

ARCHAEOLOGICAL
SERVICES
DURHAM UNIVERSITY

on behalf of
North Tyneside Council

Killingworth Moor
Killingworth
North Tyneside

archaeological desk-based assessment

report 3860
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1. Summary

The project

- 1.1 This report presents the results of an archaeological desk-based assessment conducted in advance of a proposed development at Killingworth Moor, Killingworth, North Tyneside. The assessment comprised a search of pertinent documentary and cartographic records, records of archaeological interventions, the Historic Environment Record, and a site walk-over survey.
- 1.2 The works were commissioned by North Tyneside Council and conducted by Archaeological Services Durham University.

The archaeological resource

- 1.3 There are no historic or statutorily protected buildings within the site. There are two 19th-century farms on the site and one 20th-century farm. A Ministry of Defence supply depot from the mid-20th century is currently being demolished prior to development. There is a Scheduled Ancient Monument c.300m to the north of the site; this is the remains of West Backworth deserted medieval village. There are two conservation areas in the vicinity, covering the medieval villages of Killingworth and Backworth.
- 1.4 There is evidence of one probable later prehistoric / Roman enclosure within the proposed development area, identified through aerial photography. A resource relating to this probably survives, and there may be further evidence for enclosures and the exploitation of the wider landscape in these periods.
- 1.5 The proposed development area lies between the medieval villages of Killingworth, East Backworth and West Backworth. The southern part of the site was within the boundary of Killingworth Moor. This land was probably used as common land for the grazing of livestock, as some areas are recorded as being boggy and therefore difficult to cultivate. The northern part of the proposed development area may have been used as agricultural land by the three villages. Therefore, evidence for ridge and furrow ploughing and field boundaries may survive below ground. Ridge and furrow survives as earthworks and is visible as cropmarks in some discrete areas; this may be medieval or post-medieval in date.
- 1.6 The fields around Backworth, including the northern part of the proposed development area, were enclosed in the 17th century, eventually forming part of the Backworth estate. Killingworth Moor was enclosed by an act of Parliament in 1790. It is likely that the majority of the proposed development area has been used as agricultural land from the post-medieval period through to modern day. The southernmost part of the site forms the remainder of Killingworth Moor.
- 1.7 During the 19th century, the area was dominated by collieries and their associated wagon- and railways. One such, the Seaton Burn wagonway, ran north-west/south-east across the site, and still survives today as a public footpath and earthwork. The Hillhead Engine was located in the north-western corner of the site, immediately to the north of the wagonway. It is possible that evidence of the engine house and trackbeds survive.
- 1.8 A late 19th century building, Rose Cottage, was located at the junction of the Seaton Burn wagonway and the Killingworth-Backworth road. This was demolished

sometime between 1920 and 1951. Archaeological evidence of this may survive, but is likely to be regarded as being of limited significance.

- 1.9 One field on the north-eastern edge of the site was used as a compound for the construction of the A19 in the 1960s/70s; any archaeological resource in this area may have been truncated or removed.
- 1.10 A small area of land north of Holystone Farm was subject to open cast mining in the 20th century.

Impact assessment

- 1.11 Development over the majority of the area has the potential to remove or truncate both known and possible as yet unknown archaeological resources that may be present through ground reduction and the construction of foundations and associated services.
- 1.12 The area of land north of Holystone Farm that was opencast will not contain an archaeological resource, and there will be no impact here. Similarly any archaeological resource present in Areas 22, 10 and 18 may have been truncated or removed.

Recommendations

- 1.13 It is recommended that the nature and extent of any archaeological resource that may exist on the site is evaluated through geophysical survey in those areas that have not been disturbed or developed, the results of which will need to be supplemented by evaluation trenching. Evaluation of the wagonway and site of the engine house would be required if these areas are to be developed.
- 1.14 It is recommended that a topographical survey of visible earthworks within Fields 1, 4, 16 and 17 is undertaken.

2. Project background

Location (Figures 1 - 3)

- 2.1 The site is located at Killingworth Moor, Killingworth, North Tyneside (NGR centre: NZ 2936 7092). It is irregular in plan, and covers an area of approximately 190 ha. To the west is the village of Killingworth, to the south are Forest Hall and Palmersville, to the south-east is Holystone, and to the north and north-east is the A19. The B1317 runs north-south through part of the proposed development area. The Tyne & Wear Metro line runs north-east/south-west through the eastern corner of the site, between Palmersville and Northumberland Park stations.

Development proposal

- 2.2 The land at Killingworth Moor is proposed for a strategic housing allocation within the emerging North Tyneside Local Plan.

Objective

- 2.3 The objective of the scheme of works was to assess the nature, extent and potential significance of any surviving archaeological resource within the proposed development area, so that an informed decision may be made regarding the nature and scope of any further scheme of archaeological works that may be required in relation to the proposed development.

Specification

- 2.4 The works have been undertaken in accordance with a specification provided by Capita (Appendix 3). The works comprised the study of pertinent cartographic and other historical sources, records of previous archaeological interventions, sites listed in the Historic Environment Record (HER) within 500m of the centre of the proposed development area, and a site walk-over survey. HER references are referred to in brackets throughout the text of this report, and are listed in Appendix 1.

Planning guidance

- 2.5 This assessment and its recommendations are a considered response to the proposed development in relation to Government policy, as it is set out in the *National Planning Policy Framework*.

Dates

- 2.6 The field visit took place on 30th and 31st July 2015. This report was prepared for August 2015.

Personnel

- 2.7 Research was conducted and this report prepared by Rebekah Watson, with graphics by David Graham. The site walk-over survey was conducted by Natalie Swann. The Project Manager was Peter Carne.

OASIS

- 2.8 Archaeological Services Durham University is registered with the Online Access to the Index of archaeological investigationS project (**OASIS**). The OASIS ID number for this project is **archaeol3-219033**.

Acknowledgements

- 2.9 Archaeological Services Durham University is grateful for the assistance of personnel of Alnwick Castle Archives, Tyne and Wear Archives, Northumberland Archives and Graham Deacon of Historic England Archives in facilitating this scheme of works.

3. Landuse, topography and geology

Landuse

- 3.1 At the time of this assessment, the proposed development area comprised 34 distinct areas. Of these, 15 were used for arable cultivation, 17 were used as pasture, one was a small clump of trees, and one was an old military supply depot.

Topography

- 3.2 The proposed development area was predominantly level in the north-west with a mean elevation of approximately 72m OD. The main part of the site, to the south and east of the B1317, slopes gently eastwards, with a mean elevation of c.73m OD near Killingworth in the west, down to approximately 64m OD in the east. The Seaton Burn lies c.2.1km to the north of the site and the Ouse Burn lies c.4.5km to the south-west. The site is approximately 4.5km north of the River Tyne and c.6km west of the coast.

Geology and soils

- 3.3 The underlying solid geology of the area comprises mudstone, siltstone and sandstone of the Pennine Middle Coal Measures Formation of the Carboniferous Period. A major fault, the 90-fathom fault, crosses the centre of the site on a north-east/south-west alignment. Rocks to the north of this fault are downthrown by several hundred metres. The whole site is overlain by Diamicton devensian till (www.bgs.ac.uk). Across the site, the soil is characterised as 'Soilscape 18: slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils' (<http://www.landis.org.uk/soilscales/>).
- 3.4 The displacement caused by the 90-fathom fault means that radically different coal seams are exposed on either side of it, and therefore the history of coal mining between these two areas should be expected to be different.
- 3.5 The Coal Authority records an area of surface mining activity in the eastern corner of the site (<http://mapapps2.bgs.ac.uk/coalauthority/home.html>). This area covers around 11 ha in an area north of Holystone Farm. It is shown on Figure 3. Surface mining will have removed any deposits of archaeological significance from the affected area.

4. Site walk-over survey

- 4.1 A walk-over survey was conducted, to help ascertain the potential of the proposed development area to contain any archaeological resource. The visit noted site topography, earthworks and areas of modern overburden, modern services, boundaries, buildings and other upstanding remains. *Pro forma* recording sheets were completed and the data is summarised in Appendix 2. For convenience the fields have been numbered from 1 to 34 on Figure 3 and throughout the text.

