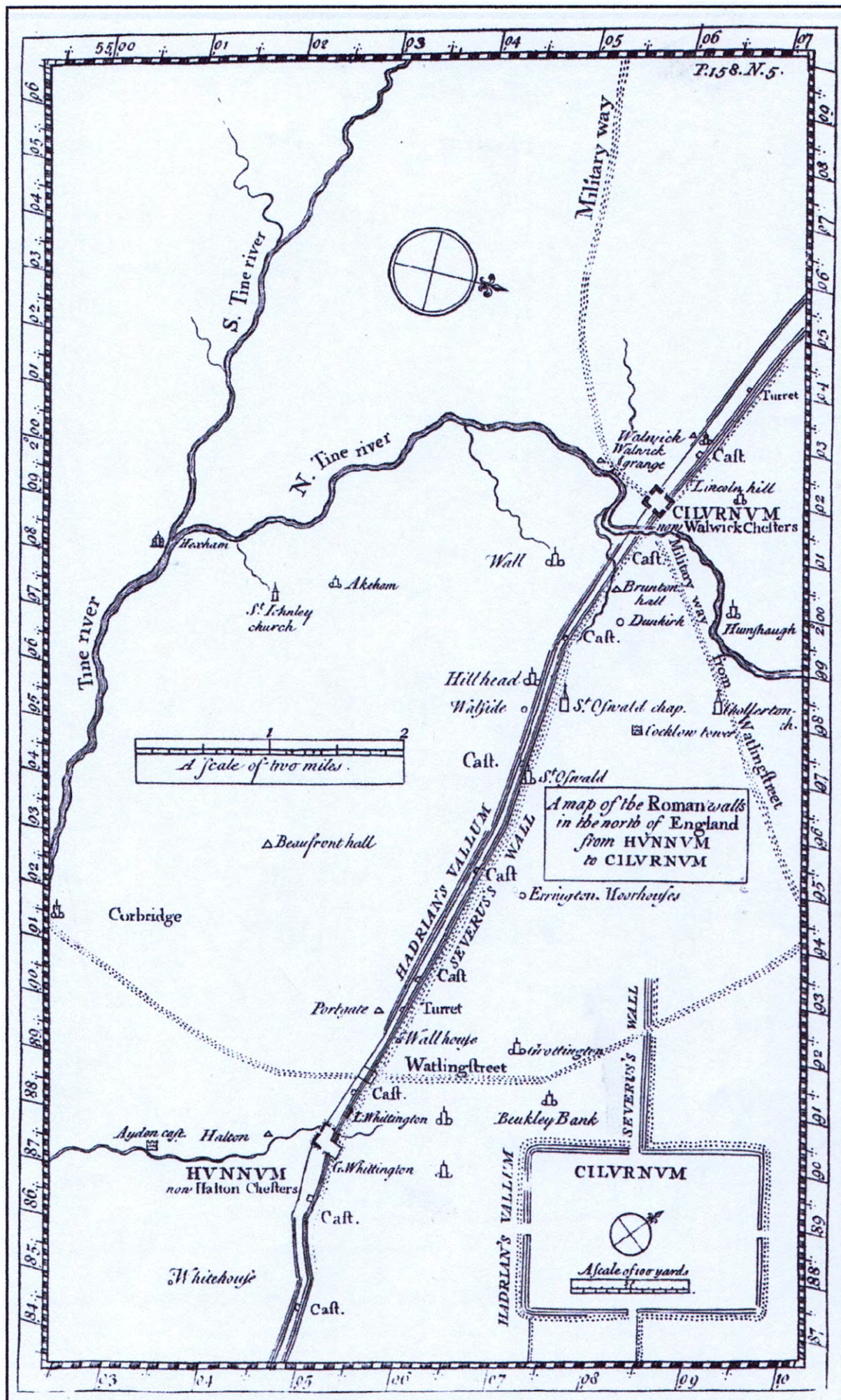
Illus. 05: Speed's Map of 1610



Illus. 06: Jansson's Map of 1646



Illus. 07: Morden's Map of 1695



Illus. 08: Horsley's Map of the Roman Wall - Hunnum to Cilurnum - from *Britannia Romana* c.1732.



Illus. 09: Extract from the Military Road Survey c. 1749, showing the study area (circled in red). Reference: SANT/PLA/7/2/1/1A.



