
HEESTON BANK, KIRKWHELPLINGTON,
NORTHUMBERLAND

ARCHAEOLOGICAL MITIGATION RECORDING
BY TOPOGRAPHIC SURVEY

March 2003



Prepared for: <i>Northumberland County Council</i>	By: <i>The Archaeological Practice Ltd.</i>
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<i>Project code:</i> AP02/7	<i>Stage:</i> Final	<i>Compiled by:</i> RJC	<i>Control:</i> AR	<i>Submission date:</i> 03/03/03
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OASIS ID: thearcha2-416779

HEESTON BANK, KIRKWHELPINGTON, A696 ROAD IMPROVEMENT

Report on Archaeological Mitigation Recording

Prepared by

The Archaeological Practice Ltd.



Frontispiece: Stone boundary bank marking N-E side of the survey area

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SUMMARY

This document provides a report on archaeological recording work carried out on an area of land adjoining the A696 between Kirkwhelpington village and Knowesgate hamlet in central Northumberland. It is based on recommendations provided in an assessment of the site carried out in 2001, which provided a catalogue of historical landscape components in the context of a synthesis of the overall chronology of the defined area.

The road improvements carried out by NTA have involved straightening a bend in the road at Heeston Bank by moving the course of the road to the east, for which purpose a cutting was made extending up to 20 metres into the slope above the road on its east side. This action resulted in the destruction of part of a system of holloways and other earthworks which extends up to 100 metres east of the road between West Whitehill farm and Kirkwhelpington village. In addition, a site works compound was constructed at the foot of the slope which also impacted upon, but did not wholly destroy, earthworks in that part of the site.

The methodology and results of recording work prior to and during the road improvement works on the site are reproduced here in the form of measured plans and photographs. In addition, brief written descriptions and interpretations of the recorded features are provided, including the suggestion that traces of linear features running from south-west to north-east underlie the holloways system aligned south-east to north-west. It is concluded that the various components documented during the assessment and recording phases of cultural heritage work at Heeston Bank form part of a closely interrelated, well-preserved historic rural landscape which merits further study.

1. BACKGROUND

1.1 Introduction

Archaeological recording work was carried out on behalf of the Northumbria Trunk Road Agency Partnership (NTA) ahead of road improvement works at Heeston Bank on the A696, the main cross-country route connecting northern England and southern Scotland, north-west of Kirkwhelpington. This work represents the second stage in a programme of works which has also included ecological and other environmental impact studies. It is based on the results of an assessment of the site carried out by the Archaeological Practice in 2001m (AP 2001), which concluded that a total of five identifiable landscape features of cultural heritage value would be directly impacted by the proposed road improvements, and that the various features and monuments catalogued form part of a closely interrelated, well-preserved historic rural landscape.

Despite their excellent state of preservation, none of the individual features identified on the line of the proposed works was considered of sufficient significance to warrant rejection of the road improvement proposal. Rather, it was recommended that the impacts would require mitigation by record. Accordingly, specific recommendations provided in the assessment included the recommendation that reasonable attempts should be made, where possible, to mitigate the impact of development works by avoidance. Where the destruction of significant monuments or features was judged unavoidable, it was recommended that survey records should be made in advance of development works.

The site of the present mitigation works is an 800 metre long strip along the north-east side of the A696 on the south-west sloping valley side of the Ray Burn (*Figure 1*) at a point where it cuts through the north side of the Wansbeck valley. Topographically the site falls within hill land on the northern fringe of the Wansbeck valley, and the prevailing slope, parallel with the course of the Wansbeck, is from north to south. The site occupies a gentle south-east facing slope, being approximately 190m AOD at the southern end, rising to 210m AOD over a distance of 250m. Along the south-western edge of the site, the ground falls towards the valley of the Ray Burn and the current course of the A696.

1.2 Significant maps of the area include the following:

NRO - (A) ZWN A3 Plan of Kirkwhelpington moor and allotments, 1769 (Figure 2)

NRO - Armstrong's Map of the County of Northumberland, 1769

NRO - ZHE 51/1 Plan of estate, 1813 (Figure 3)

NRO - Fryer's Map of Northumberland, 1820

NRO - Greenwood's Map of Northumberland, 1828

NRO - ZHE 51/2 Whelpington Township plan, 1851(Figure 4)

NRO - First Edition Ordnance Series (surveyed 1862-3), Northumberland Sheet 70/1 (Figure 5)

NRO - Second Edition Ordnance Series (revised 1896), Northumberland Sheet 70/1

NRO - Third Edition Ordnance Series (revised c.1920), Northumberland Sheets 67/6, 7, 9 & 10