- 4.2 15 fields were under arable cultivation (Areas 5, 6, 7, 8, 9, 10, 13, 14, 15, 21, 23, 24, 25, 30 and 33). Most of the fields contained wheat at various stages of growth; the crop in Areas 15 and 30 had been harvested leaving short crop stubble in the field.
- 4.3 Area 5 was a rectangular field containing mature wheat crop (Figure 13). It was bounded to the south and west by mature hedges and fences, to the east by a track and to the north by the A19. There was a slight slope down from south-west to north-east in this field. Area 6 was a triangular field bounded to the south and east by mature hedges and fences and to the north by a hedge and the ditch of a burn aligned north-east/south-west. Area 7 was irregular in shape and bound by a burn to the east, mature hedges and fences to the west and south and the A19 to the north. Electric pylons crossed the west part of the field. Topographically the field was level. Area 8 was roughly rectangular in shape and contained a mature wheat crop. It was bound by mature hedgerow to the east, west and south and an overgrown bank up to a former railway line to the north. Overhead lines and pylons crossed the north-east part of this area (Figure 14). Area 9 was bounded by metal security fences along the Metro railway line to the east, the A19 to the north and mature hedges and fences to the west and south; it was predominantly level and contained mature wheat crop.
- 4.4 Area 10 was roughly rectangular in shape and split into two by the line of a former railway (Figures 15 & 16). The field contained an immature wheat crop. To the south Area 10 was bounded by a ditch; to the east and west were mature hedgerows and fences. The field boundary shown on the map (Figure 3) dividing the north-west part of Area 10 into two triangles has been removed, though an area of scrub in the north-east part of the field appeared to follow this boundary. The B1317 bounds the site to the west. Area 13 was a large rectangular field containing mature wheat crop. It was bounded to the east, west and south by mature hedgerows and fences and to the north the field was open onto a track. Pylons and overhead lines crossed the field, which sloped gently from north-west to south-east. Area 14 was a rectangular field that sloped gently from north to south; it contained a mature wheat crop and was bounded on three sides by mature hedgerows and fences. The north side was open onto a track. Area 15 was a large roughly rectangular field bounded to the east, west and south by mature hedgerows and fences and open to the north onto a track. In the north-west corner of the area a U-shaped earth bank had been constructed; within the 'U' stone had been put down to create a hard-standing car-parking area.
- 4.5 Area 21 was a very large undulating field of mature wheat crop (Figure 17). The field was bounded to the north-west by metal security fencing, to the north-east by a mature hedgerow, to the east by a post and wire fence, to the south by a metal fence along a sports pitch and wooden fencing to the rear of houses and to the west by a hedge along the line of a former waggonway. Area 23 was an irregular shaped field containing an immature wheat crop. The field was bounded on all sides by hedgerows and fencing and sloped from north to south. Area 24 was a rectangular field of mature wheat. A ditch separated it from Area 10 to the north and it was surrounded on all other sides by a fence and hedge. Area 25 was a large rectangular field of mature wheat with areas of boggy overgrown scrub in the north-west corner. The field boundary shown on maps (Figure 3) in the south-east corner of the field had been removed. It was bounded on all sides by hedges and fences; the B1317 ran along the east edge of the area. Area 30 was a triangular field at the

north-west tip of the site. It was bounded by hedgerow and fences on all three sides, the A1056 ran along the north edge of the field and a farm access road ran to the south. Mature trees occupied a small triangle of land along the south edge; this area was inaccessible but is the known location of a post-medieval engine house associated with a wagonway. This field had been recently harvested and contained hay bales. Area 33 was a triangular field of mature wheat. The A19 ran along the north side of the area and the other two boundaries were hedgerow and fence.

- 4.6 17 of the areas were in use as pasture (Areas 1, 2, 3, 4, 11, 12, 16, 17, 19, 26, 27, 28, 31, 32 and 34); seven of these areas had livestock grazing on them and the rest had been left as set-aside or did not have livestock in on the day of the site visit.
- 4.7 Area 1 was a roughly triangular shaped field, used for grazing horses, at the eastern extent of the site. It was bounded to the west by metal security fencing along the Metro railway line, to the north by the A19 and to the south by a hedgerow and wooden fence. A raised bank could be seen aligned east/west, probably the surviving remains of the wagonway running across the site to the west (Figure 18). Area 2 was roughly rectangular in shape and was bounded by the metro railway line to the east, a wooden fence and the road to Holystone farm to the south, a footpath to the west and the line of a former railway to the north. The field contained short grass at the centre with set aside and overgrown areas around the edges. Area 3 was a small, flat, triangular field used for grazing horses. It was bounded to the east by the metro railway line and to the west and north by hedgerows and fences. Area 4 was a large rectangular field bounded by a fence and hedge to the south and east, a footpath to the east and the line of a former wagonway to the north. The ground cover was the same as Area 2 with areas of short grass and areas of set-aside/overgrown crop. Faint traces of ridge and furrow cultivation could be seen at the west end of this field aligned approximately north/south (Figure 19).
- 4.8 Area 11 was a roughly rectangular field south of Holystone Farm. The field was level and used for grazing horses. It had been divided into paddocks using electric fencing. Farm buildings bounded the field to the north, a post and wire fence separated the field from a footpath and the metro line to the east. The boundaries to the west and south were hedge and fence. Area 12 was a rectangular field to the south-west of Holystone Farm. The field was divided into three with a grazing area separated from an area of cut hay by an electric fence. A post and wire fence further divided the field to give an additional grazing area to the south. The north boundary of the field was a post and wire fence; to the east, west and south were hedges and wooden fences.
- 4.9 Area 16 was a roughly rectangular field of short grass with a single horse grazing. Faint ridge and furrow earthworks could be seen aligned north/south. The field was bounded by mature hedgerows on three sides with metal security fencing to the west. A public footpath crossed the field. Area 17 was an irregular shaped field bounded on all sides by hedgerows; faint traces of ridge and furrow earthworks were identified aligned north-south (Figure 20).
- 4.10 Area 18 was a roughly triangular field towards the south of the site (Figure 21). It was bounded by a post and wire fence to the west, hedgerows to the north and east and wooden fencing to the rear of a housing estate to the south. In the north part of the area a flattened out mound of topsoil was visible, a new drainage ditch had been

excavated along the west side of the field and the south part of the field appeared to have been landscaped. The eastern part of the site was very overgrown with scrub and small trees. The field appeared to have been used for storage of materials during development of the new houses to the south (still under construction). Area 19 was a triangular field of rough grazing surrounded by hedgerows. Pylons and overhead lines crossed the field. Area 20 was a roughly rectangular field of rough pasture. There was a large pile of manure on the north edge of the field. The field was bound to the east by the Metro railway line and a post and wire fence; elsewhere it was surrounded by hedgerows and wooden fences.

- 4.11 Area 26 was a large rectangular field of overgrown grazing south-east of High Farm (Figure 22). The field sloped gently from south to north and was bounded to the south by trees and the line of a former wagonway, to the east and west by hedgerows and wooden fences and to the north by a track from High Farm. Area 27 was a roughly triangular field of overgrown grazing south-west of High Farm. It also sloped gently from south to north and was bound to the south by the line of a former wagonway and elsewhere by hedgerows. Area 28 was a small triangular field of very overgrown scrub bound to the south by the line of a former wagonway and elsewhere by hedgerows. Area 29 was a small triangular area of trees north of the line of the wagonway.
- 4.12 Area 31 was a rectangular pasture field with grazing sheep on the north edge of the study area. It was bounded to the north by the A1056, to the east and west by hedges and post and wire fences and to the south by trees alongside Hill Heads farm. Area 32 was a triangular field of overgrown pasture on the north side of the site (Figure 23). A track to High Farm ran through the area and it was bounded by hedgerows and wooden fences. Area 34 on the south edge of the site was a roughly rectangular field of overgrown pasture with horses grazing; it was bound by post and wire and wooden fences.
- 4.13 Area 22 was the location of a Ministry of Defence supply depot but is currently a demolition site (Figure 24). Buildings shown on the OS maps have all gone with the exception of two small houses on the west edge of Area 16. A concrete access road runs into this area from the B1317; the topsoil has been stripped in places along on the south side of the access road as part of the demolition; most of the area is surrounded by metal security fencing.
- 4.14 Running north-west/south-east through the north part of the site, north of Areas 4 and 8 and crossing through Area 10, was a track. East of the B1317 this track was a green lane, used as a footpath and for farm access (Figure 25). Along most of the length of the path there was a steep bank down either side into the fields, with a ditch running along the field edge outside the bank in some places. Where the track crossed through Area 10, it did not have such prominent banks and ditches on either side. West of the B1317 the track becomes a tarmacked footpath, part of North Tyneside councils network of wagonway paths (Figure 26). Either side of the path was covered in dense trees and vegetation; on the north side of the path a raised earth bank was noted in places, though not the entire length of the path, and there was a steep slope down to the fields north of the track. On the south side of the track the ground was level for the most part, possibly landscaped during the construction of the housing estate and park to the south. This was part of the line of the Seaton Burn wagonway.