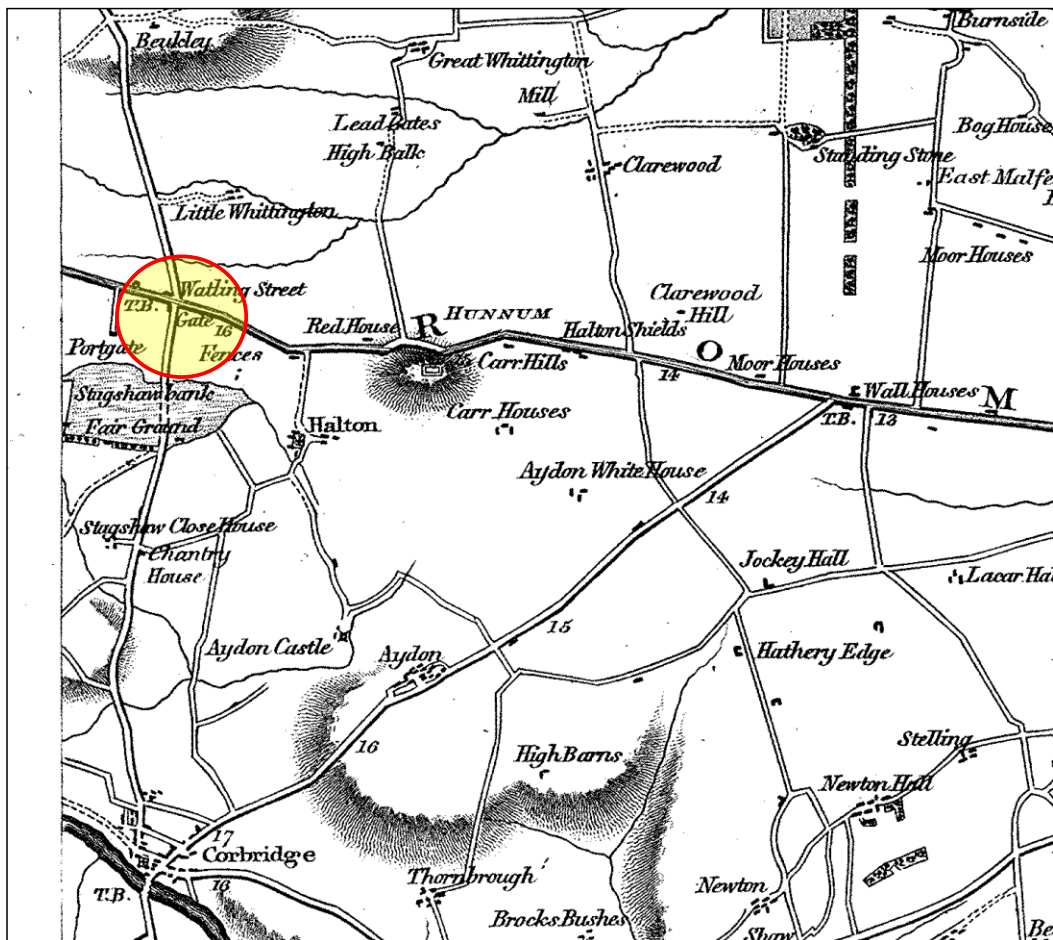
Illus. 10: Kitchen's Map of 1750



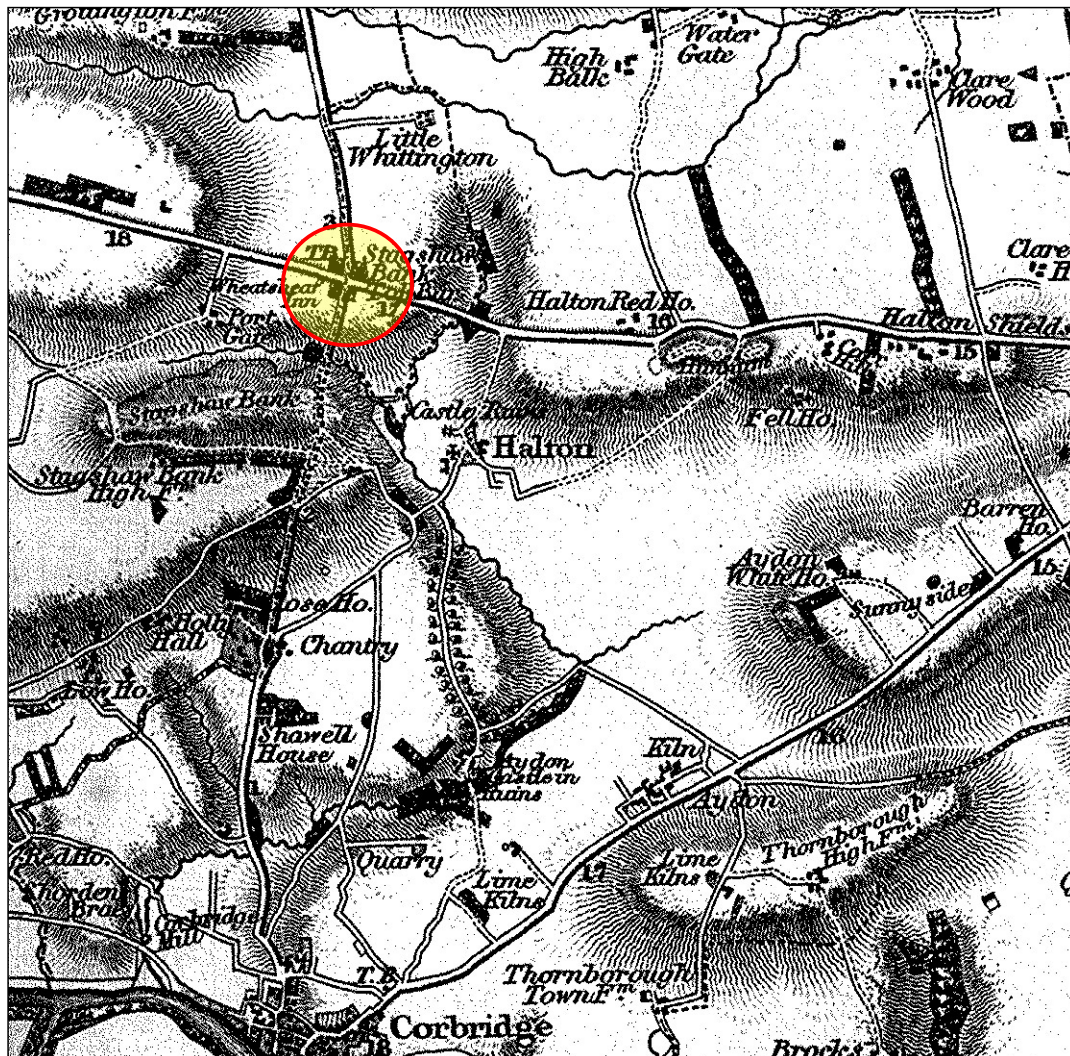
Illus. 11: Armstrong's Map of 1769



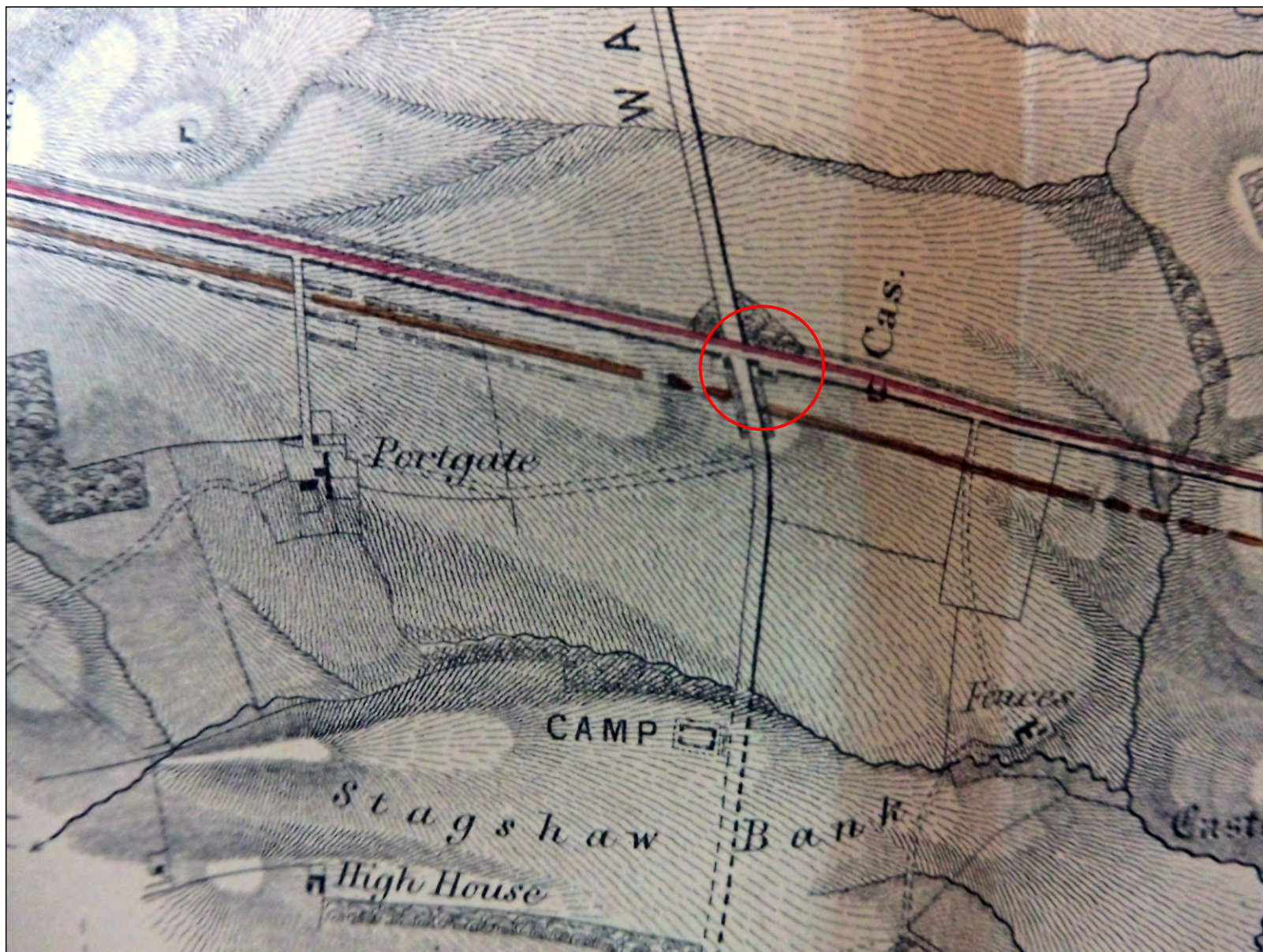
Illus. 12: Cary's Map of 1811



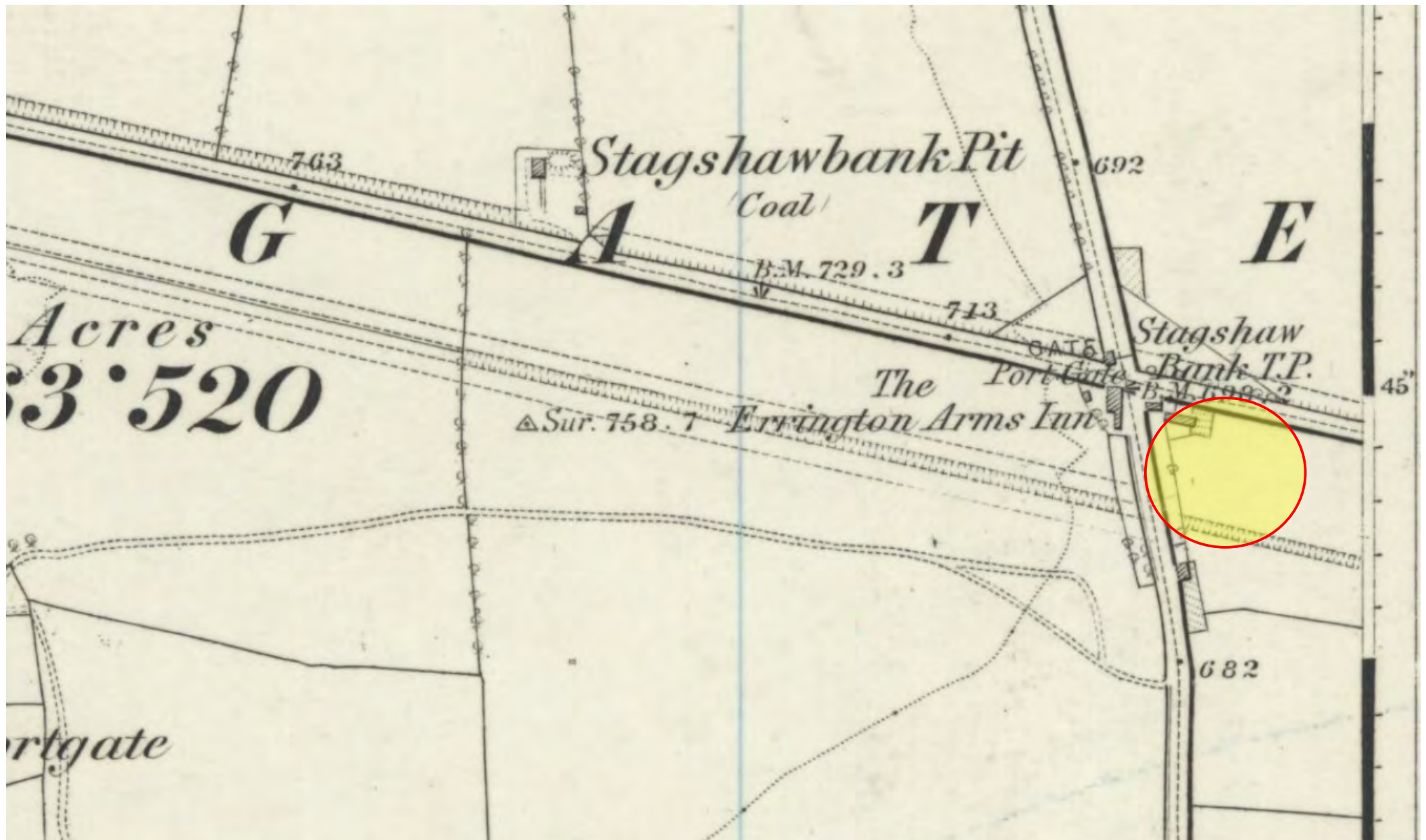
Illus. 13: Fryer's Map of 1820



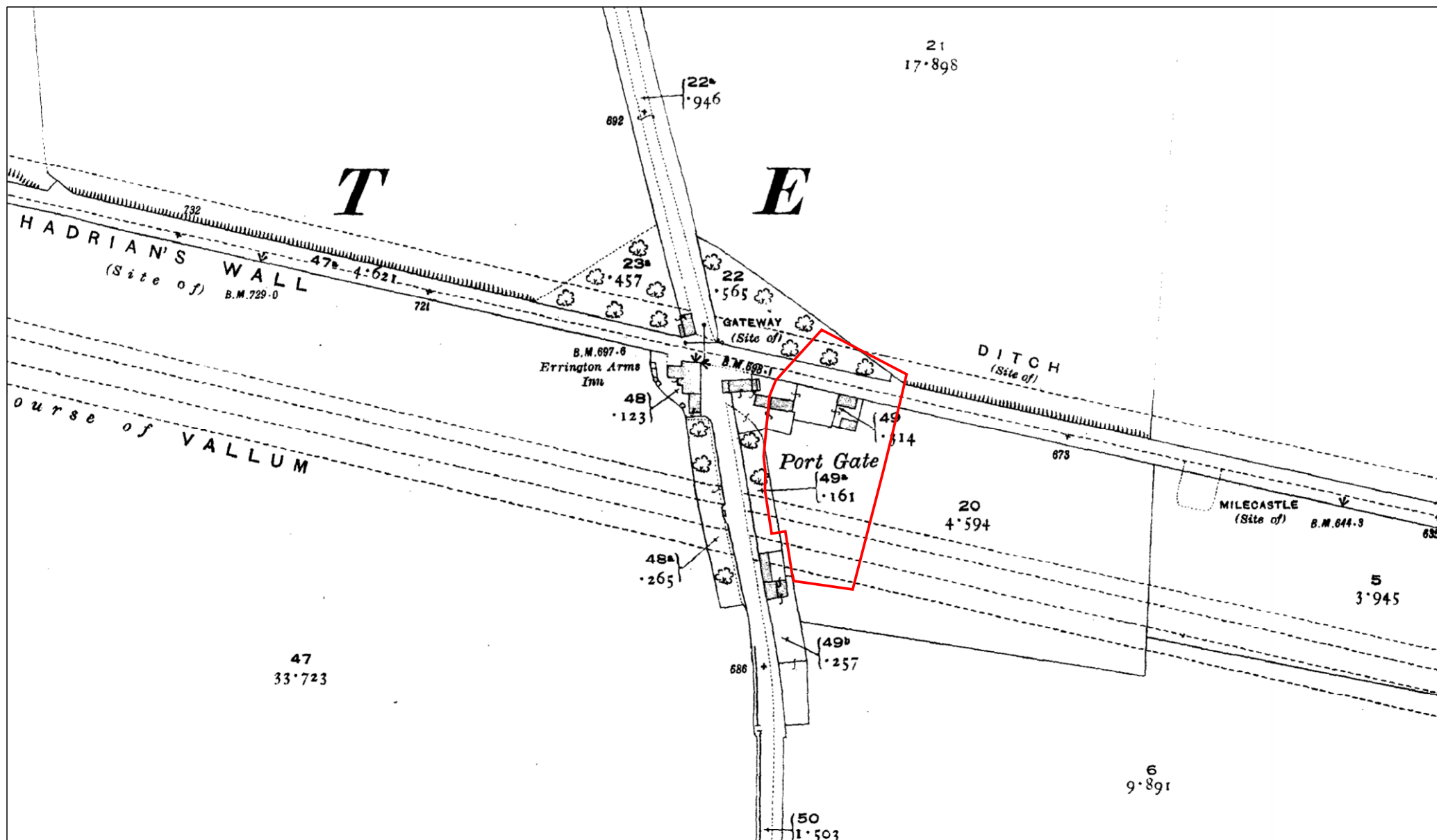
Illus. 14: Greenwood's Map of 1828



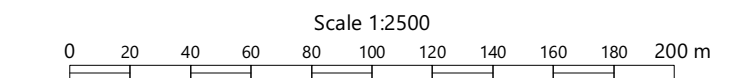
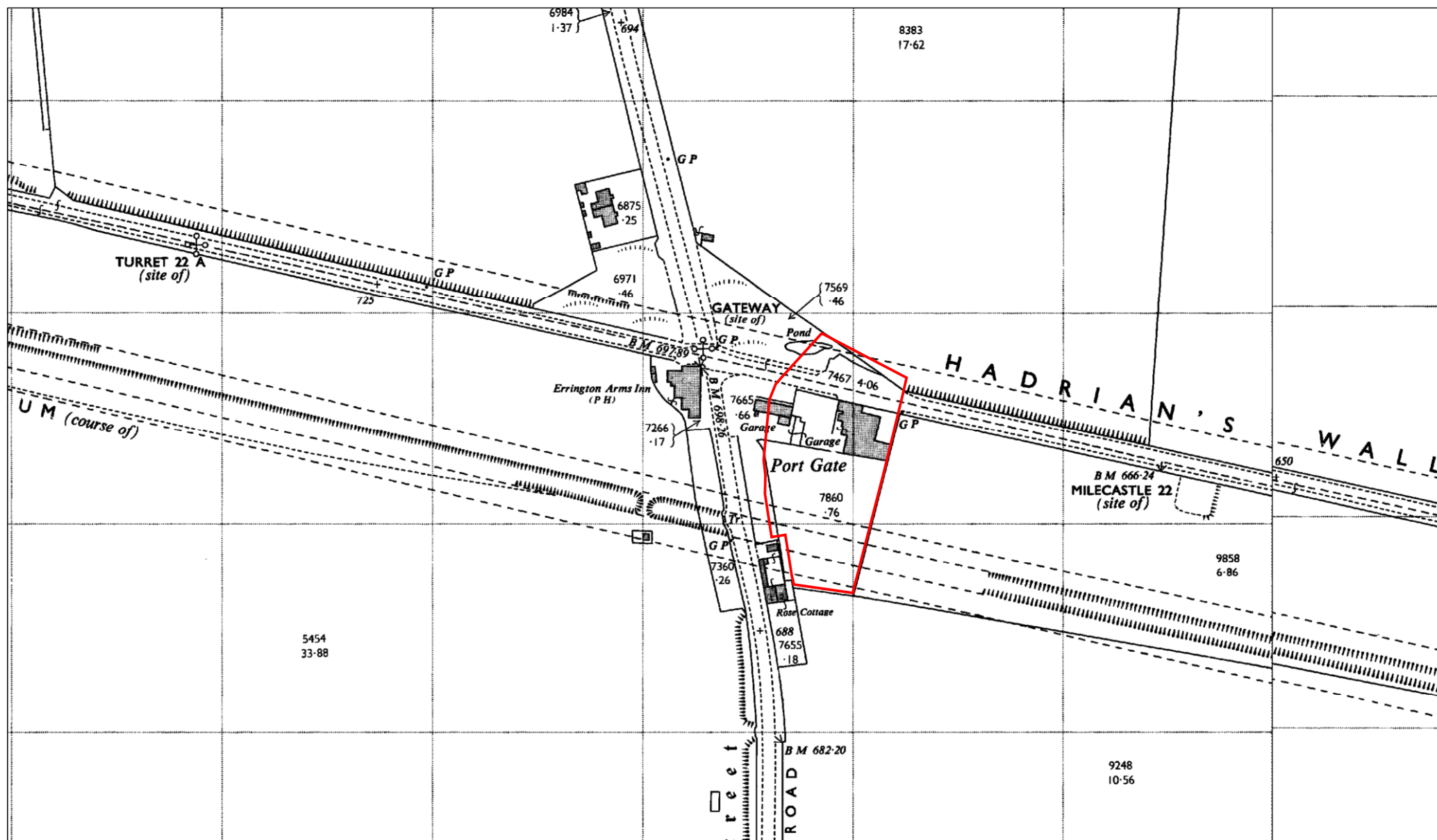
Illus. 15: Extract from MacLauchlan's Survey of the Roman Wall, 1857, showing the study area at Portgate (circled in red).



Illus. 16: First Edition Ordnance Survey Map, 6" (1862; not to scale)



Illus. 18: Third Edition Ordnance Survey of 1922, 1:2500 (site outlined in red)



Illus. 19: 1964 Ordnance Survey, 1:2500 (site outlined in red)

4. SITE CATALOGUE

The catalogue below provides a listing of the sites within the proposed development area and those in the wider vicinity which may be visually impacted or which may provide contextual information regarding the historical development of the area. The site and event numbering is keyed to *Illus 20*. The catalogue is derived from consultation of the sources noted in Section 3. Cross referencing is provided to the relevant HER, Listed Building and Scheduled Ancient Monument identifiers.

4.1 Sites of interest listed in the HER within the vicinity of the proposed development area

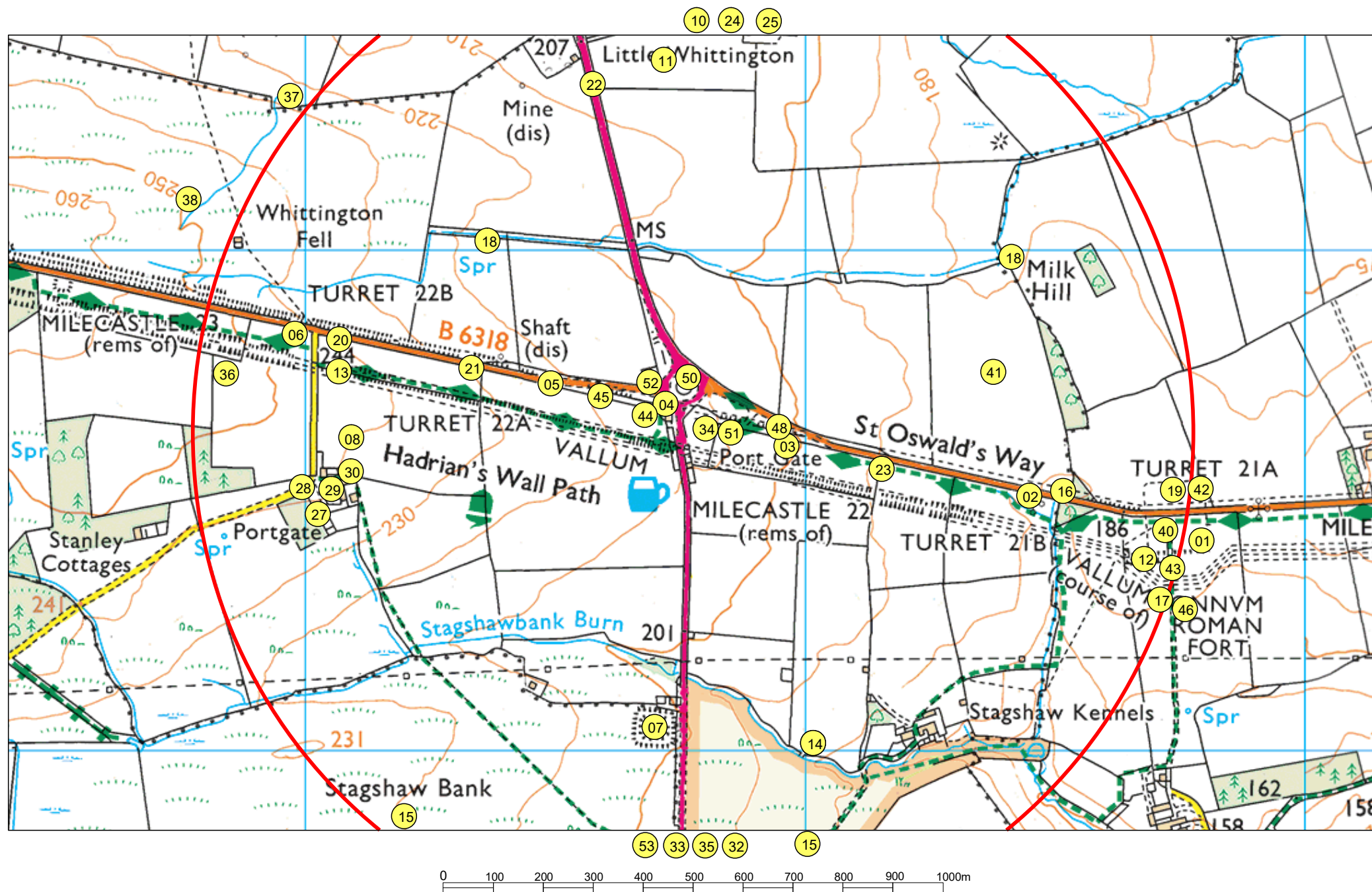
Site No. 01; Halton Chesters Roman fort and Hadrian's Wall and vallum between the field boundary east of Haltonchesters fort and the Fence Burn in wall mile 21; HER 8635; NGR NY 997 684

Halton Chesters Roman fort and Hadrian's Wall and vallum between the field boundary east of Haltonchesters fort and the Fence Burn in wall mile 21. Scheduling revised on 5th March 1997; new national monument number 26046. The monument includes the Roman fort at Haltonchesters, an associated settlement (NY 96 NE 79) and an adjacent section of Hadrian's Wall and vallum and its associated features between the field boundary to the east of the fort in the east and the Fence Burn in the west.

The fort, known to the Romans as 'Onnum', occupies the crest on the east bank of the Fences Burn astride the line of Hadrian's Wall. From the fort there are extensive views to the north where the ground rises gently, and southwards to the Tyne valley. To the west there are views along the course of the Wall for 2km, whereas to the east the visibility is restricted by Down Hill 800m away. The fort survives as a turf covered platform up to 1.1m high in places. All the surviving remains of the fort are buried below ground level. A unique feature of the fort is the western extension in the south half of the fort, which has been dated to the Severan period (3rd century AD). An excavation in 1959 revealed that the west wall of the original Hadrianic fort was demolished to the south of Hadrian's Wall when the fort was extended to the west. The fort enclosed an area of about 1.75ha in its early phase; increasing to 2ha after its extension.

The course of the Roman road known as the Military Way, which ran along the length of the corridor between the Wall and the vallum linking turrets, milecastles and forts, survives as a buried feature. It was identified by the presence of parchmarks 300m west of the fort aligned with the postulated gateway to the Severan extension to the fort. To the east the road was also identified by parchmarks within 20m of the fort, aligned with the west gateway.