NRO - Fourth Edition Ordnance Series (revised c.1946), Northumberland 6" Series



Figure 1:
*Location of Kirkwhelpington
in Central Northumberland*

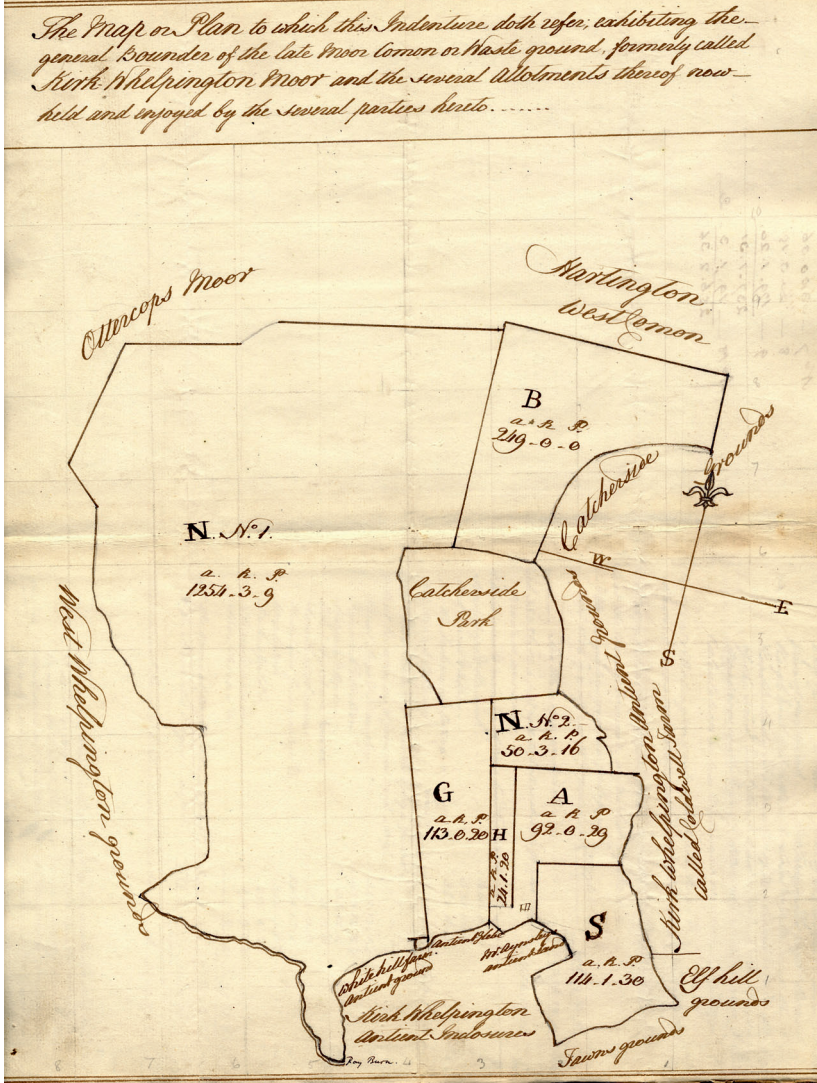


Figure 2: Estate map of the former Kirkwhelpington Common, 1769, showing recent divisions and enclosures

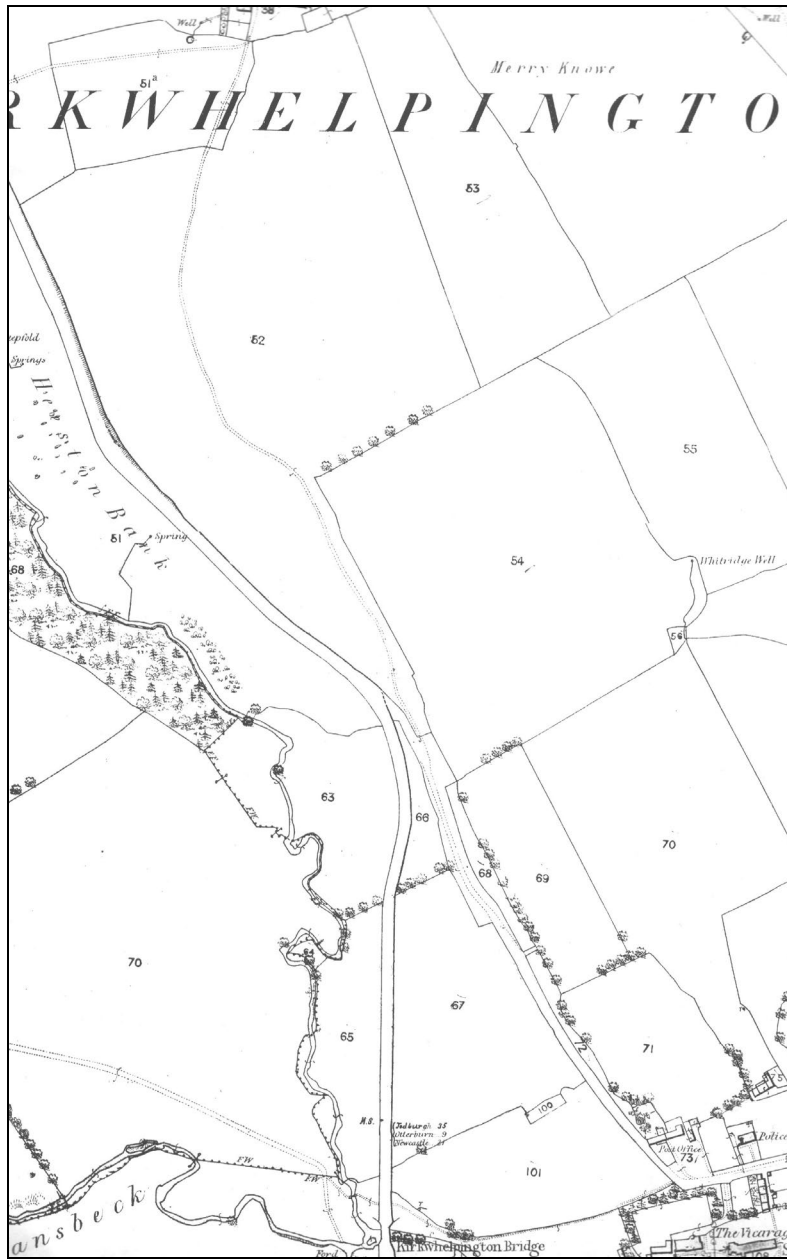


Figure 5: First Edition Ordnance Survey Series, 1863



Plate 2: *Aerial view of Kirkwhelpington village and its field system from the North, including S-E part of surveyed area*