5. Aerial photographs

- 5.1 Aerial photographs dating from the first national RAF aerial survey of Britain in 1945/6 up to modern images available online on Google Earth were examined as part of this assessment, together with photographs from various archive sources. Full details of surveys examined are provided in Section 10. Features visible on these photographs are plotted on Figure 3 and summarised in Appendix 2.
- 5.2 A cropmark enclosure (HER 5470) is visible in Area 4 on photographs from surveys in 1946 and 1947 held by Historic England. The enclosure can be seen faintly on photographs from 1947, but is exceptionally clear on the 1946 survey. It is not seen on any aerial photographs from later dates, suggesting that conditions during the 1946 survey were unusually clear. The enclosure is rectilinear, and is believed to date to the Iron Age.
- 5.3 Aerial photographs from surveys in 1969 and 1970 show Area 10 being used as a site compound for the construction of the A19 immediately to the north-east. It is possible that this activity may have truncated any archaeological resource in these areas, particularly the Seaton Burn wagonway (HER 1065) which runs north-west/south-east through this field. As indicated above (4.14), the wagonway is less pronounced in this field than in those to the south-east, lacking its associated banks and ditches, and this could be a result of ground reduction or levelling carried out for the site compound.
- 5.4 Evidence of ridge and furrow ploughing can be seen in Areas 4, 16 and 17, on aerial photographs from 1954, 1966 and 1988. These are still faintly visible as surface earthworks in some parts of the fields (see 4.7 and 4.9); the ridge and furrow in the eastern part of Field 4 is only visible as a cropmark.

6. Historical and archaeological development

Previous archaeological works

- 6.1 Three archaeological desk-based assessments have been conducted within the proposed development area, with a further 18 identified in the surrounding areas of Killingworth, Backworth and Holystone.
- 6.2 A geophysical survey was carried out in the south-eastern corner of the site in 1999, with two more undertaken on land to the immediate north of the site in 2011 and 2014. The latter two surveys subsequently led to archaeological evaluations, which identified post-medieval pits (Archaeological Services 2012a) and a possible Iron Age/Roman enclosure (Archaeological Services 2014). An archaeological evaluation was conducted on the Killingworth wagonway at the south-western corner of the proposed development area, identifying the trackbed of the wagonway (Garrett 2005:4). A further 9 geophysical surveys and 15 archaeological evaluations have been conducted in the surrounding area.
- 6.3 Archaeological monitoring was carried out on an area around the Hillhead Engine in the north-western corner of the proposed development area in 1997, which identified a field boundary and a probable drainage gully associated with the colliery wagonway (Tyne & Wear Museums 1997:2-3). Archaeological monitoring has also taken place in one location in Killingworth and six places in Backworth.

The prehistoric and Roman periods (up to 5th century AD)

- 6.4 A rectilinear enclosure to the north of Holystone Farm, in the eastern corner of the development area, has been identified through aerial photographs (HER 5470; see 5.2). It is thought to be Iron Age in date (Archaeological Services 2012b), but could have continued in use into the Roman period. It has also been suggested that the names of two fields in the area indicate the presence of prehistoric or Roman settlement – ‘The Chesters’ (HER 7758) in the northern part of the proposed development area and ‘Castle Field’ (HER 7759), immediately to the north of the site. Castle Field was investigated during an archaeological evaluation in 2014, which provided palaeoenvironmental evidence suggesting Iron Age or Roman activity on the site (Archaeological Services 2014).
- 6.5 A hoard of gold and silver objects dating to c.140 AD was found at Backworth in 1812 (HER 744), though the exact location is not recorded. The hoard consisted of two silver skillets, one with two silver-gilt trumpet brooches placed inside, one silver and five gold rings, a gold bracelet, two gold chains with a wheel-shaped pendant and a crescent attached, a white bronze mirror, over 280 Roman denarii and two first brass coins of Antoninus Pius. In 1850 most of the items were passed to the British Museum. The nearest known significant area of Roman occupation is the fort of Segedunum at the eastern end of Hadrian’s Wall, just over 4km to the south on the banks of the Tyne.
- 6.6 The area contains a probable archaeological resource for a later prehistoric / Roman settlement, and may contain further settlements or other evidence for exploitation from these periods.

The medieval period (5th century to 1540)

- 6.7 The village of Killingworth has medieval origins, as a long two-row village (HER 800). It is recorded as being held by Roger de Merlay as part of the barony of Morpeth in 1242 (Milne 2003), with 9 taxpayers in 1296, decreasing to 8 in 1312 (HER 800). The prior of the Knights Hospitallers claimed liberties from land in Killingworth in 1294 (Dodds 1930, 419). In 1373, 16 tenements are recorded (HER 800), with the Killingworth family being one of the major landowners, along with the chantries of St. Laurence at Byker and of the Virgin Mary at Benton (Dodds 1930, 420). It is believed that the Killingworths owned the land from the 12th century until the death of the last male heirs in 1704, when the property was divided between four surviving Killingworth sisters – Mehitabel Partis, Blandina Burnett, Deborah Potts and Bathsheba Dale (*ibid*, 427). A junior branch of the Killingworth family held property at Holystone, immediately to the south-east of the proposed development area, which was inherited through the female line by the Punshon family of Wallsend (*ibid*, 428).
- 6.8 The villages of West Backworth (HER 790) and East Backworth (HER 746), to the north-east of the site, both date to the 12th century, when they were owned by Tynemouth Priory (Mackenzie 1825, 415; Whellan 1855, 442). East Backworth is recorded as having a manor in the 13th century (HER 747), but no trace of this survives. There is documentary evidence that the priory owned slate quarries at West Backworth in the 14th century (HER 794; Craster 1907, 91). The township of Backworth is listed in the possessions of Tynemouth Priory surrendered to the Crown in 1538, as part of the Dissolution of the monasteries (Craster 1907, 230), and it is thought that West Backworth had been abandoned by this time (HER 790).

However, well preserved remains of the deserted village survive c.300m to the north of the proposed development area and these have been designated as a Scheduled Ancient Monument. Following the dissolution, Backworth was distributed between a number of landholdings (Archaeological Services 2014).

- 6.9 The road from Killingworth to Backworth, which runs through part of the site, is listed in a 14th century document as the 'Royal Road' (HER 7760). The reason for this name is unknown; it is also described as skirting the field called 'The Chesters' so this place-name must date from at least this period, if not earlier (HER 7758; see 6.4). A medieval cross socket is located at Holystone (HER 315); it is likely that this once marked the boundary between Long Benton and the liberty of Tynemouth Priory. It is also possible that Holystone itself derives its name from the cross located there.
- 6.10 The site itself is located to the north and east of the original medieval settlement of Killingworth, and south-west of Backworth. The southern part of the proposed development area forms Killingworth Moor, an area of common land (HER 1386), which originally covered a much larger area than it does currently. Rights of common belonged to the landowners of Killingworth and Longbenton. It is likely that this land was used for grazing livestock in the medieval period, as much of the moorland, where Palmersville and Forest Hall now stand, was boggy and therefore difficult to cultivate (Milne 2003). However, the land to the north and north-east of the village could have been used for agricultural purposes by the villagers of Killingworth and Backworth – evidence of medieval ridge and furrow ploughing can be found at sites near both these villages (HER 801; HER 797), and in Burradon, to the north-west (HER 795).