The course of the Wall on both the east and west sides of the fort lies beneath the B6318 road. Excavation on the west side showed that the junction of the Wall with the fort was on the south side of the west gateway. Aerial photographs show the ditch of the vallum as a cropmark to the west of the fort, ascending the hill from Fence Burn and fading about 20m from the south west angle of the Severan extension. The vallum ditch on the east side of the fort is visible as a depression in the line of the field boundary 50m to the east of the fort. Its course south of the fort has not yet been confirmed. Remains of surface quarrying are evident on the hill to the east of the fort. Here sandstone lies close to the surface and



Illus. 20: Plan showing sites of known cultural heritage significance within 0.5 km of the study area boundary (red line) - keyed to site Catalogue, Section 4.1.

outcrops in places providing a ready source of building stone. These quarries survive as hollows and fissures in the area of Carr Craggs and on Down Hill. These quarries probably have Roman origins but are likely to have been reworked in the 18th century.

The Roman fort and the adjacent section of Hadrian's Wall survive well as upstanding turf covered remains. The fort is unique in having an L-shaped plan and as such it is of particular interest. The site has produced significant finds including tombstones, altars and a gold signet ring. Significant information on the development of the frontier system as well as wider social and economic developments over time will be preserved. The silted ditches will contain environmental evidence which will allow the character of the surrounding area in the Roman period to be better understood (Taylor et. al.1999).

SITE No. 02; Turret 21b; HER 8636; NGR NY 9944 6851

This was located in 1930, 210 yards from the north west corner of the Severan extension of Haltonchesters Fort. The site of this turret is covered by a modern road and there are no visible remains (see Birley1961).

SITE No. 03; Milecastle 22; HER 8637; NGR NY 9896 6861

Milecastle 22 is located about 220m east of the junction of the B6318 and the A68 on an east facing slope. It survives as a square turf covered platform, 0.5m high on its east side (see Scheduling revision 5th March 1997, part of national monument number 26047). The milecastle was partly excavated in 1930, when its internal width was shown to be about 17.5m, while the walls were 2.45m thick. The north gateway had been blocked early on, probably because the gateway carrying Dere Street Roman road through the line of the Wall was near enough to serve all purposes for which a milecastle gateway could be used

SITE No. 04; Roman gateway at Port Gate; HER 8638; NGR NY 9873 6869

This is the point where the ancient Dere Street, running from north to south, crosses the wall at right angles. 'It is likely that the passage of Dere Street through the wall was fortified' and in Horsley's day there seems to have been visible remains of a fortification here. He says, 'there has been a square castellum, half within the wall and half without.' There is a suggestion even today that the ditch of the wall turned northward round such a building.

There are faint traces of the Wall ditch on each side of Dere Street but the area has been badly mutilated by tree planting and modern drainage ditches. Immediately to the east of Dere Street there is a suggestion that the ditch turned north and followed the road for a short distance but this effect is probably due to modern drainage. Perambulation of the vicinity of the cross-roads revealed no trace of any earthworks or remains that could be associated with the 'castellum' mentioned by Horsley.

The north face of the west tower of the Portgate was exposed in the verge a few inches north of the kerb of the B6318, close to its intersection with A68 (Dere Street), during excavations by the M.P.W.B., directed by Miss D Charlesworth in 1966 which revealed that where Dere Street crossed the Wall, a gatehouse, formed of massive masonry blocks which projected northwards from the Wall by 3.6m had been constructed and survived at a depth of 2 to 3 feet (see Charlesworth 1967, also Bruce 1947 and Horsey 1732).