1.3 Significant photographs of the site include the following:

- ◆ *University of Newcastle upon Tyne Air Photograph Collection (NU) Negative no. TMG 3752/41; NU NY 9984/F; Gates T; 19/2/88, b&w oblique (see Cover Photograph).*

View of Kirkwhelpington village and medieval field system from the west. Includes the southern fringe of the survey area, showing ridge and furrow on both sides of the A696 north of the access road to the village.

- ◆ *(NU) Negative no. TMG 3752/42;¹ NU NY 9984/G; Gates T; 19/2/88, b&w oblique.*

View of Kirkwhelpington village and medieval field system from the south-east. Oblique view of the assessment area showing ridge and furrow on the west side of the road, and in the field to the east, a number of linear gulleys and banks leading northwards and north-westwards away from the village. These linear features appear to be underlain by narrow gauge ridge & furrow of similar orientation.

- ◆ *(NU) Negative no. TMG 3752/43; NU NY 9984/H; Gates T; 19/2/88, b&w oblique.*

View of Kirkwhelpington village and medieval field system from the north-east. Oblique view of south part of the assessment area, including broad gauge ridge & furrow east of the road and the end of several gulleys which converge on a point adjacent to the ridge & furrow on the other (western) side of the road.

- ◆ *(TMG)² NU NY 998 846, Gates T, 11/5/01, colour oblique (Plate 2).*

A more recent, colour view of Kirkwhelpington and its field system which includes the southern end of the holloways system (the works compound area). Similar to *TMG 3752/43* (above) but viewed from the south-east (rather than the north-east) and includes rather more of the holloways complex.

1.4 The following monuments were considered, at the assessment phase, likely to be directly impacted during road improvements:

Heeston Bank Holloway complex; e.g. NGR NY 9915 8515

A complex system of earthworks, comprising holloways and banks, situated in the fields immediately adjacent to the east side of the northern bend in the road (see *Cover Photograph* and *Plates 3-10*). The trackways are located within a wide corridor, bounded by field banks and walls, which apparently leads north out of Kirkwhelpington village. Their steep, V-shaped profiles suggest the tracks were created by the passage of packhorses or livestock rather than wheeled traffic. They probably represent successive routes across the marshy ground of the hillside, with each being abandoned and replaced by another as it became impassable. The only such holloway occurring within an area likely to be impacted by the proposed works is close to the northern bend in the road at (approx.) NGR NY 9915 8515 (see *Plate 3*).

Ridge and furrow field system, Heeston Bank; centred on NGR NY 9920 8525

A ridge and furrow system, possibly associated with West Whitehall farm, is apparent on aerial photographs (e.g. *NU NY 9984/G*, above) and, although difficult to detect visually on the ground, may well cover the entire expanse of pasture land between West Whitehall and the present Kirkwhelpington village access road (see *Plates 2 & 12*).

Newcastle-Carter Bar Turnpike; centred on NGR NY 9914 8507

The route from Newcastle to the upper Wansbeck and beyond to the Scottish border became increasingly important with the establishment of peaceful conditions in the borders in the seventeenth century. By the

¹ Tim Gates retains copyright of this image but has kindly granted permission for its use in connection with the Heeston Bank Holloways project.

² This colour transparency is in the private collection of Tim Gates who retains copyright of the image but has kindly granted permission for its use in connection with the Heeston Bank Holloways project.

mid-eighteenth century, indeed, the volume of traffic along the route had become so heavy, and the state of the road so ruinous, that a Bill was presented to the House of Commons petitioning for a law to turnpike the road from Newcastle as far as the north side of the Wansbeck (Lawson 1971, 187). This was eventually successful. In 1830 an Act was passed to alter the line of the existing turnpike, diverting it west of the previous line north of Belsay, through Kirkwhelpington and onwards into Redesdale, through Otterburn to the border at Carter Bar. Work on “The New Line” began in the early 1830s, with the stretch between Kirkwhelpington and Knowesgate probably completed in, or shortly before, 1836 (*op. cit.* 199-200). The present road represents a stretch of this new 'cut-off' route and may preserve features, such as field walls and buried surfaces, dating to the time of its inception (see *Plates 2 & 8*).

Banks and walls; centred on NGR NY 9940 8480

Several banks and walls, probably of Enclosure period, border the east side of the southern road bend in the south-east part of the assessment area. Some appear to form part of a linear feature linking Kirkwhelpington village with a system of holloways (see *Frontispiece*).

1.5 The following recommendations were made with respect to archaeological mitigation work prior to road improvements:

- Since the components catalogued in the assessment report form part of a closely interrelated, well-preserved historic landscape context, reasonable attempts should be made, where possible, to mitigate the impact of development works by avoidance.
- A survey record should be made of earthwork features to be destroyed by cutting into the hillside adjacent to the northern bend. The survey should be carried out over a sufficiently wide area to enable the features to be tied into the systems of earthwork features present there.