The post-medieval period (1541 to 1899)

- 6.11 '*Killingworth*' and '*Blakworth*' are both marked on Speed's 1611 map of Northumberland (Figure 4), but no further details such as roads, buildings or countryside are noted.
- 6.12 The Newcastle races were run on Killingworth Moor in the 17th and 18th centuries, with Scaffold Hill, c.750m to the south, deriving its name from the scaffolds or stands used by the spectators to view the racing (HER 1386; Dodds 1930, 418; Parson & White 1828, 404). Racing is first recorded here in the 1630s (HER 7761) and continued until 1750, when the venue was changed to Newcastle Town Moor (Milne 2003; Archaeological Services 2010).
- 6.13 Killingworth Moor is recorded as the site where the Earl of Carlisle, the lord of the manor, mustered his troops during a military review in 1667 (Dodds 1930, 418), and was also where the county militia assembled to defend Newcastle during the Jacobite rebellion of 1715 (www.keystothepast.info).
- 6.14 Between 1628 and 1664, Ralph Grey, a merchant from Newcastle, bought up 6 of the 10 copyhold farms in the township of Backworth and forced a partition upon the remaining four farmers. All land in the township was enclosed and Grey purchased the southern part of it (Archaeological Services 2014), which included the northern part of the proposed development area. He built a hall there in 1675, which was replaced by the current Backworth Hall in 1778-80 (HER 5167), with formal and walled gardens (HER 11358; HER 5764) and a well, which is also presumed to date to this period (HER 5090).

- 6.15 By the mid-1700s, the village of Killingworth consisted of a street of cottages and farms, with a few larger houses being constructed for the wealthy businessmen and mine owners who were beginning to move to the area. Killingworth House was built in 1732 (HER 11364), and Killingworth Hall, situated to the south, was rebuilt in 1765, though its original date is unknown (HER 7757). Both of these large houses were designed by Lancelot Coxon (Elliott & Smith 1999; North Tyneside Council 2008:8). The sources are not always clear which of the properties is being discussed, but it seems Killingworth Hall and its associated land had been inherited by Mehitabel Partis in the early 18th century, and was sold to John Williams of Newcastle around 1737. On his death in 1763 it was inherited by his son, another John, who rebuilt the hall before selling all his Killingworth property to George Colpitts, in 1767 (HER 7757; Dodds 1930, 428). The initials of Deborah Potts, a sister of Mehitabel Partis, can be found inscribed on the lintel of North Farm (HER 11369), dated to 1725 (Elliott & Smith 1999, 80).
- 6.16 The earliest detailed map of the area was produced by Sauthier for the Duke of Northumberland in 1778 (Figure 5). Although the scale is poor it shows that the fields are enclosed around Backworth and Killingworth, though Killingworth Moor is still unenclosed. The southern part of the proposed development area is located within the moor land. Holy Stone House is marked on the map, in the south-eastern corner of the study area (HER 16237), with the settlement of New Benton immediately to the south (HER 16234). The 'Royal Road' between Backworth and Killingworth appears to follow a diagonal line across the fields rather than its modern route around them. However, the accuracy of this detail is questionable. Gibson's map of 1788 (Figure 6) shows a much more recognisable alignment of this road, the current B1317. Gibson's map shows the two villages much the same size as Sauthier's map, with a notable seat at Killingworth inhabited by '*Colpitts Esq.*' The map shows the house on the north side of the village, and it is unclear whether it represents Killingworth Hall or Killingworth House. Backworth Hall is represented as a notable seat within parkland, belonging to '*Grey Esq.*'
- 6.17 The first stretch of the Killingworth wagonway was opened in 1765 (HER 1083), running north-west/south-east c.500m south-west of the proposed development area. This was the first line used by George Stephenson's earliest locomotive '*Blucher*' and as such is a significant piece of evidence of the history of the north-east. There is also a wagonway at Benton Square of probable 18th century date (HER 1155) that is likely to be associated with the Killingworth wagonway.
- 6.18 The 1800 acres of land that formed Killingworth Moor was enclosed in 1793, under an act of 1790. The enclosure was formed by the construction of West Lane, Great Lime Road and Killingworth Road (North Tyneside Council 2008, 8). The remaining land was divided between the local landowners, with the largest allotments going to the Earl of Carlisle (1/16th), Calverly Bewicke and Shafto Craster (319 acres), Thomas Pugh (188 acres), George Colpitts (129 acres), Balliol College (104 acres), Richard Wilson (96 acres) and Nathaniel Punshon (71 acres) (Dodds 1930, 421). The Earl of Carlisle also held rights to mine minerals and quarries, except those quarries allotted for public use. A map showing the enclosure award for Killingworth Moor, dated 1792 shows the landowners in the proposed development area as Thomas Bonner Esq. and Nathaniel Punshon, with the Killingworth land bordering the Backworth estate to the north.

- 6.19 Mackenzie (1825, 462) records that '*the large mansion-house*' in Killingworth belonged to Henry Utrick Reay Esq., who had married the niece and heiress of George Colpitts, Elizabeth Harrison (Dodds 1930, 428). Again it is unclear whether Reay owned the House or the Hall. Mackenzie writes that in 1825 it was in use as a boarding-school. Killingworth Cottage is recorded as the seat of the Punshon family (HER 7265; Mackenzie 1825, 462; Elliott & Smith 1999, 86). A map of 1818 shows a strip of fields between East House Farm and Holystone Farm as belonging to the Punshon family. The field boundaries marked are still mostly recognisable today. The land to the north is marked as part of the Backworth estate, with most of the land to the south owned by the Earl of Carlisle.
- 6.20 In 1822, after years of disputes over the right to mine coal in the Backworth area, the Grey estate was sold to the Duke of Northumberland (HER 5167). In a map of the estate from c.1820 (Figure 7), the names of the fields in the northern part of the proposed development area, including Holystone Farm (HER 16238), are noted, with the land to the south listed as belonging to Nathaniel Punshon Esq. Another estate map from 1844 (not pictured) shows the fields within the proposed development area as divided between three tenant farms – Holystone Farm to the east, Castle Farm in the centre and Backworth Hill Farm to the west.
- 6.21 Bell's map of 1847 (Figure 8) depicts the proposed development area as under the ownership of five different people – the Duke of Northumberland, the Earl of Carlisle, William Punshon Esq., William Peareth Esq. and Matthew Bell, M.P. Matthew Bell was in fact the son-in-law of Henry Utrick Reay, mentioned earlier (Elliott & Smith 1999, 9; see 6.19). A General Airey and T.R. Pugh Esq. also owned land at the west end of Killingworth, and most of these individuals are still listed as landowners in 1855 (Whellan 1855, 459).
- 6.22 The eastern pit, or High Pit, of Killingworth Colliery (HER 1097) is marked on Bell's map (Figure 8), immediately to the west of the site; the West Moor pit (HER 1082) lies c.1.2km further west. West Moor pit was opened in 1802, with the eastern pit being sunk 10 years later. By 1819, it was the world's deepest coal mine (Elliott & Smith 1999, 74). George Stephenson worked at the colliery from 1804, and his first locomotive, the '*Blucher*' was constructed to haul coal from Killingworth. His safety lamp, nicknamed the 'Geordie' lamp, was also designed and tested there (www.bbc.co.uk/history/). He only left the colliery to embark on the Stockton to Darlington railway in 1821 (Dodds 1930, 56). There were many other collieries in the area, including at Holystone (HER 15455; HER 15456) and Benton Square (HER 15457), with those at Backworth (HER 1104; HER 2159) and Burradon (HER 1079) shown on Bell's map. The pits at Holystone and Benton Square probably had associated wagonways at this time (HER 1153; HER 1141; HER 15355). Another coal mine at Benton Square was also in use during the second half of the 19th century (HER 2165; HER 2167).
- 6.23 Also to be seen on Bell's map (Figure 8) is the Brunton and Shields railway, which runs north-west/south-east across the site (HER 1065), forming the south-western boundary of the northern part of the study area. This opened in 1826, running from Brunton Colliery to the Tyne. Five miles of this line was operated by rope-hauling a series of stationary engines. One of these engines was at Hillhead (HER 1096), in the north-western corner of the proposed development area. The Killingworth wagonway from Burradon Colliery and West Moor Pit can be seen to the south of

the proposed development area, running to the Killingworth staithes on the River Tyne (HER 1083). Another wagonway ran south to join this from the High Pit at Killingworth (HER 1098). Excavations conducted in 2005 identified the remains of the trackbed (Garrett 2005). The Backworth Colliery Railway, opened in 1838 (HER 1058), is also marked on Bell's map. The same year, a small brewery and public house were offered for sale at Backworth Colliery, presumably a popular venue for the miners (HER 4495).