SITE No. 05; Turret 22a; HER 8639; NGR NY 9848 6873

Turret 22a is situated about 200m west of the Port Gate roundabout on an east facing slope. It was located and partly excavated in 1930. There are no upstanding remains. (4)

SITE No. 06; Turret 22b; HER 8640; NGR NY 9800 6884

Turret 22b, part of national monument number 26048, scheduling revised on 14th July 1997. Turret 22b is located about 10m west of the track to Portgate House and Cottage off the B6318 road. It survives as a buried feature beneath the B6318 road. It was partly excavated during 1930 (Simpson and Birley 1931).

SITE No. 07; Rectangular enclosure of unknown date; HER 8647; NGR NY 987 680

Beyond the Fox and Hounds Inn lies 'the stinted pasture' of Stagshaw Common. At its northern edge, just before Fairhill Cottage and a small stream, there is an indistinct rectangular earthwork to the west of the road, some 1.25 acres in size, with two entrances. RCHME survey has shown that this is not a Roman temporary camp.

SITE No. 08; Portgate, shrunken medieval village; HER 8657; NGR NY 9808 6862

The township of Portgate was in the regality of Hexham. It does not appear in the 1296 Lay Subsidy, but may have existed then. The earliest reference to the hamlet is 1387. Three messuages were recorded there in 1640. Armstrong's map of 1769 showed only one building. It now comprises a farmstead and a cottage. Evidence for a village is mainly dependent on earthworks. The field north of the steading contains a block of at least three crofts aligned E-W, adjoining the Roman 'vallum' on the north, and with house platforms on the south side. A second row of tenements probably lies beneath the farmstead centred NY 9805682. None of the existing farm buildings show any traces of antiquity, but a tower was recorded there by Camden (See Wrathmell 1975, 469 and Long 1967, 146) .

SITE No. 09; Bronze Age axe found on Whittington Fell; HER 8663; NGR NY 99 69

An ornamented flanged bronze axe with a slightly curved rudimentary stopridge was found on Whittington Fell. In front of the stopridge the blade is highly decorated with punched lines forming a chequered pattern with alternating hatching, resembling interlacing basket work, bordered by a chevron. It is 6-3/8ins long. It was formerly in the Greenwell collection and is now in the British Museum.

SITE No. 10; St. Michael's Chapel; HER 8664; NGR NY 989 695

A deed dated 1292 refers to the chapel of St Michael with a chapel yard at Little Whittington, the gift of Nicholas de Ridley to John de Vaux.

SITE No. 11; Whittington, shrunken medieval village; HER 8665; NGR NY 987 694

Centred NY 987694 Whittington is listed among the deserted medieval villages of Northumberland. The vill of Little Whittington was part of the lordship of Bolam. In the late 13th century there were probably eight tenements. The 1296 Lay Subsidy recorded four taxpayers, and six people were listed in the 1377 Poll Tax. There are few 16th and 17th century references. It was assessed with Great Whittington in the 1666 Hearth Tax. Armstrong's map of 1769 show four buildings there. Two farmholds and a few cottages remained by the early 19th century, and now only one farmhouse and two cottages survive. On the south side of the steading the former village perimeter is defined by ridge and furrow. Fragments of banks and areas of stony ground suggest that most of the settlement is beneath the present building and farmyards (see Wrathmell 1975, 535-36).

The area is covered by an irregular series of ground swellings and depressions suggestive of a DMV but cultivation has destroyed any recognisable plan.

SITE No. 12; Bronze Age axe found east of Halton Chesters in 1886; HER 8666; NGR NY 997 684

A bronze celt, found in a field to the east of Halton Chesters, was donated to the Society of Antiquaries of Newcastle Museum, by Mrs Ellerington, Water Row, Corbridge in 1886.

SITE No. 13; Pre-enclosure field boundary; HER 8667; NGR NY 9805 6875

A 'camp' previously suspected as Roman is now thought to be the remains of a small pre-enclosure field associated with Portgate deserted medieval village (see NY 96 NE 24).

SITE No. 14; Roman Cemetery; HER 8674; NGR NY 99 68

Two burial mounds 'lie just south of Halton Chesters' (NY 9968) and were recognised by Charlton and Mitcheson as a result of information from Mr A Reed who had noted a similar though larger mound there. That mound is roughly oval, 9m by 6.5m, surrounded by a ditch and traces of an outer bank. The two smaller burial mounds, 2m and 1m diameter, have vestiges of a ditch but no bank. Charlton and Mitcheson (1984) compare these mounds with an extensive group of barrows at Petty Knowes near Rochester (NY 89 NW 8 and 21) excavated in 1978-9 and found to be a Roman cemetery. In their discussion they say that the distinctive Petty Knowes type of burial, a low central mound surrounded by a shallow circular ditch and outer bank, has been detected near few other forts in the frontier zone - the only examples being those at Halton Chesters and two groups near Great Chesters (NY 78 NW 35 and 47). (Roman tombstones, implying the site of a cemetery, have been found a short distance south of Halton Chesters - see (NY 96 NE 2.2).

SITE No. 15; Stagshaw Bank Cattle Fair; HER 8679; NGR NY 9825 6790

A great fair was once held at Stagshaw Bank, possibly with origins in Roman times. (3) Stagshaw Bank Fair was held annually on 4th July, and before the advent of railways it was for cattle and sheep with up to 100,000 sheep on sale at times. The sheep were brought by Highland drovers from Scotland. The fair was attended by people from the whole north of England and the southern counties of Scotland.

A weekly market and annual midsummer fair already existed in the parish of Corbridge by 1293. The site of the fair lies at Stagshaw Bank, partly outside the manor of Corbridge and within the township of Portgate. The Midsummer Fair was proclaimed from Corbridge Market Cross. The fair is of great antiquity, and was in existence as early as 1204, and probably traces its origins to AngloSaxon times. A Whitsuntide fair was held in addition to the Midsummer fair by 1480. A tryst fair was also held on 24th November from 1820. The main commodity in the Middle Ages was ironwork, but later it became livestock. The fairs were held for nine days, but by the early 20th century only lasted one day (see Embleton and Graham 1990).

SITE No. 16; Hadrian's Wall and vallum between the Fence Burn and the track to Portgate Cottage in wall miles 21 and 22; HER 8706; NGR NY 9951 6852

Hadrian's Wall and vallum between the Fence Burn and the track to Portgate Cottage in wall miles 21 and 22. The monument includes the section of Hadrian's Wall between the Fence Burn in the east and the west side of the track to Portgate Cottage in the west. This section of the Wall occupies an east facing slope with limited views in all directions.

The Wall survives as a buried feature below the B6318 road for most of this section. The stretch of Wall 220m east to 320m west of the course of the A68, where the B6318 swings north to a roundabout, lies below the 18th century metalled road which is now disused. The

wall ditch survives as a buried feature for most of this section; however, towards the west end of the section it survives as a visible earthwork. The maximum height of its south scarp is 4m and the maximum height of its north scarp is 2m. There are slight traces of the upcast mound, known as the 'glacis', to the north of the ditch. Milecastle 22 (NY 96 NE 4) survives as a square turf covered platform. Turret 21b (NY 96 NE 3) is expected to survive as a buried feature. Turret 22a (NY 96 NE 6) has no upstanding remains.

The course of the Roman road known as the Military Way, which ran along the corridor between the Wall and the vallum linking the turrets, milecastles and forts, survives intermittently throughout this section. East of milecastle 22 there is a 170m stretch of the road which survives as an upstanding ridge, in a field which also has extensive ridge and furrow earthworks. The road here survives to a maximum height of 0.3m. Further west its remains were traced as parchmarks in the soil during dry conditions. Elsewhere in this section its course has not yet been confirmed.

The vallum survives intermittently as an upstanding earthwork throughout this section. Where it is best preserved, between the Fence Burn and the A68, the ditch reaches a maximum depth of 0.9m, the north mound a height of 0.7m and the south mound a height of 0.3m. Elsewhere the mounds have been damaged and spread by ridge and furrow cultivation and the ditch has silted up to varying degrees.

The Roman road known as Dere Street which ran from York into Scotland crossed the line of the Wall in this section. The course of the A68 road follows that of Dere Street along this part of its course. Immediately south of the vallum, for 150m, there is an overgrown mound beside the west verge of the A68, representing part of the Roman road which was not built directly over. A gatehouse (NY 96 NE 5) was revealed by excavation in 1966 where Dere Street crossed the Wall.

SITE No. 17; Civilian settlement at Haltonchesters Roman fort, HER 8707; NGR NY 997 683

Scheduling revised on 5th March 1997, part of national monument number 26046. The civil settlement outside the fort, known as the vicus, was located in the field to the south and south east of the fort. There are the remains of two buildings visible above ground, located in the only part of the field devoid of later ridge and furrow. The building to the east is 4.5m wide and at least 12m long. The less well preserved building to the west was also about 4.5m wide, but of indeterminate length. To the SSE of these buildings is a circular stone lined well, 1.6m in diameter. The settlement survives well as upstanding turf covered remains. Significant information on the development of the frontier system as well as wider social and economic developments over time will be preserved (see Birley 1961).

SITE No. 18; Course of a Roman aqueduct, HER 8709; NGR NY 9835 6902 NY 98356902 to NY 99406898 to NY 99746846.

Part of the aqueduct, running in a deep ravine to the west from the head of Fence Burn, was extant in 1832 between NY 98356902 to NY 99406898 to NY 99746846 (see Stephens 1985). There are no visible remains.

SITE No. 19; Course of Roman road from north gate of Haltonchesters Roman fort, HER 8710; NGR NY 997 685

There are no visible traces on the ground of any road north or south of the fort. Both areas have been extensively cultivated, leaving flat featureless fields on the north, and pronounced rig and furrow to the south. Nothing is visible on available RAF (1946) aerial photographs.

SITE No. 20; Hadrian's Wall and vallum between the track to Portgate Cottage and the field boundary east of milecastle 24 in wall miles 22 and 23; HER 8717; NGR NY 96 07

Hadrian's Wall and vallum between the track to Portgate Cottage and the field boundary east of milecastle 24 in wall miles 22 and 23. Scheduling revised on 14th July 1997, new national monument number 26048. The monument includes the section of Hadrian's Wall, vallum and associated features between the track to Portgate Cottage in the east and the field boundary to the east of milecastle 24 in the west.

This section follows a straight alignment throughout its length and links the crests of the high ground along this length. Hadrian's Wall runs beneath the B6318 road for the entire length of this section. The wall ditch and upcast mound to the north survive well as upstanding earthworks for most of the length of this section. The ditch averages 2m deep throughout, though it reaches a maximum of 2.4m in places. The upcast mound from the ditch, usually known as the 'glacis', survives up to a maximum of 1m in height to the north of the ditch. Milecastle 23 (NY 96 NE 8) survives as a turf covered platform. Turret 22b (NY 96 NE 7) survives as a buried feature. Turret 23a (NY 96 NE 9) is unlocated. Turret 23b (NY 96 NE 10) is unlocated.

The Roman road known as the Military Way, which ran along the corridor between the Wall and the vallum linking turrets, milecastles and forts, occupies the north mound of the vallum throughout the whole length of this section. It survives well and is visible as an upstanding earthwork.

The vallum runs parallel to the Wall throughout this section. It survives very well for most of this section and is clearly visible as an upstanding earthwork. The north and south mounds reach a height of 1.8m, while the vallum ditch reaches a depth of 3m in places. There was limited excavation of the vallum during 1952 near milecastle 23 when it was shown that the north mound was broken by a gap giving access to the milecastle. A causeway across the vallum ditch would also have been required at this point. The ditch, however, appeared to have been recut, indicating that the access route to the milecastle changed through the main period of use of the Wall. Hadrian's Wall and vallum and their associated features in this section survive well as a series of buried and upstanding remains. Significant information on the development of the frontier system.

SITE No. 21; Cohort stone from Portgate; HER 8721; NGR NY 9834 6877

A cohort stone was found during a watching brief for Northumbrian Water in October 1999, 500m west of Portgate (see TWM 1999, Young 2000). It was found at a depth of 0.8m on the south side of the Military Road (B6318). The stone measures 0.35m by 0.25m by 0.35m and is inscribed COH(ORTIS) VIII C(ENTURIA) HELLENI. Translated as 'From the eighth cohort (of an unnamed legion) the century of Hellenus (built this)'.