2. FIELDWORK METHODS

2.1 Context

The earthwork survey examined an area of approximately three hectares. This area was divided into three discrete sections for the purposes of survey:

Area 1 – Site compound area containing cabins, machinery, stores, car parking area and spoil dumps. This area was fenced off prior to the commencement of works and a flat surface was created upon which to place site installations and for use as car parking. Spoil dumps were also placed on the north-western part of this area at an early stage following the commencement of works. Survey work was carried out on this area prior to the establishment of the compound.

Area 2 – Corridor of land abutting the A68 lost during road straightening works. Prior to the commencement of works, this area contained a single holloway feature and lesser remains of several others. This area was surveyed some two weeks after the survey of Area 1 at the beginning of the period of roads straightening works. Due to the progress of these works it was possible only to record the uppermost (north-western) section of the lost holloway.

Area 3 – This is a surviving are of holloway and other earthwork features fenced off from the above which suffered no damage as a result of the programme of road straightening and related works. This area was surveyed in order to provide context to the features in Areas 1 & 2.

2.2 Methodology

Control points were established using a Topcon GTS 211 Total Station Survey System, with detail measurements being made either with the Total Station or by taped offsets. Ground survey data was plotted and annotated in the field at a scale of 1:500.

Depiction of all archaeological features on the final, inked plan, was prepared in accordance with the survey guidelines produced by RCHME (1999).

Weather and ground conditions during the survey period were generally good, with low light from the autumn sun highlighting many subtleties of the earthwork detail.

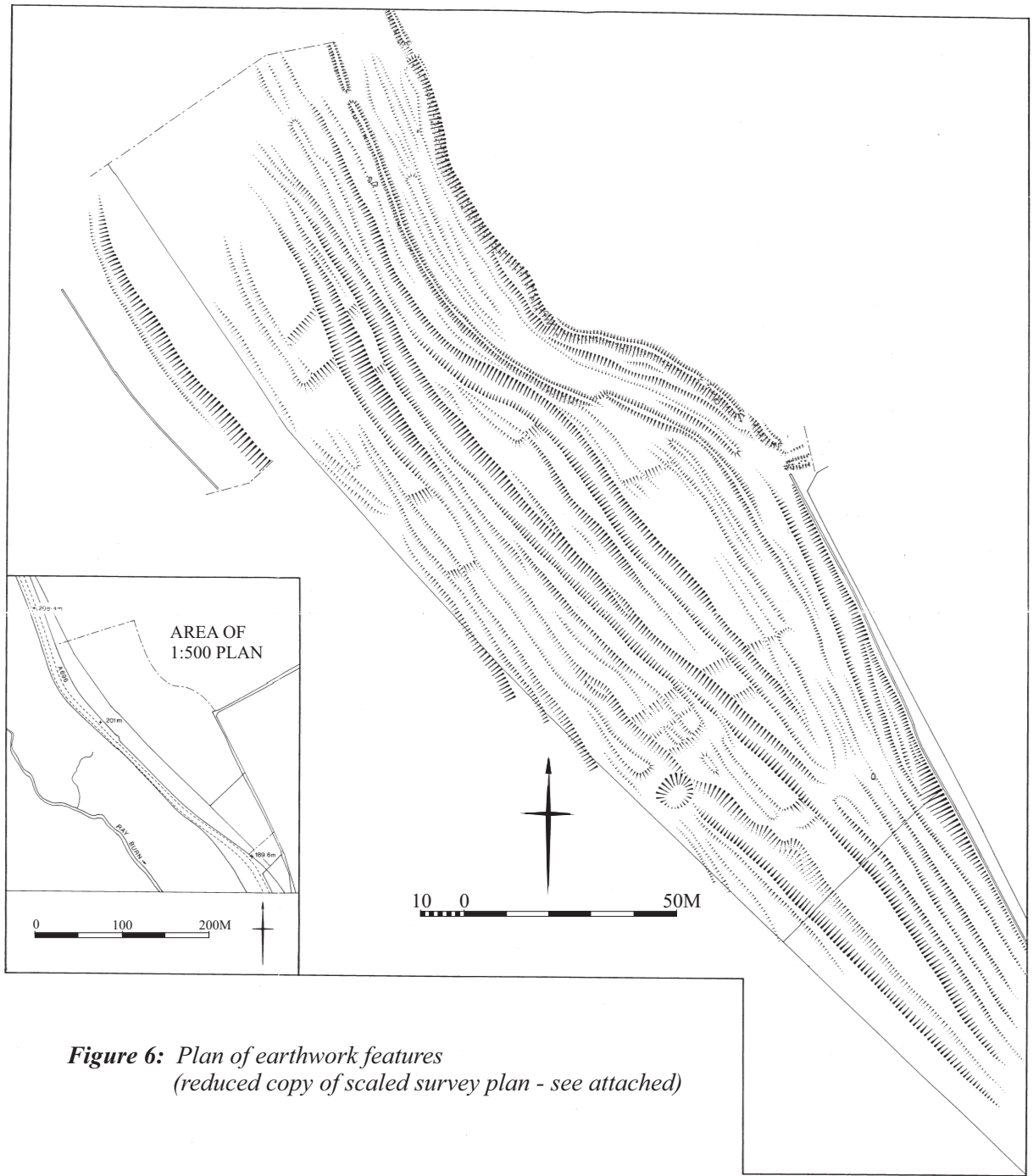


Figure 6: Plan of earthwork features
(reduced copy of scaled survey plan - see attached)



*Plate 3: Holloway feature removed during recent road improvement works
(Photographed January 2002)*



*Plate 4: View towards West Whitehill Farm of recently surveyed earthworks
(Photographed January 2002)*



Plate 5: N-W section of holloway feature, looking S-E towards works compound



Plate 6: Middle section of holloway feature, looking S-E, with holloway partly infilled.