- 6.24 Further evidence of the highly industrial nature of the area can be seen by the prevalence of quarries (HER 1099; HER 2160; HER 2161), with saw mills (HER 1101; HER 2163) and a sand pit (HER 1100) also located in the vicinity. Archaeological excavation to the north of the proposed development area identified two post-medieval pits, though the purpose of these remains unknown (Archaeological Services 2012a). Ridge and furrow was also recorded on this archaeological evaluation, and there is also post-medieval narrow ridge and furrow recorded c.650m to the south-east of the proposed development area (HER 11752); this indicates that agricultural activity was still continuing in the area.
- 6.25 The 1st edition Ordnance Survey map of 1865 (Figure 9) shows the field boundaries in the proposed development area, many of which are still recognisable today. Two buildings are marked in the study area, named as High Farm and Holystone Farm (HER 16238). East House lies immediately on the western boundary of the site. The Brunton and Shields railway is renamed as the Seaton Burn Wagonway (HER 1065). Hillhead Engine (HER 1096) is marked in the north-western corner of the proposed development area. The Blyth and Tyne railway (HER 1086) forms the south-eastern boundary of the proposed development area. Forming the western edge of the site is the wagonway from the High Pit at Killingworth (HER 1098), now marked as 'Old'. Towards the western edge of the proposed development area, Highfield well is marked (HER 7755), with a trackway leading to houses on the eastern edge of Killingworth, with another well marked to the south of the village (HER 7756) along a track from the main street. A ridge pit (HER 1103) is located c.280m to the south of the proposed development area, marked as 'Old Coal Pit'.
- 6.26 Killingworth itself lies along West Lane, with Killingworth Hall and the Killingworth Arms public house (HER 11406) in the centre and The Plough public house to the west. A Wesleyan Methodist Chapel (HER 11373) and smithy are also marked on the 1st edition Ordnance Survey map (Figure 9) at the western end of the village. Killingworth Cottage is named at the eastern end of the village, to the north of the colliery. The Black Boy public house is noted to the west of the site, south of the village. Both the old village tap (HER 11370) and the pond (HER 11374) date to around this period.
- 6.27 By the mid-1800s in Backworth, East Farm (HER 5770) had been constructed, along with a row of six estate cottages, built by the Duke of Northumberland, and known as Duke's Cottages (HER 7245). Expansion had also occurred to the south-east of the proposed development area at Forest Hall, with Beechurst Farm (HER 6120), Clousden Hill House (HER 4938), the Three Tuns public house (HER 11407) and Willow Bridge (HER 9347) all in existence by 1865. The Holystone Inn (HER 11403) and Holystone well (HER 16558) are also recorded at this time. A Primitive Methodist Chapel at Benton Square was also in use during this period (HER 15251).

- 6.28 The only change marked within the proposed development area on the 2nd edition Ordnance Survey map of 1897 (Figure 10) is the construction of Rose Cottage at the junction of the Seaton Burn wagonway and West Lane. The shaft of West Moor pit collapsed in 1882, causing such severe damage that the colliery was closed (Dodds 1930, 56), and it is marked on the map as disused. Killingworth Colliery is now marked as Killingworth Old Pit. A wagonway has been constructed from Palmersville to the Killingworth wagonway (HER 2162). The railway to the south-west is now recorded as the Newcastle, Tynemouth & Newcastle railway (HER 1086). The most significant change in Killingworth itself is the construction of St. John's Church (HER 7260) and associated Vicarage (HER 11377), Church Hall (HER 7262) and graveyard (HER 12414) at the western end of the village. The Wesleyan Chapel has moved to a site north of the Killingworth Arms, and a residential house named Sunnyside has been constructed (HER 11372). Two small streets of houses have been constructed to the south of the Black Boy public house, perhaps to serve the miners of the nearby West Moor pit before its closure.
- 6.29 The 2nd edition Ordnance Survey map (Figure 10) shows significant expansion in Backworth, with six terraces of miners housing being built to the east. However, the rest of the village appears the same as 30 years previously. To the south of the proposed development area, a new school has been built in Benton Square (HER 11405), and a whole new village, Palmersville, has appeared c.150m south of the site, with a Wesleyan Methodist Chapel (HER 15264) to accompany it.

The modern period (1900 to present)

- 6.30 Little change took place within the proposed development area between 1897 and 1920; the only difference marked on the 3rd edition Ordnance Survey map (Figure 11) being that the Hillhead Engine had fallen out of use. This stasis can also be seen in most of the surrounding villages; the only expansion that has occurred is around West Moor and Forest Hall. It has been theorised that the lack of change in Killingworth particularly was due to the closure of the colliery, but there must still have been sufficient population to justify the rebuilding of the Plough Inn in 1910 (HER 11365; North Tyneside Council 2008, 9). The Burradon and Holywell wagonway is shown running east/west c.400m north of the proposed development area, providing a link between the Seaton Burn wagonway and the Newcastle, Tynemouth and Newcastle railway (HER 8104). A memorial to the First World War was erected in Backworth in 1922 (HER 10971). A guidepost in Forest Hall (HER 11408) also dates to the early 19th century, though it has been moved from its original position.
- 6.31 Landowners in the area in 1930 are listed as the Duke of Northumberland, C. E. Slater, Captain Leonard W. Atkinson, and the families of Pugh, White and Punshon, all descendants of the Killingworth family (Dodds 1930:422). Backworth Hall was converted to a Miner's Welfare Hall in 1937 (HER 5167) and subsequently incorporated a golf and cricket club (HER 16820).
- 6.32 A Ministry of Defence anti-aircraft supply depot (HER 1828) was constructed c.1938 within the south-east corner of the proposed development area, to serve Tyneside with ammunition and storage facilities for vehicles and armaments during World War 2 (NAA 2014). A searchlight battery was located at Palmersville (HER 5525), and a Commonwealth War Commissions headstone can be seen in St. John's churchyard, Killingworth (HER 11275).

- 6.33 The 1951 Ordnance Survey map (not reproduced) shows the Seaton Burn wagonway as 'Old wagonway', with Rose Cottage and the Hillhead Engine no longer marked. The Ministry of Defence depot is noted. There has been a little expansion within Killingworth village, with the construction of two houses to the east of Killingworth Hall, opposite Killingworth House. These are named The Gate House and The Tower (HER 11371), and are believed to be two of the earliest concrete buildings in the country, dating to 1929. They were built by Carl Eagle, an inventor and chemist, who lived in Killingworth House at the time (Elliott & Smith 1999, 85; North Tyneside Council 2008, 9). Killingworth House was demolished in 1956, and the housing estate of Castles Green was built on the site in the late 1970s. The brick wall that forms the northern boundary of this estate is the original garden wall of Killingworth House (HER 11364). A street of houses named 'Hillside' was built in 1937, to replace a row of earlier miner's cottages (HER 11366).
- 6.34 It is not until the 1976 Ordnance Survey map (Figure 12) that significant change or development can be seen around the proposed development area. This map shows the A19 road, which forms the north-eastern boundary of the site. One field in the north of the proposed development area was used as a site compound during the construction of the A19, as seen on aerial photographs from 1969/1970 (see 5.3). The 1976 map also shows that the road between Killingworth and Backworth has been realigned, to form a gentle bend rather than 90° turns. There is also significant expansion to the west of the proposed development area and north of the village, with the creation of Killingworth Township. The Amberley Building formed the first building of the Citadel, as the town centre of Killingworth Township was known, and was constructed in 1967 (HER 15123). Killingworth House has been knocked down, though the Castles Green development has not yet been constructed. Three school buildings have been built around St. John's Church, with a boating lake (HER 9484) located to the west of them. This lake forms part of a park created in the mid-1960s to landscape the derelict West Moor Pit. Within the proposed development area itself the only change is the construction of a poultry farm to the west of High Farm, in the northern corner of the site. A new housing estate has been built to the west of Backworth, c.350m north of the proposed development area. The art installation of the 'Killingworth Hippopotami' (HER 9475) dates to the 1970s, as does the 'Locomotive' (HER 11120), erected in honour of George Stephenson's achievements in the area. Extensive residential developments have been constructed south of the proposed development area, around Forest Hall.
- 6.35 The 1985 Ordnance Survey map (not pictured) shows further residential expansion to the north of Killingworth village. Around 1990, the poultry farm in the north of the site was redeveloped as a farm shop. Satellite imagery from 2001 shows yet more houses constructed to the north and east of the 1980s development, reaching to the boundaries of the proposed development area. It also shows that the site of Killingworth High Pit has been reclaimed and landscaped, with a colliery wheel put on display (HER 9477). A war memorial, named 'Jigsaw', was erected in Killingworth Township in 2000 to honour those who have died in conflict since 1945 (HER 9476).
- 6.36 Open cast mining was undertaken in the eastern corner of the proposed development area (see Figure 3), north of Holystone Farm during the 20th century (<http://mapapps2.bgs.ac.uk/coalauthority/home.html>). This was to the south of the 90-fathom fault, whereas the collieries in the near vicinity are all to the north of it.