SITE No. 22; Dere Street Roman road; HER 12392; NGR See Below

Known as Dere Street since Saxon times, and as Watling Street for much of the 18th and part of the 19th century, Dere Street runs northwards from Corbridge and passes through Hadrian's Wall at Portgate. Two kilometres north of the Wall the road divides, with Dere Street continuing northwestwards and the Devil's Causeway heading north-eastwards. The route was used throughout the medieval and post-medieval period and its demise came in the 19th century with the decline of droving.

Evaluation trial pits excavated at Portgate in 2018 (Hopper 2018), discovered below-ground remains of Dere Street in two locations. They revealed deposits interpreted as the agger of Dere Street. They comprised compact sandstone rubble fragments in a clay matrix, overlying a clay deposit between 0.1m and 0.29m thick. The remains suggest a single phase of construction; however, this could reflect truncation during construction of the modern road, which was evident in one of the trial pits where modern asphalt lay directly on sandstone agger material.

SITE No. 23; Milestone 440m east of Portgate roundabout, HER 15448; NGR NY 99159 68578

A mid 18th century milestone, probably 1757 (date the turnpike opened). Shows the distance to Newcastle (16 miles).

SITE No. 24; Little Whittington Farmhouse, HER 15478; NGR NY 98971 69512

Late 18th century house, with a mid 19th century rear wing. Re-set panel over door is dated (17)03 with Weldon coat of arms and initials WW MW (William and Margaret Weldon).

SITE No. 25; Pump and trough at end of Little Whittington Farmhouse, HER 15479; NGR NY 98961 69519

A probably late 18th century pump and trough. Cast iron and stone.

SITE No. 26; Cottage occupied by Miss Smith, with adjacent stable block and gingang, Low Houses, HER 15480; NGR NY 98935 67653

A mid 19th century cottage, stable block and gingang.

SITE No. 27; Portgate House, HER 15490; NGR NY 98023 68476

An early 19th century house.

SITE No. 28; Range of farm buildings 20m north-east of Portgate House, HER 15491; NGR NY 98051 68509

Late 18th and early 19th century cartshed with granary over, and shelter sheds.

SITE No. 29; Range of farm buildings 60m east of Portgate House, HER 15492; NGR NY 98066 68517

Early 19th century barn with attached stable and byres.

SITE No. 30; Wellhead and troughs 50m north of Portgate House, HER 15493; NGR NY 98009 68522

A probably 18th century wellhead and pair of stone troughs.

SITE No. 31; Gate piers and screen walls c 1/2 mile North of Halton Castle, HER 21184; NGR NY 99709 68466

Gate piers and screen walls of the later 17th or earlier 18th century, of ashlar, of four tall rusticated piers topped by ball finials. Linking walls with cornices and pierced panels. All listed as Grade II

SITE No. 32; Fox and Hounds Inn, HER 22485; NGR NY 98716 67659

An 18th century inn, heightened and then extended in early 19th century. It was further extended in 20th century. Coursed rubble with cut dressings; stone slate roof except for Welsh slates on south bay and south-east wing, one brick stack. The Inn has historical

associations with the ancient Stagshaw Bank Cattle Fair, formerly held on the moorland immediately to the west. Grade II Listed

SITE No. 33; Range of outbuildings 20 metres north of Fox and Hounds Inn; HER 22486; NGR NY 98716 67687

Early 19th century stables and smithy. Roughly-squared stone with tooled-and-margined quoins and dressings; Welsh slate roof, yellow brick stack. Grade II Listed.

SITE No. 34; Garage at Stagshaw, HER 27145; NGR NY 98795 68649

Mid-20th century garage and petrol station located to the immediate south-east of Stagshaw roundabout, Corbridge.

SITE No. 35; Post-medieval road surface, Stagshaw Bank, HER 28144; NGR NY 98723 67655

During a watching brief on works to replace a water pipe below the surface of the A68, a poorly sorted limestone rubble deposit was encountered (trench 6). It lay beneath the construction deposits of the modern road and is interpreted as a levelling layer, or foundation deposit, for an earlier, probable post-medieval road surface (Lotherington 2017).

SITE No. 36; Portgate Cottage enclosure; HER 28920; NGR NY 97833 68758

An earthwork is visible on lidar imagery south of Hadrian's Wall near Portgate Cottage. It appears to be a roughly square enclosure and is interpreted as a funerary site comprising a barrow.

SITE No. 37; Whittington Fell enclosure; HER 28952; NGR NY 98166 69195

A sub-circular enclosure is visible as an earthwork on lidar imagery. It measures about 15m by 25m.

SITE No. 38; Whittington Fell enclosure; HER 28953; NGR NY 98035 69030

A rectilinear enclosure is visible as an earthwork on lidar imagery.

4.2 Archaeological Investigations and other Events listed in the HER within the vicinity of the proposed development site

EVENT No. 39; Halton Shields and Haltonchesters, Northumberland. Archaeological watching brief report, HER 163; NGR NY 9964 6847; by: Lancaster University Archaeological Unit, 2001

Works associated with the Hadrian's Wall Path National Trail were observed. A ladder stile was placed immediately west of Haltonchesters Roman fort. Four small rectangular slots were excavated, varying in size from 0.6m by 0.3m to 0.8m by 0.25m, with an average depth of 0.4m. One block of sandstone was discovered and believed to be a possible building stone robbed from the nearby fort.

EVENT No. 40; Archaeological investigations at Halton Chesters Roman Fort, HER 184; NGR NY 997 684; by: Tyne and Wear Museums, 1999

A trench 80m long was hand-excavated ahead of the installation of an underground cable within and adjacent to the Roman fort. A length 12.5m long lay within the Scheduled Monument and measured 300mm wide by 900mm deep. The remainder of the trench measured 2m wide. Three successive metalled road surfaces were found within the Scheduled Monument section; these are probably part of the road which led south from the

southern entrance of the fort. A series of stone blocks with a drainage channel cut into them was associated with the earliest layer. A similar arrangement may lie outside the scheduled area but the stones had been dislodged by plough action. In the trench west of the roadway from Halton to the Military Way a variety of archaeological features were noted, including metalled surfaces, stone structures and three ditches. Two coins were also recovered.

EVENT No. 41; Albemarle Barracks Archaeological and Engineering Assessment; HER 368; by: Gifford and Partners, 2000

Undertaken to address impact of military traffic to Albemarle Barracks from the A69.

EVENT No. 42; The Fort on Hadrian's Wall at Halton; HER 12493; NGR NY 997 684; by: F.G. Simpson, 1936

Excavations were carried out in advance of alterations to the Newcastle-Carlisle road on both sides of the then existing (1935) road. The nature of the work was determined by previous work, showing the unusual L-shape of the fort to be a later alteration of the standard playing card shape of Roman forts. The northern halves of the main east and west gates were examined, revealing structural survival and a range of internal evidence significantly over the original wall ditch. The western half of the north gate was also examined, though was found largely robbed. The northeast of the praetentura was excavated - though unclear how - and a trial trench carried over rampart and backing to a ditch, but also largely robbed.

EVENT No. 43; Haltonchesters topographical survey; HER 12494; NGR NY 9972 6847; by: Royal Commission on the Historic Monuments, 1989

A topographical survey was carried out by the Royal Commission on the Historical Monuments of England in July and August 1989, taking advantage of unusually dry summer parching of grassland, of the Roman fort remains at Haltonchesters. This survey was carried out to identify and record the remaining earthwork features of the fort, particularly of the southern two-thirds of the unusually L-shaped fort. The features of the fort, its defences and of the vicus settlement to the south, as well as the overlying ridge and furrow cultivation, earthworks were recorded. Buried walls are discernible on the ground within the interior of the fort from the parchmarks. Nothing is visible of the vallum on the ground.

EVENT No. 44; Preliminary work on the Portgate; HER 12499; NGR NY 9873 6869 by: D. Charlesworth, 1966

Limited excavation work in the then northwest angle of the cross-roads of the Military Road and Dere Street roads carried out in March 1966. Work revealed blocks of massive Roman masonry at depths of between 2 and 3ft below the then ground level, as a length of masonry, possibly as a projecting gateway forward of the line of Hadrian's Wall line proper.

EVENT No. 45; An Archaeological watching brief at Stagshaw Farm and Beaufront Hill Head; HER 12528; NGR NY 98 68; by: Tyne and Wear Museums, 1999

An archaeological watching brief was undertaken at Stagshaw Farm and Beaufront Hill Head. One trench measuring 0.5 metres wide and 1 metre deep was excavated. During the excavations within the vicinity of Portgate Cottage the only upstanding archaeological feature observed was the Vallum, much diminished by ploughing. The subsoil did contain fragments of sandstone and also several larger blocks but the purpose and significance of this is unclear. Approximately 150 metres west of Turret 22A an inscribed Cohort Stone was uncovered.

EVENT No. 46; Halton Chesters Fort & Vicus; HER 13417; NGR NY 998 684; by: Timescape Archaeological Surveys, 1999

Raw data plot of the area south of the Military Way/Hadrian's Wall line to either side of the track showing the fort, Vallum and vicus remains to be overlain in places by extensive ridge and furrow earthworks. Traces of a Roman field system are also noted; no interpretation of the data has been made by Biggins here, but results since published by Taylor, Robinson and Biggins in *Archaeologia Aeliana* 5th series 28 (2000) and also in 12th Hadrian's Wall Pilgrimage Handbook for 1999 (edited by Bidwell), where interpretations are made of the results.

EVENT No. 47; Errington Arms Inn, Stagshaw, Corbridge; HER 13676; NGR NY 9874 6863; by: Oxford Archaeology (North), 2006

A watching brief was undertaken during groundworks for a new interpretation board at Errington Arms Inn, Stagshaw. The site lies within the scheduled area of the course of the Vallum and Hadrian's Wall. A single shallow trench was excavated and no archaeological deposits were encountered or disturbed during the work

EVENT No. 48; An archaeological watching brief in association with a coring survey along the B6318 'Military Road', Throckley-Gilsland, Tynedale, Northumberland; HER 13946; NGR NY 634 664; by: Pre-Construct Archaeology, 2007

An archaeological watching brief undertaken in association with a road maintenance coring survey along more than 57km of the B6318 in Northumberland. The watching brief was intermittent between November 2006 and April 2007 and investigations were undertaken with Scheduled Monument Consent. A total of 162 cores were taken, located at 400m intervals alternately on the westbound and eastbound carriageways. Excavation and removal of all cores, up to 500mm depth, was carried out under archaeological supervision. Deposits of archaeological significance were encountered in 39 (24%) of the cores and were for the most part deposits that probably represented the rubble core of the levelled foundations of Hadrian's Wall.

EVENT No. 49; Archaeological evaluation at Halton Chesters, Whittington; HER 14259; NGR NY 996 684; by: Archaeological Research Services Ltd, 2008

A single trial trench was excavated on the site of a proposed new telegraph pole in a field to the west of Halton Chesters Roman fort. The trench measured 2m by 1m by 0.53m in depth. Four sherds of Roman pottery (AD 120-150) were recovered from the topsoil but no archaeological features were identified.

EVENT No. 50; Stagshaw roundabout (B6318/A68 junction) signing improvements; HER 14647; NGR NY 9841 6875; by: Pre-Construct Archaeology Ltd, 2010

Monitoring and recording of groundworks undertaken for signing improvements at Stagshaw roundabout. Some 28 foundation pits were excavated on the roundabout and on highway verges of the B6318 to the east and west of the junction. No archaeological deposits were encountered. The groundworks disturbed topsoil and an underlying subsoil, as well as 'made ground' most likely attributed to the construction of the existing roundabout.

EVENT No. 51; Stagshaw, Northumberland: archaeological desk-based assessment; HER 15224; NGR NY 9789 6866; by: AD Archaeology Ltd, 2014

A desk based assessment was carried out by AD Archaeology during 2013 for Fawdington Garage Ltd in advance of the proposed replacement of an existing, though disused, commercial garage and petrol station with two small-scale houses immediately to the south-east of the roundabout at Stagshaw in the northern part of Corbridge parish. Part of the proposed development area is located within a Scheduled Monument portion of Hadrian's Wall within Wall Mile 22. The location of the former petrol tanks of the garage are located in

the north-west sector of the development site and immediately west of the forecourt - their lateral extent and the depth of the intrusive works associated with those is uncertain, but will have impacted upon any archaeological remains in their area. It is likely well preserved remains of Hadrian's Wall and vallum may survive in areas of the site not disturbed during the modern periods. The development has the potential to disturb archaeological remains, though the intention is to redevelop the site on a smaller footprint than the existing buildings.