Plate 7: Middle section of holloway feature, looking S-E, showing surviving traces of holloway



Plate 8: Roadside wall and infilled holloway, showing profile of holloway (N-W end).



Plate 9: Holloways running S-E into works compound area, with soil dump to right



Plate 10: Holloway running S-E towards works compound



Plate 11: Cattle on earthen bank at N-E edge of survey area, with West Whitehall Farm beyond



Plate 12: View from North towards Kirkwhelpington village and site works compound, with cattle standing in a field of ridge & furrow E of survey area

3. INTERPRETATION

3.1 Historic context

The nature and development of the area under consideration is to a large degree unknown, except in the most general terms, until the eighteenth century when maps and plans were produced in sufficient detail to show significant monuments or features (see *Figure 2* – with survey area at foot of image). However, the village of Kirkwhelpington is mentioned in medieval documents from the early thirteenth century and its extensive medieval and later field systems, in the form of agricultural earthworks, particularly ridge and furrow cultivation features, are still much in evidence around the village. Some of these earthworks are cut by later, Enclosure period field divisions, and it is quite possible that close inspection may reveal the remains of still earlier field systems beneath the visible medieval remains. It is also likely that Kirkwhelpington was connected by trackways with other settlements locally and acted as a conduit for cross-border or upland-lowland trade from an early period, a role it has maintained into modern times. It can be postulated, therefore, that the holloway system at Heeston Bank, and its successor, the A 696, follow the course of earlier roads north-west of the village.

Armstrong's 1769 map of Northumberland shows the only road to the north from Kirkwhelpington passing from the east side of the village to Whitehill, but a short section of road leading from the west side of the village towards the Ray Burn suggests that a secondary track led northwards by that route, the two converging, as shown a century later on the first edition of the Ordnance Survey Series (*Figure 5*), at Whitehill. Fryer's map of 1820 shows both routes. The first detailed plan of the area, dating to 1813 (*NRO ZHE 51/1*), shows the course of the new turnpike, the present A696, passing through a landscape of enclosed fields. On the west side of the road are two fields, both called High Stone Bank, divided by a boundary bank (*Figure 3*). The origins of the name, Heeston Bank, would appear to rest with this prominent feature which runs from there across the course of the new road, turning south to form the west side of a bounded lane into Kirkwhelpington village.

In the field to the east of the new road is a field boundary following an irregular course from the west side of the entrance to the above lane, northwards, towards West Whitehill farm. And on its east side is a track also leading to West Whitehall farm, from where it heads northwards to Catcherside and, ultimately, the Scottish border. The irregular course of these features suggests that they pre-date the eighteenth century enclosure of the adjacent fields.

The boundary wall across the *Chesters* field south of West Whitehill farm had been removed by 1813,³ allowing the path, or pathways, to spread eastwards. That they did not do so to any appreciable extent suggests that the routeways were formed, and quite possibly abandoned, by the mid-eighteenth century. Their subsequent survival was promoted by the poor quality of agricultural land which did not lend itself to intensive agricultural practices, and by the relative lack of rural industrial practices such as mining, quarrying, limeburning and brick-making in the nineteenth century.⁴ Furthermore, the course of the road north-west from the village was fixed with the establishment of the Newcastle-Carter Bar turnpike in the 1830s (Lawson 1971).

³ This seems to have occurred before the Ordnance Survey of 1862-3, but after 1851, when a township plan (*NRO ZHE 51/1*) shows it still to be present.

⁴ A bell-pit, recorded in the SMR, survives in a good state and is visible from the A696 on the south-west fringe of the village at NGR NY 99568421.

3.2 Features revealed by fieldwork

The recent earthwork survey undertaken at Heeston Bank has recorded a series of holloways, or trackways, meandering between West Whitehall farm and Kirkwhelpington village. At both ends of the complex the various meandering tracks are channelled by field walls towards a fixed course, causing them to converge before funnelling into single tracks leading, respectively, into the farm complex and the village. The survey plan (*Figure 6 & Attached*) indicates that the single tracks into which the holloways discharge once formed a continuous bounded route, but the western boundary had at some stage become porous and fallen in to disuse, allowing the spread of stock westwards and, over time, the creation of several defined holloway courses. The ephemeral nature of these holloways is indicated by the remains of several courses underlying the most prominent ones, suggesting that, over time, the preferred course of movement for stock over this area changed as individual holloways became boggy through over-use and alternative courses were created.