The buildings

- 6.37 There are no statutorily protected buildings within the site. Of the buildings within the proposed development area, High Farm and Holystone Farm are marked on the 1st edition Ordnance Survey map of 1865 (Figure 9), while the farm shop is of mid-20th century date. The Ministry of Defence depot buildings are currently being demolished prior to development. There are nine Grade 2 listed buildings in the vicinity, five in Killingworth village and four in Backworth (Appendix 1). There are also 6 features on the North Tyneside Local List, including Backworth Hall Gardens and the 'Jigsaw' war memorial, but these are also unlikely to be affected by the proposed development. A heritage statement has been drafted which considers the effect of the development on historic assets such as the buildings within the area (Capita 2015).

Scheduled Ancient Monuments and other Designated Heritage Assets

- 6.38 There are no Scheduled Ancient Monuments within the proposed development area, but the remains of West Backworth deserted medieval village (HER 790) lie to the north of the site. This is a Scheduled Ancient Monument. Killingworth Conservation Area (HER 11875) covers all of the original medieval settlement to the west of the proposed development area. Backworth Conservation Area (HER 11876) covers the medieval core of East Backworth, and large swathes of land immediately to the north and south of the village
- 6.39 For further details and information on the listed buildings and heritage assets, see the Heritage Statement (Capita 2015).

7. The potential archaeological resource

- 7.1 There is evidence of one probable later prehistoric / Roman enclosure within the proposed development area, identified through aerial photography. A resource relating to this probably survives, and there may be further evidence for enclosures and the exploitation of the wider landscape in these periods.
- 7.2 The proposed development area lies between the medieval villages of Killingworth, East Backworth and West Backworth. The southern part of the site was within the boundary of Killingworth Moor. This land was probably used as common land for the grazing of livestock, as some areas are recorded as being boggy and therefore difficult to cultivate. The northern part of the proposed development area may have been used as agricultural land by the three villages. Therefore, evidence for ridge and furrow ploughing and field boundaries may survive below ground. Ridge and furrow survives as earthworks and is visible as cropmarks in some discrete areas; this may be medieval or post-medieval in date.
- 7.3 The fields around Backworth, including the northern part of the proposed development area, were enclosed in the 17th century, eventually forming part of the Backworth estate. Killingworth Moor was enclosed by an act of Parliament in 1790. It is likely that the majority of the proposed development area has been used as agricultural land from the post-medieval period through to modern day. The southernmost part of the site forms the remainder of Killingworth Moor.
- 7.4 During the 19th century, the area was dominated by collieries and their associated wagon- and railways. One such, the Seaton Burn wagonway, ran north-west/south-

east across the site, and still survives today as a public footpath and trackway. The Hillhead Engine was located in the north-western corner of the site, immediately to the north of the wagonway. It is possible that evidence of the engine house and trackbeds survive.

- 7.5 A late 19th century building, Rose Cottage, was located at the junction of the Seaton Burn wagonway and the Killingworth-Backworth road. This was demolished sometime between 1920 and 1951. Archaeological evidence of this may survive, but is likely to be regarded as being of limited significance.
- 7.6 One field on the north-eastern edge of the site was used as a compound for the construction of the A19 in the 1960s/70s; any archaeological resource in this area may have been truncated or removed.
- 7.7 A small area of land north of Holystone Farm was subject to open cast mining in the 20th century, probably in the late 1980s
- 7.8 The regional research framework (Petts & Gerrard 2006) contains an agenda for archaeological research in the region, which is incorporated into regional planning policy implementation with respect to archaeology. In this instance, the potential archaeological resource could address a number of agenda items, including Agenda Items Iii: Late Bronze Age and Iron Age Settlement, Ri: The Iron Age to Roman Transition, MDii: Later Medieval Landscape, PMii: Post-medieval Industrialisation and PMviii: Post-medieval Industrialisation Intensification 1790-1830.

8. Impact assessment

- 8.1 Development over the majority of the area has the potential to remove or truncate both known and possible as yet unknown archaeological resources that may be present through ground reduction and the construction of foundations and associated services.
- 8.2 The area of land north of Holystone Farm that was opencast will not contain an archaeological resource, and there will be no impact here. Similarly any archaeological resource present in Areas 22, 10 and 18 may have been truncated or removed.

9. Recommendations

- 9.1 It is recommended that the nature and extent of any archaeological resource that may exist on the site is evaluated through geophysical survey in those areas that have not been disturbed or developed, the results of which will need to be supplemented by evaluation trenching. Evaluation of the wagonway and site of the engine house would be required if these areas are to be developed.
- 9.2 It is recommended that a topographical survey of visible earthworks within Fields 1, 4, 16 and 17 is undertaken.

10. Sources

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Geotechnical works

No records of geotechnical works within the proposed development area were available for this assessment.

Appendix 1: Historic Environment Record

The tables include sites recorded within the vicinity of the proposed development area (within an approximate radius of 500m from the site).

Historic Environment Record

(PRN = Public Record Number, SAM = Scheduled Ancient Monument)

PRN	SAM	Description	Date
315		Holystone cross socket	Medieval
744		Backworth Roman hoard	2nd century
746		East Backworth village	12th century
747		Backworth manor	13th century
790	*	West Backworth village	12th century
794		West Backworth slate quarries	14th century
795		Burradon common fields	Medieval
797		Backworth common fields	Medieval
800		Killingworth village	13th century
801		Killingworth common fields	Medieval
1058		Backworth colliery railway	19th century
1065		Seaton Burn wagonway	19th century
1079		Burradon colliery	19th century
1082		West Moor Pit, Killingworth colliery	19th century
1083		Killingworth wagonway	18th century
1086		Newcastle, Tynemouth and Newcastle railway	19th century
1096		Hillhead Engine	19th century
1097		High Pit, Killingworth colliery	19th century
1098		Killingworth wagonway	19th century
1099		Closinghill quarry, Longbenton	19th century
1100		Sand pit, Longbenton	19th century
1101		Saw mill, Killingworth	19th century
1103		Ridge pit, Killingworth	19th century
1104		Backworth colliery	19th century
1141		Wagonway, Benton Square	19th century
1153		Wagonway, Holystone	19th century
1155		Wagonway, Benton Square	18th century?
1386		Killingworth Moor	Medieval?
1828		Anti-aircraft supply depot, Killingworth	20th century
2159		Shaft, Backworth	19th century
2160		Quarry, Killingworth	19th century
2161		Quarry, Killingworth	19th century
2162		Wagonway, Killingworth	19th century
2163		Saw mill, Killingworth	19th century
2165		Coal shaft, Benton Square	19th century
2167		Possible coal mine, Benton Square	19th century?
4495		Northumberland Place Brewery, Backworth	19th century
4938		Earlington House/Clousden Hill House, Forest Hall	19th century
5090		Well, Backworth/Hall	18th century?
5167		Backworth Hall	18th century
5470		Rectilinear enclosure, Holystone	Iron Age
5525		Searchlight battery, Palmersville	20th century
5764		Backworth Hall walled garden	18th century
5770		East Farm, Backworth	19th century
6120		Beechurst, Forest Hall	19th century
7245		Duke's Cottages, Backworth	19th century
7260		St. John's Church, Killingworth	19th century
7262		Church hall, Killingworth	19th century
7265		Killingworth Cottage	18th century
7755		Highfield Well, Killingworth	19th century
7756		Well, Killingworth	19th century
7757		Killingworth Hall	18th century
7758		Possible enclosure, The Chesters, Killingworth	Iron Age?