EVENT No. 52; Hadrian's Wall Tourist Signs adjacent to Brocolitia Roman Fort and the Errington Arms public house; HER 16039; by: Pre-Construct Archaeology Ltd, 2016

Archaeological observation and recording during invasive groundworks for the installation of three road signs for the Hadrian's Wall Tourist Trail. Two postholes were excavated for each of the road signs to a maximum depth of 0.70m and measured 0.30m in diameter. Made ground was observed at two of the sign locations and was interpreted as a ground raising dump for the modern tarmac road. Subsoil was only noted at sign location 320 (Portgate) and continued to the limit of excavation at the base of the postholes. No deposits of geological substrate or features of archaeological significance were encountered during the investigation.

EVENT No. 53; Stagshaw Bank, Corbridge; HER 16193; NGR NY 98656 67310; by: Archaeological Research Services Ltd, 2017

An archaeological watching brief on land south of Stagshaw Bank during replacement of a roughly 2km length of water pipe below the surface of the A68 trunk road. The pipework was inserted using horizontal directional drilling below the western edge of the carriageway and required the excavation of 19 launch and receive pits within close proximity to the projected route of Dere Street Roman Road. Evidence of Roman and post-medieval activity was revealed

EVENT No. 54; Street light replacement at junction of B6318 and A68, Port Gate; HER 16343; NGR NY 98762 68729; by: Pre-Construct Archaeology Ltd, 2018

An archaeological evaluation was undertaken ahead of a scheme to replace 13 street light columns at the roundabout junction of the B6318 and A68, Port Gate, Corbridge. The evaluation concerned five of the proposed locations for street light columns which lay within Scheduled Monument 1010625. Five trial pits were excavated, each measured about 1m by 1m and 1.2m deep with slight variation depending on local circumstances. Roman activity was located in two trial pits, with post-medieval activity associated with levelling deposits and a wall found in four trial pits. No archaeological remains associated with Hadrian's Wall or the Port Gate were identified within any of the trial pits.

5. SYNTHESIS

5.1 Early Prehistoric

There is no known evidence of early prehistoric activity within the bounds of the assessment area. It should be assumed that some level of activity, whether involving periods of permanent settlement or sporadic land-use for hunting and low-intensity farming occurred within the assessment site over the several millennia of known human presence in the area dating from the recolonisation of northern England after the last Ice Age. The evidence for such occupation is not easily located, since it is not usually marked by substantial structures or dense scatters of material.

5.2 Later Prehistoric and Romano-British Period (2500BC to 400AD)

As suggested above, some level of activity within the assessment area can be assumed up to the later Iron Age, but without the evidence provided by material remains it is not possible to assume that permanent settlement occurred on the site. Some evidence for the Bronze Age use of the land comes from the discovery of a Bronze Age axehead on Whittington Fell to the west, and another from east of Halton Chesters. Evidence for the later Iron Age in the area is found in the survival of settlement remains, the occupation of which seems to terminate with the establishment of a permanent Roman military presence on the line of Hadrian's Wall in the 2nd century A.D.

The first known development on the current site dates to the Roman occupation of the area, the earliest element being the construction the major road which led northward into Scotland during the later 1st century AD as part of the Flavian attempt to conquer the entire island of Britain. Known as Dere Street since Saxon times, and as Watling Street for much of the 18th and part of the 19th century, this route runs northwards from Corbridge and passes through Hadrian's Wall at Portgate. It was built during the initial Roman occupation of the region under Agricola from AD79, but may utilise pre-existing courses in places. The route was used throughout the medieval and post-medieval period with extensive use as a long distance driving rout from the late 17th to early 19th century, before the railways took over most of the livestock traffic. Today its course is largely followed by the A68 highway.

With the construction of Hadrian's Wall, slicing across the adjacent landscape from east to west, probably in AD 123/124, this particular site acquired great significance as the point where the Wall curtain was pierced by the pre-existing north-south orientated road of Dere Street. The road was nearly perpendicular to the line of the Wall. The actual crossing point through the Wall appears to have been a short distance to the west of the development site.

The crossing was encompassed in a very substantial gate structure, straddling the line of the Wall, projecting both north and southward. Horsley (1732, 121) is the only antiquarian to provide a detailed description of this structure's surviving remains before it was largely destroyed during the construction of the turnpike route known as the Military Road in the early 1750s (cf. Birley 1961, 111):

'where Watling Street [*the name then given by antiquarians to Dere Street*] passes the wall, there is a visible track of a square gate, and the ditch belonging to the wall manifestly goes about the outer [*corrected from other in the Errata*] half of it, the inner

half not now being so visible. This gate seems to be much of the same size with one of the *castella* [*i.e. milecastles*], sixty foot square, only these are wholly within [*i.e. south of*] the wall, and the gate half within and half without.'

Although severely damaged by the construction of the Military Road, it is clear that the gateway structure was not entirely destroyed. An excavation by the Ministry of Public Buildings and Works, directed by Miss D Charlesworth in 1966, exposed four massive masonry blocks forming the north face of the west side of the gateway, projecting 3.6m north of the Wall line (Charlesworth 1967; see *Illus. 21*). The exposed stonework was some 2.825m (9ft 5ins) in length and lay in the north-west angle of the old crossroads only just clear of the north kerb of the Military Road, as laid out prior to the junction remodelling in the 1970s. Again, this is slightly to the west of the current site, but close enough that associated features and structures may have spread across the current assessment site.

In addition, it is possible that there was some kind of market activity or periodic fairs where goods might be exchanged between provincial merchants and the populations or traders based north of the Wall, who were perhaps not allowed to proceed further south of the Wall into the province. Evidence for such trading activity, dating to the late Roman period in particular, has been found around a number of fort gateways such as Wallsend and Newcastle, marked by substantial numbers of coins found immediately inside or outside the gates (Hodgson 2003, 17-18, 166-67; Bidwell and Snape 2002, 275-80). Such activity at Portgate might foreshadow the famous Stagshaw Bank fairs of later periods.

Components of the Wall which run through or in close proximity to the development site include the Broad Wall curtain itself, which at this point lay beneath the original south carriageway of the Military Road, immediately north of Fawdington Garage and the Errington Arms (now transformed into semi-redundant stretches of tarmacked lane by the remodelling of the junction to create the roundabout). The Wall ditch survives on the north side of the Military Road carriageway, whilst the rearward ditched and embanked earthwork known as the Vallum crossed the southern part of the development site. This very substantial linear feature was composed of a central flat-bottomed ditch with flanking mounds to the north and south. Though not visible within the site itself the Vallum ditch is well-preserved only 60m to the east of the site and immediately to west of Dere Street. A service road known as the Military Way was also provided as a secondary addition in the mid-2nd century and may survive within the site though its course is not known for certain here.

Around 200m west of Portgate is the site of Turret 22a, located and excavated in March 1930. The south wall is all under the fence on the south side of the road and does not project into the field. The masonry was four course high on the west side and three on the east.

Some 220m east of the junction of the B6318 and the A68 lies the site of Milecastle 22, a small fortlet positioned on an east facing slope. It survives as a square turf-covered platform, 0.5m high on its east side. The milecastle was partly excavated in 1930, when its internal width was shown to be about 17.5m, while the walls were 2.45m thick. The north gateway had been blocked early on, probably because the gateway at Portgate was near enough to serve all purposes for which a milecastle gateway could be used.

The nearest Roman Wall fort to Portgate is that of Halton Chesters, a little under 1km to the east. The fort, known to the Romans as 'Onnum', occupies the crest on the east bank of the Fences Burn astride the line of Hadrian's Wall.



Illus. 21: Northwest face of the Portgate (AA vol. XLV plate XIX)

The fort was probably initially garrisoned by a cohort of 500 men, part mounted, however, in the Severan period it held an ala or cavalry wing of 500 men. The course of the Roman road known as the Military Way, which ran along the length of the corridor between the Wall and the vallum linking turrets, milecastles and forts, survives as a buried feature. The course of the Wall on both the east and west sides of the fort lies beneath the B6318 road. Excavation on the west side showed that the junction of the Wall with the fort was on the south side of the west gateway. Excavation in the fort interior located the wall ditch, thus demonstrating that the Wall was built before the erection of Halton Chesters fort. The vallum survives as a buried feature. Remains of surface quarrying are evident on the hill to the east of the fort. Here sandstone lies close to the surface and outcrops in places providing a ready source of building stone. These quarries survive as hollows and fissures in the area of Carr Craggs and on Down Hill, and are likely to have been reworked in the 18th century. The fort is unique in having an L-shaped plan – probably a consequence of the change in garrison from an equitate quingenary cohort of a cavalry ala requiring much more space – and as such it is of particular interest. The site has produced significant finds including tombstones, altars and a gold signet ring.

A geophysical survey of the fort and part of the vicus was carried out in May 1999 by Timescape Archaeological Surveys. The area surveyed covered 9ha, including the area directly south and east of the fort. North of the vallum and the east of the fort there are buildings sited between the Vallum and Hadrian's Wall. An auxilliary interconnected road appears to run to the north of a series of smaller buildings set near to the north of the Vallum. There may be more than one phase of buildings demonstrated here. Either side of the road there are apparent plot boundaries.

A cohort stone was found during a watching brief for Northumbrian Water in October 1999, 500m west of Portgate. It was found at a depth of 0.8m on the south side of the Military Road (B6318). The stone measures 0.35m by 0.25m by 0.35m and is inscribed COH(ORTIS) VIII C(ENTURIA) HELLENI. Translated as 'From the eighth cohort (of an unnamed legion) the century of Hellenus (built this)'.

In 1848, a stone slab (RIB 1426), inscribed *fulgur divom* – 'the lightening of the gods', was found at Fences, the farmstead now known as Stagshaw Kennels, located some 700m SE of Portgate, on the north side of Stagshawbank Burn. This is the only inscription found in Britain deriving from a *bidentalia*, a cist like monument erected to mark the location of a lightening strike and inter any charred remains, though several examples have been found in Rome, Italy and Gallia Narbonensis (Tomlin 1986, 126).

5.3 The Medieval Period

Evidence for early medieval activity is sparse, but can be assumed. Tynedale and the Hadrian's Wall corridor are known from documentary and scarcer, but growing, archaeological evidence to have been settled in the immediate post-Roman period and in the period of the Kingdom, later Earldom, of Northumberland. As the name 'Portgate' is of an Old English derivation, it is likely that the occupation continued somewhere in the environs of the site following the end of the Roman occupation.

Close to the bridge in Corbridge to the south, the remains of an Anglo-Saxon watermill were excavated in 1995. However, the relationship between the collapse of the Roman infrastructure and the post-Roman settlement is not at all clearly understood. The traditional

view is that after the Roman town was abandoned a new early medieval settlement was established nearby, on a hill to the east, with the Roman town being used as a quarry for building stone for the new village. Anglo-Saxon material has been recovered from the site of the Roman town. Various pieces of fragmentary evidence are sufficient to indicate that the site of the Roman town was used in the post-Roman period, although further research could profitably be carried out into this era in Corbridge.

In AD786, Alduf was consecrated Bishop of Mayo in what was referred to at that time as the monastery at Corbridge. The Church of St Andrew in Corbridge is certainly partly Anglo-Saxon and the tower of the church is the only pre-Conquest standing building in Corbridge. Certain architectural features and the dedication to St Andrew, suggest that the original foundation may have been in the late seventh century as there are similarities with other late seventh century churches at Jarrow and Monkwearmouth.

The presence of a significant site to the immediate south during this period would have meant a large amount of traffic moving north and south along Dere Street and through the Port Gate adjacent to the current site. The significance of the north-south road through the line of Hadrian's Wall (which even though it was no longer ostensibly in use still provided a considerable barrier to movement), can further be seen in the existence of the Stagshaw Bank Fair, which had been held to the south of Portgate since early times.