A further observation is that the holloways system appears to overlie and cut a number of linear features running from south-west to north-east. The most likely explanation for these is that they represent the remains of terraces or lynchets associated with medieval farming practices – the slight remains of contemporary ridge and furrow features within the holloways system are visible on aerial photographs of the area. An alternative possibility is that the underlying linear earthwork remains are pre-medieval in origin, possibly associated with a putative prehistoric settlement suggested by the Chesters place-name in the vicinity of Whitehill farm. It may be noted that areas adjacent to the present survey area, notably to the north and east, still carry the remains of ‘ridge and furrow’ cultivation which has effectively masked any prominent surface remains of earlier relict landscapes. A third possibility is that the linear earthworks are trackways cut through earlier phases of the holloways system, possibly for local stock to gain unimpeded passage from south-west to north-east. This option, however, seems the weakest of the three.

The various components documented during the assessment and recording phases of cultural heritage work at Heeston Bank form part of a closely interrelated, well-preserved historic rural landscape which merits further study.

4. IMPACTS

The road improvements carried out by NTA have involved straightening a bend in the road at Heeston Bank by moving the course of the road to the east, for which purpose a cutting was made extending up to 20 metres into the slope above the road on its east side. In addition, a temporary works compound was constructed at the foot of the slope which also impacted upon, but did not wholly destroy, earthworks in that part of the site.

4.1 Impacts resulting from road improvement works October-November 2002

1. The holloway *[1]* and slight traces of underlying ridge and furrow *[2]* closest to the previous course of the highway was completely removed by cutting into the slope on the east side of the road.
2. Some features associated with the turnpike *[3]* - field walls, etc. – were impacted by earthwork operations and carriageway construction.
3. Parts of the system of holloways and related earthworks associated with the destroyed holloway *[1]* suffered limited, localised damage, principally from works vehicles, particularly in the south-east corner of the survey area, north of the village access road, where earthworks were covered by a spoil dump within the site compound.

5. CONCLUSIONS

- ◆ The earthwork survey undertaken at Heeston Bank, between West Whitehall farm and Kirkwhelpington village, has recorded a system of meandering holloways, or trackways, that appears to overlie and cut a number of linear features running from south-west to north-east.
- ◆ The various components documented during cultural heritage work at Heeston Bank form part of a closely interrelated, well-preserved historic rural landscape which merits further study, particularly with regard to its chronology of development.
- ◆ The main impact of the road improvement works upon the cultural heritage was the removal of a holloway and slight traces of underlying ridge and furrow closest to the previous course of the highway. Other parts of the holloways system and features associated with the nineteenth century turnpike were also removed or damaged, but the significance of this loss is considered minimal.

6. REFERENCES

HODGSON J, 1827, A History of Northumberland.

LAWSON W, 1971, The Newcastle to Carter Bar Road (A696 and A68). *Archaeologia Aeliana*, 4th Series, XLIX: 187-209.

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RCHME, 1999, *Recording Archaeological Monuments: A Descriptive Specification*. Swindon.

THE ARCHAEOLOGICAL PRACTICE, 2001, *Heeston Bank, A696 Road Improvements: Archaeological Assessment*. Unpublished document.

THE ARCHAEOLOGICAL PRACTICE, 2002, *Heeston Bank, A696 Road Improvements: Project Design for Archaeological Recording*. Unpublished document.

7. APPENDICES

7.1 Digital images of the site provided on CD

Image ref. no.	Description
Kirkwhelpington 151002 001.jpg	<i>N-W end of holloway feature [1], looking N-W</i>
Kirkwhelpington 151002 002.jpg	<i>N-W part of holloway feature looking S-E</i>
Kirkwhelpington 151002 003.jpg	<i>N-W part of holloway feature, looking S-E towards works compound</i>
Kirkwhelpington 151002 004.jpg	<i>Middle section of holloway feature, looking S-E, with holloway partly infilled</i>
Kirkwhelpington 151002 005.jpg	<i>Middle section of holloway feature, looking S-E, with holloway partly infilled</i>
Kirkwhelpington 151002 006.jpg	<i>Middle of holloway feature, looking S-E, showing infilled holloway</i>
Kirkwhelpington 151002 007.jpg	<i>Middle of holloway feature, looking S-E, showing surviving traces of holloway</i>
Kirkwhelpington 151002 008.jpg	<i>Middle of holloway feature, looking N-W during infilling process</i>
Kirkwhelpington 151002 009.jpg	<i>Middle (S part) of holloway feature, looking S-E</i>
Kirkwhelpington 151002 010.jpg	<i>Infilled S part of holloway feature, looking S-E</i>
Kirkwhelpington 151002 011.jpg	<i>Roadside wall and infilled holloway, showing profile of holloway (N-W end)</i>
Kirkwhelpington 151002 012.jpg	<i>Remains of roadside wall before removal</i>
Kirkwhelpington 151002 013.jpg	<i>Roadside wall and view of A696 road through hedge</i>
Kirkwhelpington 181002 001.jpg	<i>View from N towards Kirkwhelpington village and works compound, with cattle standing in field of ridge & furrow E of survey area</i>
Kirkwhelpington 181002 002.jpg	<i>Stone boundary bank/field wall marking N-E side of survey area</i>
Kirkwhelpington 181002 003.jpg	<i>Holloways running S-E into works compound area, with soil dump to right</i>
Kirkwhelpington 181002 004.jpg	<i>Holloway running S-E into works compound area, with soil dump just over boundary fence</i>
Kirkwhelpington 181002 005.jpg	<i>Holloway running S-E towards works compound</i>
Kirkwhelpington 181002 006.jpg	<i>Survey in progress</i>
Kirkwhelpington 181002 007.jpg	<i>Survey in progress</i>
Kirkwhelpington 181002 008.jpg	<i>Cattle on earthen bank at N-E edge of survey area, with West Whitehall farm beyond</i>
Kirkwhelpington 181002 009.jpg	<i>Linear earthworks running up to West Whitehall farm</i>
Kirkwhelpington 181002 010.jpg	<i>Boundary fence marking NE side of roadworks area, with works compound in background</i>

**7.2 HEESTON BANK ARCHAEOLOGICAL MITIGATION BY RECORD:
Project Design Prepared by The Archaeological Practice Ltd., October 2002**

1. INTRODUCTION

The following represents a project design for recording work at Heeston Bank, near Kirkwhelpington, Northumberland. The recording work is proposed to mitigate development works upon a section of the the A 696 road by Northumberland County Council, and will investigate features identified during an earlier programme of cultural heritage assessment.