PRN	SAM	Description	Date
7759		Possible enclosure, Castle Field, Killingworth	Iron Age?
7760		Royal Road, Killingworth	14th century
7761		Killingworth race course at Scaffold Hill	17th - 18th centuries
8104		Burradon and Holywell wagonway	20th century
9347		Willow Dene Bridge, Forest Hall	19th century
9475		Hippopotami, Killingworth	20th century
9476		'Jigsaw' war memorial, Killingworth	21st century
9477		Colliery wheel, Killingworth	20th century
9484		Killingworth Lake and Park	20th century
10971		War memorial, Backworth	20th century
11120		'Locomotive', Killingworth	20th century
11275		Headstone, St. John's, Killingworth	20th century
11358		Backworth Hall gardens	18th century
11364		Killingworth House	18th century
11365		The Plough Inn, Killingworth	20th century
11366		'Hillside', Killingworth	20th century
11369		North Farm, Killingworth	19th century
11370		Old village tap, Killingworth	19th century
11371		The Tower and The Gate House, Killingworth	20th century
11372		'Sunnyside', Killingworth	19th century
11373		Methodist Chapel, Killingworth	19th century
11374		Pond, Killingworth	19th century
11377		Vicarage, Killingworth	19th century
11403		Holystone Inn, Holystone	19th century
11405		School, Benton Square	19th century
11406		The Killingworth Arms, Killingworth	19th century
11407		The Three Tuns Inn, Killingworth	19th century
11408		Guidepost, Forest Hall	20th century
11752		Ridge and furrow, Wallsend	Post-medieval
11875		Killingworth Conservation Area	20th century
11876		Backworth Conservation Area	20th century
12414		Churchyard, St. John's, Killingworth	19th century
15123		Amberley Building, Killingworth	20th century
15251		Primitive Methodist Chapel, Benton Square	19th century
15264		Wesleyan Methodist Chapel, Palmersville	19th century
15355		Wagonway to Choice Pit, Long Benton	19th century
15455		William Pit, Holystone	19th century
15456		Choice Pit, Holystone	19th century
15457		Benton Square Pit	19th century
16234		Benton Square, Holystone	18th century
16237		Holystone House	18th century
16238		Holystone Farm	19th century
16558		Holystone well, Shiremoor	19th century
16820		Backworth golf club and cricket club	20th century

Listed buildings

LB No.	PRN	Description	Grade
1025386	-	East House Farmhouse, Killingworth	II
1025395	-	East Farmhouse, Killingworth	II
1184227	7260	Church of St. John the Evangelist, Killingworth	II
1184235	11369	North Farmhouse, Killingworth	II
1184242	7265	Killingworth Cottage, West Lane, Killingworth	II
1184292	-	The old cottage and stables and loft adjoining, Backworth	II
1354995	5167	Backworth Miner's Welfare Hall (formerly Backworth Hall)	II
1354996	7245	Duke's Cottages and wall in front, Backworth	II
1406711	10971	Backworth war memorial	II
-	9475	Hippopotami, Killingworth	Local
-	9476	'Jigsaw' War Memorial, Killingworth	Local
-	9484	Killingworth Lake and Park	Local
-	11358	Backworth Miner's Welfare Hall Gardens	Local

LB No.	PRN	Description	Grade
-	-	Backworth Green	Local

Previous archaeological interventions

PRN	description
1996/17	North Tyneside: Dudley – Holystone Water Main: assessment of archaeological potential
1997/15	Dudley – Holystone Water Main, North Tyneside: watching brief
1999/20	Palmerstonville: geophysical survey
2005/98	Killingworth Waggonway, north of Great Lime Road, Killingworth: archaeological evaluation
2010/111	Scaffold Hill, North Tyneside: archaeological desk-based assessment
2011/18	West Shiremoor, Shiremoor, North Tyneside: archaeological desk-based assessment
2011/35	West Shiremoor, Shiremoor, North Tyneside: geophysical survey
2012/123	Land at Forest Gate, Palmerstonville, North Tyneside: archaeological desk-based assessment
2012/124	West Shiremoor, Shiremoor, North Tyneside: archaeological evaluation
2014/81	West Shiremoor (North), Shiremoor, North Tyneside: archaeological desk-based assessment
2014/82	West Shiremoor (North), Shiremoor, North Tyneside: geophysical survey
2014/85	Former Ministry of Defence Depot, Killingworth, North Tyneside: buildings survey and assessment of significance
2014/95	West Shiremoor (North), Shiremoor, North Tyneside: archaeological evaluation

Appendix 2: Summary of field survey/aerial photograph results

Field no.	Description	Features
1	Pasture for horses	East/west raised earth bank
2	Pasture	
3	Pasture for horses	
4	Pasture	Ridge and furrow; possible prehistoric enclosure
5	Arable crop	
6	Arable crop	
7	Arable crop	
8	Arable crop	
9	Arable crop	
10	Arable crop	19th century wagonway; 1960s construction site
11	Pasture for horses	
12	Pasture	
13	Arable crop	
14	Arable crop	
15	Recently harvested crop	'U'-shaped earth bank
16	Pasture for horses	Ridge and furrow
17	Pasture	Ridge and furrow
18	Scrubland, storage for construction site	Modern drainage ditch; possible landscaping
19	Rough pasture	
20	Rough pasture	
21	Arable crop	
22	Demolition site	Mid-20th century buildings currently being demolished
23	Arable crop	
24	Arable crop	
25	Arable crop, scrubland	
26	Overgrown pasture	
27	Overgrown pasture	
28	Scrubland	
29	Trees	
30	Recently harvested crop	
31	Pasture for sheep	
32	Overgrown pasture	Trackway to High Farm
33	Arable crop	
34	Pasture for horses	

Appendix 3: Project specification



North Tyneside Local Plan
Killingworth Moor Strategic Development Site
Archaeological Desk Based Assessment Brief

June 2015



Introduction

Killingworth Moor (site grid reference: NZ2936 7092), which is approximately 190 hectares in size, has been identified as a suggested strategic allocation within the emerging North Tyneside Local Plan. The site boundary is displayed in Appendix 1.

A number of archaeological sites are known to be within the development site. The HER¹ entries for these are available at Appendix 2. There may be other sites or assets within or immediately adjacent the site for which there is no HER record.

A Desk Top Assessment is required to appraise the likelihood that important archaeological deposits survive on the site, and assess the impact on those deposits by construction work associated with the proposed development. It will make recommendations for further archaeological work required. It is anticipated that geophysics will be required and fieldwalking on any arable fields. The key parts of the assessment process are the examination of aerial photographs (not just Google Earth) and a walk over survey.

The assessment must be carried out by a suitably qualified and experienced archaeological organisation. The purpose of this brief is to obtain tenders for this work. The report must be the definitive record for deposition in the Tyne and Wear HER.

A draft Heritage Statement has already been produced that identifies the built heritage assets on the site and assesses their significance. The appointed archaeologist must read this document before starting work, as it intended that the work contained therein need not be repeated.

This Brief has been prepared by Jennifer Morrison, Tyne and Wear Archaeology Officer, on behalf of the Tyne and Wear Specialist Conservation Team.

Research Aims and Objectives

The assessment should make reference to Regional and Thematic Research Frameworks.