A weekly market and annual midsummer fair already existed in the parish of Corbridge by 1293. The site of the fair lies at Stagshaw Bank (centres around 1km to the southwest of the current site), partly outside the manor of Corbridge and within the township of Portgate. The Midsummer Fair was proclaimed from Corbridge Market Cross. The fair is of great antiquity, and was in existence as early as 1204, and probably traces its origins to Anglo-Saxon times. A Whitsuntide fair was held in addition to the Midsummer fair by 1480. A tryst fair was also held on 24th November from 1820. The main commodity in the Middle Ages was ironwork, but later became livestock. The fairs were held for nine days, but by the early 20th century only lasted one day.

The nearest rural settlement during the Middle Ages lay some 700m to the west of the current site at Portgate Farm, a small farm hamlet representing the remains of a shrunken village. The name Port Gate thus transferred to the village settlement site from the former gateway through Hadrian's Wall – which nevertheless remained an important feature as the most convenient point of access through the ruined linear barrier. The name Portgate may derive from the carriage of goods north and south along the road ('Port' = to carry, 'Gate' = Street in Old English), but it is more tempting to see in the first element a reference to the Dere Street's access point through the remains of the Roman Wall, perhaps even a folk memory of a gateway or *portus*. This place name, referring to the road and passage, became applied to the wider area and in turn to the nucleated village settlement which exploited that rural vill or township which encompassed the proposed development site. Portgate township extended to the east of Dere Street and some distance to the north of Hadrian's Wall, for the line of the Wall did not mark the township boundary here, as it so often did elsewhere. Land further to the north fell within Little Whittingham township, the village centre of which lay some 850m to the north of the site. Aerial photographs show traces of ridge and furrow cultivation in the fields surrounding the site, particularly to the west and to the north, but also to the east, next to the site Milecastle 22 (see especially (RAF/26/AC/FV/30, taken 22 October 1930; see *Illus.* 22-24). This would imply that this area formed part of the arable fields of Portgate township during the medieval and early modern eras.

Portgate village was probably established by the 12th century, when Norman manorial lordship was imposed on the area, if not before. The rural township may, however, have existed as a more dispersed rural community before the formation of the nucleated village. The vill formed part of parish of St John Lee in the Regality of Hexhamshire, held by the Archbishop of York. Hexhamshire was one of the Northumbrian liberties or franchises, where the Royal judicial writ did not fully apply. The earliest written evidence for Portgate, dates to 1278, when a case was heard at the Northumberland Assizes respecting common pasture in 'Porthete' to which William de Middleton and Walter, Archbishop of York, were parties. This was followed in 1320 by a document commissioned by Archbishop Melton relating to St Giles' hospital in Hexham, which possessed certain property at 'Porteyate'. It was further noted that they received no return from these lands as they were all waste. Things had seemingly improved by 1335/6, as an order issued by Archbishop Melton mentions a crop at Portgate belonging to Thomas del Shawes – although as the order was enquiring as to why this crop had been forcibly carried away by Gilbert and Henry de Vaux it can be seen that it had not really improved for Thomas del Shawes. A suit brought by del Shawes in 1348 against the de Vaux and others concerned a free tenement in 'Portyet'.

When Thomas de Vaux married Margery de Lisle in 1387, his father settled a moiety of the hamlet of Portgate on him. In 1452, this was in the possession of Margery de Mitford, who passed them to Gerals de Widdrington. (Hodgson, 1897)

The surviving remains suggest Portgate was a small village or hamlet of two rows. Today the settlement comprises a farmstead and a cottage, but the field to the north contains earthwork remains of three crofts aligned east-west, adjoining the Vallum, with house platforms along their south side. A second row of tenements probably lies beneath the farmstead and cottage, evinced by confused earthworks to the east and west of the cottage (Wrathmell 1975, 469). The settlement probably shrank steadily from late Middle Ages or early modern era onwards. An exemplification of recovery made in 1640 recorded three messuages at there (NRO ZALD 78/4), but Armstrong only shows one building (see *Illus. 11*), suggesting it may have comprised little more than a single farmstead by that stage, as today. Camden referred to a tower at Portgate and Warburton described it as 'an ancient pile' in 1715 (Hodgson 1916, 13).

5.4 Post Medieval and Modern Periods

In 1547, land at Portgate and Portgate Leazes was held by Odinal Carnaby, William Carnaby, and Robert Errington. By 1654, the land at Portgate had been passed down to Richard Errington, and, by the mid-19th century, Portgate was held by the Errington Estates. The current listed buildings within Portgate village (700m west of the current site) date to this time, as do structures of a similar period to the north, in Little Whittington, to the east, at Halton Chesters, and to the south, around the 18th-century Fox and Hounds Inn.

5.5 Development of the Assessment site as revealed by historic map analysis

Although earlier maps (eg. Saxton, 1576; *Illus. 04*, Speed, 1610, *Illus. 05*, and the other largely derivative maps produced later in the 17th century, all based on Saxton's original survey) mark the village township settlement of Portgate, the earliest maps to clearly show the study area in detail belong to the mid-18th century, beginning with Horsley's map of the line of the Chesters to Halton Chesters section of Hadrian's Wall included in his *Britannia Romana* published in 1732 (*Illus. 08*). This was followed by Kitchen's County map of 1750

(*Illus. 10*), Horsley's equivalent map in 1753, the extremely detailed Military Road survey of 1749 (*Illus. 9*) and finally Armstrong's county map of 1769 (*Illus. 11*), which was executed at a much larger scale and higher level of detail than previous county maps. Horsley's Wall map most importantly puts a large square structure at the site of the gateway giving Dere Street access through the Wall. This is not to be confused with Milecastle 22 a short distance to the east which is marked by a smaller square on the south side of the Wall and the associated rubric 'cast', Horsley's standard conventions for a milecastle. His related textual description (1732, 121) describes a substantial gate structure straddling the line of the Wall, projecting both north and southward.

Armstrong shows no settlement or other development at the crossroads of Dere Street and the Military Road, which was built over the remains of Hadrian's Wall, reusing much of the latter's stonework as building material. Construction of the latter is likely to have severely impacted upon the remains of the gateway observed by Horsley. To the south-west the former village of Portgate is shown as a single farmstead, confirming the degree of settlement shrinkage which had already occurred by that stage (whereas Little Whittingham is still shown as a village or hamlet). To the south, the Stagshaw Fairground is labelled 'Stagshaw Bank where two of the greatest fairs in England are held for live cattle', testament to its importance in the Anglo-Scottish cattle droving trade which moved Highland Cattle south to the major urban markets of England, and especially London.

However, by the time Fryer's and Greenwood's maps were compiled in 1820 and 1828 respectively (*Illus. 13 & 14*), development at the crossroads had taken place. Fryer shows buildings on the west side of the crossroads both north and south of the Military Road, whilst Greenwood depicts buildings on all four sides on the crossroads (NW, NE, SE and SW). This may well have been initiated by the upgrading of Dere Street to a turnpike road which occurred in the late 18th century, the Military Road having been a turnpike from the time of its initial construction in the 1750s. Toll bars were erected, perhaps on both roads at this point and presumably associated tollkeepers cottages. This also sparked the creation of the roadside inn on the south-west side known as the Errington Arms, profiting from the growth of traffic along the better maintained highways.

These developments come into clearer focus with the publication of the 1st edition Ordnance Survey map (1862, *Illus. 16*). The turnpike gate across Dere Street was still in use, situated on the north side of the Military Road, with a cottage or toll house on the north-west side. The Errington Arms is shown to the south-west, plus two relatively narrow and roughly east-west aligned buildings on the opposite side of Dere Street, the more easterly of which impinges on the north-west part of the development site. It is not clear whether these were ancillary structures associated with the Errington Arms, such as stabling, or agricultural buildings, but both still feature on the 2nd and 3rd edition maps (1896 and 1922). In addition the cottage, now known as Rose Cottage (actually two dwellings), just beyond the SW corner of the proposed development also figure on the 1st edition map. The course of Hadrian's Wall, beneath the Military Road carriageway, the remains of the Wall ditch, immediately to the north of the road, and the Vallum ditched and embanked earthwork, a little to the south of the Errington Arms, are all depicted showing the relationship of these features to the development site. A coal pit, Stagshawbank Pit, is also shown on the north side of the Military Road, a little to the west of the crossroads.

The 2nd (1896, *Illus. 17*) edition Ordnance Survey map shows relatively little change, though the turnpike gate was evidently out of use by this stage – 'GATE (Site of)' – and Errington Arms appears to have been extended a little to the west. The 3rd edition Ordnance Survey map

of 1922 (*Illus. 18*) likewise records few alterations, the only significant one being the appearance of two small structures on south side of the Military Road just to the east of the two long rectangular buildings, and thus impinging on the north-east part of the site. The more northerly of these may represent the cottage now forming the northern component of the development site

By the 1964 Ordnance Survey map (*Illus. 19*), the two small buildings to the east had been replaced or absorbed in a much larger structure identified as a 'garage'. The more easterly of the two long narrow buildings also still survived, and seems have formed part of the garage, which served as a petrol filling station, with petrol pumps located either side of the B6318 in the north-east corner of the development site, and a vehicle repair workshop. Two cottages had also been built to the north-west of the junction, next to the A68 by this stage as well.

The remodelling of the crossroads as a large roundabout in the 1970s brought about major changes to the layout of the junction, but also the relationship of the roads to the adjoining buildings. The roundabout was positioned to the north of the former crossroads causing the eastern and western approach carriageways of the B6318 Military Road to be shifted northwards as well. The centrepiece of the roundabout was also located to the east of the crossroads which in turn caused the northern and southern approach roads of the A68 to be diverted eastwards. The former, now redundant, stretches of the Military Road still survive, somewhat marooned, immediately north of Fawdington Garage and the Errington Arms. The eastern arm provides direct access to the garage from the B6318. The former course of Dere Street also survives now forming a forecourt for the Errington Arms and an access lane to the A68 from the two north-western cottages. The long narrow building, first seen on the 1st edition Ordnance Survey and incorporated in the earlier layout of the garage, was probably now demolished to make way for the re-aligned A68, and the petrol pumps relocated to the west side of main garage building which was probably enlarged at roughly the same time. The petrol tanks were also re-located to a point immediately west of the new petrol pumps.

Currently the site contains the remains of the Fawdington Garage complex, comprising the former garage building with a forecourt for car sales. Attached to the garage is a stone building that was once a dwelling, probably the northerly one of the two small buildings first shown on the 1922 Ordnance Survey map. The location of former petrol pumps, underground tanks and disturbances associated with the garage were detailed in a previous site investigation report (NECESI, 2006). The Errington Arms still occupies the west side of the A68 (Dere Street), whilst Rose Cottage also remains just beyond the south west corner of the development site, as do the two more recent cottages to the north-west..



Illus. 22: Aerial Photograph taken 22nd October 1930, showing the study area with south at the top of the image (Ref: ccc_9020_10458)



Illus. 23: Aerial Photograph looking east taken 13th January 2000, showing the study area
(Ref: nmr_17417_32)



Illus. 24: Aerial Photograph looking south, taken 27 March 2012, showing the study area (Ref: nmr_28256_10)

6. ASSESSMENT OF SIGNIFICANT POTENTIAL & IMPACTS

6.1 Archaeological Potential

There is no direct evidence for prehistoric activity on the site, or indeed in the immediate surrounding area, but given the widespread occupation of south Northumberland coastal throughout this period, this cannot be discounted.

There is a high potential for Roman archaeological remains to be present on the site given its location upon the Wall Corridor. In particular, the proximity of the site to the Roman gate through the Wall (Port Gate) is of high significance, and although the gate structure is located a little to the WNW, immediately north of the Errington Arms, it is possible that the site may contain activity associated with this feature. The Wall itself runs beneath the northern part of the site, where its level of preservation is uncertain, having been levelled for construction of the Military Road in the 1750s. However one or more courses do survive in places directly below the carriageway of the B6318 Military Road and its survival here cannot be discounted. The line of the Vallum runs across the southern part of the site, which appears to have remained substantially undeveloped throughout the cartographic history of the site. There is also potential for related archaeological features to survive between the line of the Wall curtain and the Vallum, in the zone occupied by Fawdington Garage. In particular, the associated service road, known as the Military Way, which ran behind the Wall, is likely to traverse this area. Its precise course is uncertain in this area, but it typically lies between the Wall and the Vallum, though it not uncommonly runs along the north mound of the Vallum.