Proposals to improve the A696 highway at Heeston Bank near Kirkwhelpington in Northumberland have been subject to an Environmental Assessment. The assessment has been undertaken to examine the likely impact of the road improvement proposals on the local environment and to identify appropriate mitigation measures which would help ameliorate those impacts which cannot be avoided.

A full cultural heritage assessment report (Archaeological Practice 2001) was prepared in respect of the original larger scheme to realign both the north and south bends at Heeston Bank. Subsequently, it was decided to proceed only with an improvement to the northern bend, and it is the impact of this reduced scheme which the following section addresses. A copy of the full report may be consulted in the Northumberland County Sites and Monuments Record at County Hall, Morpeth.

2. SUMMARY OF CULTURAL HERITAGE ASSESSMENT REPORT

The cultural heritage assessment reported a total of eight sites identified within the impact corridor of the revised scheme, comprising two groups of earthwork monuments, one on each side of the current highway, plus the highway itself, which represents the course of a nineteenth-century turnpike road. A further four sites were identified within visual range of the proposed road improvement, which could potentially be subject to visual impact.

The first group of monuments (i.e. those liable to be impacted by development work) include:

- [1] Heeston Bank Holloway complex; e.g. NGR NY 9915 8515
- [2] Ridge and furrow field system, Heeston Bank; centred on NGR NY 9920 8525
- [3] Newcastle-Carter Bar Turnpike; centred on NGR NY 9914 8507
- [4] Boundary bank; centred on NGR NY 9933 8469
- [5] Ridge and furrow field system, Ray Burn; centred on NGR NY 9930 8480
- [6] Banks and walls; centred on NGR NY 9940 8480
- [7] Ridge and furrow field system; centred on NGR NY 9941 8479
- [8] Field boundary; centred on NGR NY 9930 8480

It was assessed that the complex of holloways [1] is likely to have local or regional significance, and may even form part of an Anglo-Scottish drove route which would give it some national significance. Its local significance is enhanced by its association with a walled corridor (part of Site [6]), verified by map evidence, providing access from the village through the arable fields to open pasture, a characteristic feature of medieval-early modern settlement layout. The other, landscape elements of medieval and later date, are contributory components of an extensive and well-preserved open field system visible in the wider landscape around Kirkwhelpington. These field systems represent one of the best-preserved relict medieval landscapes in Northumberland, which in turn possesses some of the most extensive surviving areas of ridge and furrow in England. Further loss of such field systems, which collectively have national significance, should therefore be avoided where possible.

A total of three monuments (Sites [1] – [3],), none of which are sites recorded on the county SMR, would be liable to be directly impacted by the works proposed on the northern bend at Heeston Bank.

The various components catalogued above, form part of a closely interrelated, well-preserved historic rural landscape. Despite their excellent state of preservation and group value however, none of the cultural heritage features identified above on the line of the proposed works, was considered of sufficient significance to warrant rejection of the proposed road improvement scheme. Accordingly, recommendations for archaeological recording were set out, as follows, to mitigate the impact of the proposed improvement works.

- A survey record should be made of earthwork features to be destroyed by cutting into the hillside adjacent to the northern bend. The survey should be carried out over a sufficiently wide area to enable the features to be tied into the systems of landscape features identified (earthwork complexes [1] and [2]);
- All reasonable attempts should be made to avoid further impacting on the adjacent monuments or features, notably sites [6] – [8], through the siting of works compounds, access, landscaping or other ancillary operations associated with the improvements. Where additional damage is unavoidable it should be mitigated by photographic and/or survey record of the affected monument, as appropriate.

3. METHOD OF INVESTIGATION

3.1 General

- 3.1.1 The Field Investigation will be carried out by means of Archaeological survey.
- 3.1.2 All work will be carried out in compliance with the codes of practice of the Institute of Field Archaeologists (IFA) and will follow the IFA Standard and Guidance for Archaeological Excavations.
- 3.1.3 All archaeological staff will be suitably qualified and experienced for their project roles. Before commencement of work they will have been made aware of what work is required under the specification and they will understand the aims and methodologies of the project.

3.2 Specific work objectives.

- 3.2.1 Survey.** An accurate survey will be made of the specified area using a total station theodolite, recorded at a scale of 1:500.
 - 3.2.1.1 A brief methods statement will be provided by the archaeological surveyors.
 - 3.2.1.2 The archaeologists will relate the survey control network to the OS grid.
 - 3.2.1.3 The survey control network and the position of recorded structures and features will be located on maps of appropriate scale (1:2500 and 1:500).
- 3.2.2 Photography.** A photographic record of the earthworks prior to the commencement of the road improvement works programme will be prepared using colour slide and black and white print film. This will include general shots of the holloways in context, as well as any specific details

considered to merit detailed recording. These will be taken using digital and conventional SLR camera equipment to record colour digital images and slides and black and white photographic prints. The photographs will include a clearly visible, graduated metric scale and a system for identifying the archaeological features.