During the Middle Ages the focus of settlement in the area lay at Portgate Farm to the WSW, then site of small rural village community, recorded from the 13th century onwards and the centre of an agricultural township. Aerial photographs show traces of ridge and furrow cultivation in the fields surrounding the site, particularly to the west and to the north, but also to the east next to the site Milecastle 22. This would imply that this area formed part of the arable fields of Portgate township during the medieval and early modern eras. Nevertheless Dere Street remained an important regional (and even international) route and the township appears to take its name from the combination of the highway (gate = street) running through its eastern margins and the associated access point through the Roman Wall – ‘port street’, perhaps even preserving some folk memory of a gateway or *portus*. So the possibility that there was some form of continued or episodic activity around the area of the development site in this period cannot be entirely discounted.

6.2 Survival of Archaeological Remains

Historic map regression shows that the site remained largely undisturbed until the construction of the garage complex in the 1960s, suggesting that any surviving sub-surface remains would have survived well up to that point. The construction of the garage has undoubtedly impacted significantly, but variably, upon surviving archaeological remains, as have improvements to the adjacent A-roads. In particular, the lateral extent and depth of intrusive works associated with the pumps and tanks is uncertain, but is likely to have impacted on any remains belonging to the Roman frontier. The construction of the present garage buildings and earlier buildings on the site is also likely to have had some adverse impacts on remains associated with the Roman frontier monuments, though the full extent of

that impact cannot be determined without excavation. Similarly uncertain is the degree to which the Wall curtain itself has survived, beneath the former carriageway of the Military Road which runs along the north side of the garage building, but one or more courses do survive in places elsewhere, directly below the carriageway of the B6318 Military Road, and the possibility of its survival here cannot be discounted.

6.3 Assessment of Impact

6.3.1 Archaeological Impact

The development of this site is likely to have some impact on surviving sub-surface features associated with the Hadrian's Wall Frontier Complex and any earlier or later remains in the same corridor, although most likely in discrete areas. The extent of the impact will be mitigated by the refurbishment of existing structures and the use of existing building footprints where the existing structure is proposed for demolition. The construction of new services such as a septic tank and trenching for any new pipes/cabling/drainage would also potentially have an impact on buried archaeological features.

The focus of development lies in the unscheduled area surrounding the existing garage building, which is in turn enveloped by the wider scheduled zone (SAM Monument No. 26047; Hadrian's Wall and Vallum between the Fence Burn and the track to Portgate Cottage in Wall Mile 21 and 22 – Catalogue no. 16). Any works within the scheduled zone will require scheduled monument consent.

It should be noted that two of the most significant features associated with the Roman frontier probably lie outside the focus of development, though within the site boundary (and within the surrounding scheduled zone). Thus the Vallum earthworks traverse the southern half the site, but will not be affected by any of the proposed works. Likewise the remains of the Wall curtain – if such have survived demolition to construct the Military Road on its line – will now lie sealed beneath the redundant remains of the former road carriageway, immediately to the north of the existing garage building. It should be noted however that any re-surfacing, removal of the existing tarmac and landscaping or other remodelling of the hard-standing in these areas has the potential to expose and impact upon remains of the curtain wall.

6.3.2 Visual impacts

It is considered that the proposed development will have relatively little visual impact since the work mainly involves the refurbishment of existing buildings or their replacement on the same footprint with similar massing. Only very limited extensions to the building are planned, to the south and north-east, which will not significantly alter the visual presence and aspect of the structure, and likewise the possible addition of three dormers over the commercial units.

7. CONCLUSIONS

7.1 Summary of Historical development

Although there is evidence of prehistoric activity within the wider geographical area, it is during the Roman period that the current site first becomes significant. Various components of the Hadrian's Wall frontier monument run east-west across site or its immediate vicinity. Specifically, the Vallum ditched and embanked earthwork traverses the southern part of the site, though outside the area of proposed development works, whilst the line of the Wall curtain itself is known to have lain just to the north of Fawdington Garage, though the survival of any remains, following demolition to build the 18th-century Military Road, is very uncertain. The Wall ditch lay further north and survives as a visible earthwork to the east and west, on the north side of the B6318 Military Road. However, the fourth major component of the linear frontier complex, the Military Way service road, typically located between the Wall curtain and the Vallum, may conceivably have run right across the garage zone proposed for redevelopment, though its precise course in this stretch is uncertain.

To the immediate west of the site lies the pre-existing north-south line of Dere Street, and where this crossed Hadrian's wall there was a fortified gate constructed in order to control traffic from north and south. This key crossing point on the Wall would have funnelled a large percentage of the local traffic through the immediate area, and although Corbridge to the south would have provided a local focus for this traffic, the area of the Port Gate, and the current site, may well have seen additional occupation associated with this activity. It is not inconceivable that there was some kind of market activity or periodic fairs where goods might be exchanged between provincial merchants and the populations or traders based north of the Wall. Evidence for such trading activity, dating to the late Roman period in particular, has been found around a number of fort gateways such as Wallsend and Newcastle, marked by substantial numbers of coins found immediately inside or outside the gates. Such activity at Portgate might foreshadow the famous Stagshaw bank fairs of later periods.

Following the Roman period, the main local focus of activity appears to have remained around the Corbridge area. Rural village settlements in the vicinity were situated at Little Whittingham and most importantly Portgate farm, some 700m WSW of the development site. Portgate village was the centre of an associated rural territory, or township, which extended east and north to include the site. Examination of aerial photographs reveals traces of ridge and furrow cultivation in the fields surrounding the site, particularly to the west and to the north, but also to the east next to the site Milecastle 22, implying that the site fell within the arable fields of Portgate township during the medieval and early modern eras.

However the gateway through the Wall remained a key local feature, eventually focussing droving traffic from the north towards the site of Stagshaw Bank Fair and beyond, although settlement on the current site itself appears to have been light. Following the construction of the Military Way along the line of the Wall, the site changed from a north-south orientated gateway to a crossroads to traffic from all four directions. Subsequent small-scale development followed, resulting in the construction of the Errington Arms immediately to the west on the opposite side of the A68/Dere Street, plus a series of small buildings on the east side, culminating in the erection of the former garage on the site in the mid-20th century.

7.2 Significance of known or potential archaeological remains

It is likely that Roman remains associated with the Hadrian's Wall corridor survive to varying levels across the current site. Being part of the UNESCO World Heritage Site as part of the Frontiers of the Roman Empire, any such remains would be of very high significance and should be fully investigated and recorded before any subsequent development on the site.

8. RECOMMENDATIONS

Based on the findings of the assessment, the following recommendations are made in order to evaluate the impact of proposed development upon potential sub-surface archaeological deposits surviving there. The recommendations for sub-surface evaluation should be implemented prior to the determination of a detailed planning proposal for the site. All remain subject to consideration by the County Archaeologist.

Given the strongly suspected presence within the site boundary of significant remains of the Hadrian's Wall frontier complex, it is recommended that an evaluation strategy is implemented to test for the presence and location of such remains in order to develop an effective mitigation strategy associated with final development proposals.

The evaluation strategy should be carried out by means of targeted excavation of trial trenches in those areas where extensions to the existing building footprint are proposed. The trenches may be opened by machine until the level of archaeological remains is reached, following which further excavation and recording will be carried out by hand. In addition, depending on the scale of works to remodel, resurface and extend the surrounding hard-standings to create customer parking bays and access, plus associated landscaping and provision of any new services, further trial trenches may be required to sample a wider area. The purpose of such evaluation will be to determine the character, date, complexity and extent of any surviving archaeological remains.

Subsequent mitigation measures to be determined following evaluation may include building recording, area excavation or a 'strip, map and sample' procedure or a watching brief.

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APPENDIX 1. Site Photographs



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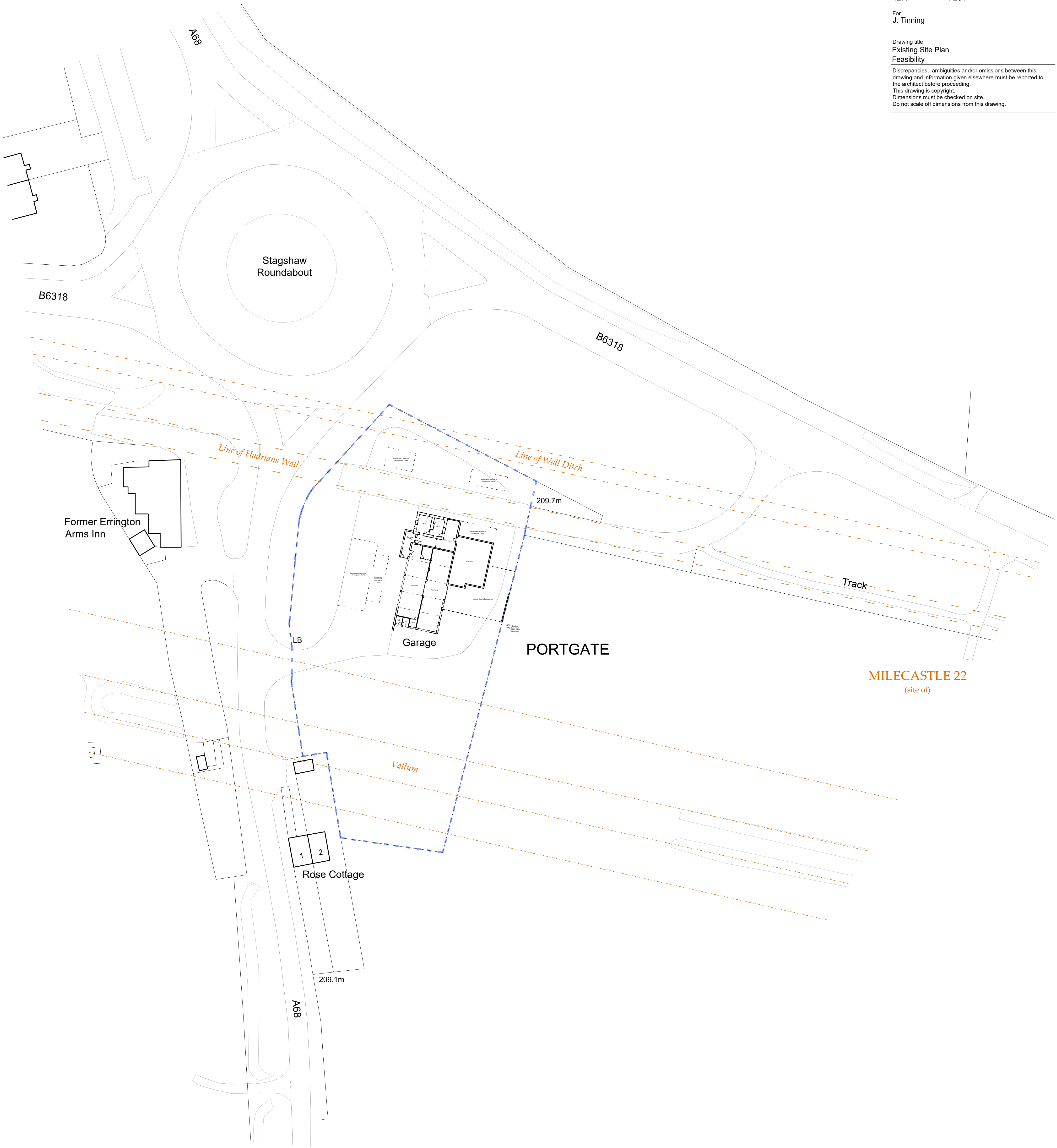
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APPENDIX 2. Site Drawings (Doonan Architects)

Project name		
Fawdington Garage, Stagshaw		
Date	Drawn by	Scale
June 2019	TOM	1:500 @ A1
Job no	Drawing no	Rev
1277	FE01	-
For J. Tinning		
Drawing title Existing Site Plan Feasibility		
Discrepancies, ambiguities and/or omissions between this drawing and information given elsewhere must be reported to the architect before proceeding. This drawing is copyright. Dimensions must be checked on site. Do not scale off dimensions from this drawing.		



Project name Fawdington Garage, Stagshaw		
Date June 2019	Drawn by TOM	Scale 1:200 @ A1
Job no 1277	Drawing no FE02	Rev -
For J. Tinning		
Drawing title Existing Site Plan Feasibility		
Discrepancies, ambiguities and/or omissions between this drawing and information given elsewhere must be reported to the architect before proceeding. This drawing is copyright. Dimensions must be checked on site. Do not scale off dimensions from this drawing.		