3.2.3 Aerial photography. Appropriate aerial photographs of the site will be accessed for inclusion in the final report using a contingency sum to allow provision for copyright charges.

3.2.4 Historical background. A brief summary covering the historical background of the holloways complex and its context will be included in the final report.

3.3 Analysis and Reporting of Recovered Data

3.3.1 Following the completion of the Field Investigation and before any of the analysis work is commenced, an archive (the Site Archive) containing all the data gathered during fieldwork will be prepared.

3.3.2 Following completion of the Field Investigation, a report will be prepared collating and synthesizing the findings of the recording works.

3.3.3 Four copies of the report will be provided. Each will be bound, with each page and heading numbered. Any further copies required will be produced electronically. The report will include as a minimum the following:

- ◆ A summary of the known historical background to the monuments.
- ◆ A summary statement of methodologies used.
- ◆ A location plan of the site and any archaeological discoveries of note. The survey data will be presented at a scale of 1:500, with a further plan at 1:2500 showing the location of each of the 1:500 sheets.
- ◆ Photographs recording the holloways (including appropriate aerial views).
- ◆ A summary statement of results.
- ◆ Conclusions

3.3.4 Following completion of the analysis and publication phase of the work, an archive (the Research Archive) containing all the data derived from the work done during the analysis phase will be prepared. The archive will be prepared to the standard specified by English Heritage (English Heritage 1991) and in accordance with the United Kingdom Institute of Conservation guidelines.

3.3.5 The Site Archive and the Research Archive will be deposited with the designated repository for the county of Northumberland, namely the Museum of Antiquities at the University of Newcastle upon Tyne, within 6 months of the end of the fieldwork.

3.3.6 Summary reports of the project will be prepared, if necessary, for inclusion in the appropriate Notices, Annual Reviews, Reports, etc.

3.3.7 An entry for inclusion in the Northumberland County Sites and Monuments Record will be prepared and submitted.

4. EXECUTION OF THE SCHEME OF INVESTIGATION

- 4.1 The Developer has appointed The Archaeological Practice as a professionally competent Archaeological Contractor, on agreed terms, to execute the scheme as set out in the brief supplied by the County Archaeology Service.
- 4.2 The present project design must be submitted for approval and, if necessary, modification by the County Archaeology Service before work on-site can proceed.
- 4.3 The Developer will allow the County Archaeology Service and the appointed contractor all reasonable access to the site for the purposes of monitoring the archaeological scheme, subject only to safety requirements.
- 4.4 The archaeological contractor appointed to manage the execution of the scheme shall ensure that:
 - 4.5.1 the appropriate parties are informed of the objectives, timetable and progress of the archaeological work
 - 4.5.2 the progress of the work is adequately and effectively monitored and the results of this are communicated to the appropriate parties.
 - 4.5.3 significant problems in the execution of the scheme are communicated at the earliest opportunity to the appropriate parties in order to effect a resolution of the problems.
- 4.6 The archaeological contractor will carry, and will ensure that other archaeological contractors involved in the scheme carry appropriate levels of insurance cover in respect of Employers Liability, Public and Third Party Liability & Professional Indemnity.
- 4.7 The archaeological contractor will liaise with the appointed CDM Planning Supervisor and prepare or arrange for the preparation of a Safety Plan for the archaeological work.
- 4.8 The Archaeological Contractor(s) appointed to execute the scheme will procure and comply with all statutory consents and licences under the Disused Burial Grounds (Amendment) Act 1981 regarding the exhumation and interment of any human remains discovered within the site, and will comply with all reasonable requirements of any church or other religious body or civil body regarding the manner and method of removal, re-interment or cremation of the human remains, and the removal and disposal of any tombstones or other memorials discovered within the site. The Developer will incur all costs resulting from such compliance.

5. TIMETABLE AND STAFFING

Survey work at Heeston Bank will be carried out during the week commencing Monday 14th October 2002 and a draft report of the work completed within two weeks of the end of that work.

Following is a summary of the time inputs estimated for carrying out the above activities. Included within the time estimates are on-site fieldwork, to be carried out by experienced field archaeologists, and monitoring, to be carried out by either Dr Alan Rushworth or Richard Carlton, as appropriate.

Table 1: Staffing levels associated with individual tasks

Activity	Personnel	Person days
Phase 1: Archaeological field survey	BJ/MC/FA	7
Photography	RC	1
Phase 2: Data analysis and production of site plans	MC	2
Analysis of results, additional research and report production	RC/AR	2
Production of research archive	RC/MC	0.5

Personnel:

Archaeological Practice AR: Alan Rushworth RC: Richard Carlton	Sub-Contractors BJ: Ben Johnson MC: Mark Corney consultancy (Mark Corney and field assistant)
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6. REFERENCES

Archaeological Practice (2001). *Heeston Bank, Kirkwhelpington, A696 Road Improvement (NY 9925 8490) Archaeological Assessment*.

English Heritage, 1991, *MAP2: Management of Archaeological Projects*. London: English Heritage.