'Shared Visions: The North-East Regional Research Framework for the Historic Environment' by David Petts with Christopher Gerrard, 2006 notes the importance of research as a vital element of development-led archaeological work. It sets out key research priorities for all periods of the past allowing commercial contractors to demonstrate how their fieldwork relates to wider regional and national priorities for the study of archaeology and the historic environment. The aim of NERRF is to ensure that all fieldwork is carried out in a secure research context and that commercial contractors ensure that their investigations ask the right questions.

¹ Tyne and Wear Historic Environment Record



See <http://www.algao.org.uk/Association/England/Regions/ResFwks.htm>

'Frontiers of Knowledge' edited by Matthew FA Symonds and David JP Mason 2010 is the Research Framework for Hadrian's Wall, part of the Frontiers of the Roman Empire World Heritage Site. The aim of the publication is to assess the existing knowledge base for our understanding of the monument, to identify and prioritise key themes for future research and to set out a strategy and action plan by which the initial set of objectives might be achieved.

Ideally and where possible the evaluation should cross-reference its aims and objectives to national priorities, defined in SHAPE (Strategic Frameworks for Historic Environment Activities and Programmes in English Heritage), and the English Heritage Research Agenda 2005-2010.

Where appropriate note any similar nationwide projects using ADS, internet search engines, ALSF website, HEEP website, OASIS, NMR excavation index.

All work must be carried out in compliance with the codes of practice of the Institute of Field Archaeologists and must follow the IFA Standard and Guidance for Archaeological Desk Based Assessments, revised September 2001
www.archaeologists.net

Project Design

Because this is a detailed specification, a Project Design is not required from the appointed archaeologist. The appointed archaeologist is expected comply with the requirements of this specification.

Archaeological Brief

1. The Assessment must inform the planning authority of the archaeological and historical importance of the site.
2. The following sources **must** be consulted:
 - Tyne and Wear Historic Environment Record, Newcastle City Council, Development Management, Civic Centre, Barras Bridge, Newcastle upon Tyne NE1 8QH. Telephone (0191) 2116218 or jennifer.morrison@newcastle.gov.uk

An appointment must be made.



Archaeological contractors are advised that there is a search fee payable for consulting the HER (Access and Pricing Policy available on request). Contractors visiting the HER in person and conducting their own research will be charged the basic search fee of **£50** plus photocopying costs.

GIS shapefiles and an Excel spreadsheet of monument data from the HER database can be provided by email if required. This will be charged at £50 per half hour of the Archaeology Officer's time. Typically an HER search will take around one hour so will cost **£100**. Particularly large search areas will cost more

Event data cannot be provided digitally. Nor can the paper archive, which is held by the HER (maps, photos, articles on individual monuments etc). Digital copies of grey literature reports are not sent out due to copyright restrictions. These have to be viewed in person in the HER office.

The County Industrial Archaeologist, Ian Ayris must be consulted on any industrial aspects of the Assessment (Telephone (0191) 2777190 or ian.ayris@newcastle.gov.uk)

- **Archive Sources**

Please note - Tyne and Wear is a modern county (in operation as a County Council 1974-1986). The area was formerly divided between County Durham and Northumberland. Archive sources for Tyne and Wear are therefore spread between Tyne and Wear Archives, County Durham Record Office, Northumberland Museum and Archives and 5 district local studies libraries. Those relevant are:

- Northumberland Museum and Archives at Woodhorn, Queen Elizabeth II Country Park, Ashington NE63 9YF (open Wed-Sun) 01670 528041

Mostly holds records for Newcastle and North Tyneside but does hold some records relating to those districts south of the River Tyne and has a lot of mining records.

- Tyne and Wear Archives at Blandford House, Blandford Square, Newcastle upon Tyne NE1 4JA (tel. 0191 2326789 ext 407)

Amongst other items they hold Building Control Plans for Tyne and Wear which provide useful information on the location of cellars or basements or other features which may have destroyed or truncated archaeological deposits. The location of the cellars or areas of disturbance must be marked on a plan in the finished report.

- North Tyneside Central Library, Customer First Centre, Northumberland Square, North Shields NE30 1QU (tel. 0191 6435270)
- Mining Institute Library, Neville Hall, Westgate Road, Newcastle upon Tyne
National Record of the Historic Environment (NRHE), Kemble Drive, Swindon SN2 2GZ (tel. 01793 414600)

www.pastscape.org.uk – publicly accessible online version of the NRHE



- Any other local resource with relevant information.

Useful Websites

www.twsitelines.info - **not** to be used instead of visiting the HER in person because it is only updated every six months and does not include event data/grey literature reports

<http://local.live.co.uk> – aerial photographic coverage

www.finds.org.uk Portable Antiquities Scheme

<http://museums.ncl.ac.uk/archive/index>

www.sine.ncl.ac.uk

www.beamishcollections.com – building and street photographic collection

<http://www.twmuseums.org.uk/museum-and-gallery-collections.html> - art and objects collection

www.helm.org.uk

www.wellinever.info

<http://www.flickr.com/photos/newcastlelibraries> - Tyneside Life and Times

www.magic.gov.uk/website/magic/

www.tomorrows-history.com

www.dur.ac.uk/picturesinprint/

www.englandspastforeveryone.org.uk

www.nemlac.co.uk – North East Museums Libraries & Archives Council

www.collectbritain.co.uk/galleries - Grimm's sketches of C18 Northumberland and Durham

www.newcastle.gov.uk/SOPNE - images of the NE region

www.neemark.com - collection of mining archives based at Murray Library, Sunderland University

www.dmm.org.uk – Durham Mining Museum



<http://coal.decc.gov.uk/en/coal/cms/publications/data/map/map.aspx> Coal Authority Interactive Map Viewer (shows mine shafts and development high risk areas)

www.english-heritage.org.uk/server/show/nav.9596 - database of all English Heritage Department reports completed since 2006

www.britarch.ac.uk/archlib

www.biab.ac.uk

Documentary Sources

All relevant documentary sources relating to the vicinity must be consulted and synthesised within the report (and images copied if copyright allows this), including:

- local history books
- journals
- papers
- documents
- county histories
- trade directories
- census returns
- council minutes
- court rolls
- wills
- newspaper cuttings
- historic photographs and postcards
- prints and engravings

Cartographic Sources

All relevant cartographic sources relating to the vicinity must be consulted and synthesised within the report (and copied if copyright allows this), including:

- historic mapping
- archive plans
- building control plans
- surveys
- Goad Insurance Plans
- estate plans
- tithe maps
- OS mapping – all editions first to present

The National Library of Scotland has digitised the historic OS maps:

<http://maps.nls.uk/geo/find/#zoom=6&lat=56.71138&lon=4.9&layers=B000000TFFFFFFFFFFFTTTTTTTTTT>



Geological bedrock and drift mapping

Geological bedrock and drift mapping for the area must be analysed.

Aerial Photographs

There must be a search of aerial photographs at:

- University of Newcastle <http://museums.ncl.ac.uk/archive/index>
- North Tyneside Council
- The NRHE at Swindon
- Aerofilms Collection 1916 to 2006, NMR Katy.Whitaker@englishheritage.org.uk
- <http://local.live.co.uk>
- www.ukaerialphotos.com – online RAF photos from WW2 to present day
- Cambridge University Committee on Aerial Photography
- Google Earth
- Google Maps

3. The Assessment must describe the land-use history of this part of Killingworth and assess the probability that archaeological deposits survive on this site.
4. The Assessment must describe the geology, topographic position, soil type and drainage of the site, using geological and soil survey maps. The report must make reference to the anticipated preservation conditions likely to be encountered on the site, especially relating to variables affecting the preservation of biological or organic remains.
5. The archaeological contractor must make at least one site visit and the finished Assessment will briefly describe the current condition of the site. Site photographs must be included in the finished report.

The Assessment Report

The Assessment report must contain and synthesise the results of the analysis of all the sources mentioned above. As far as possible, all maps shown should be at the same scale, to assist in comparing maps of different date and scale, ideally as overlays on a modern base-map, although highlighted enlargements may be used to facilitate the addition of extra annotation.

The report must include a catalogue/gazetteer of features of archaeological or historical interest within or close to the study area. This would include the West Backworth Medieval Village scheduled ancient monument. Their location must be



shown on a site plan. This must include all sites of interest, **not** just those currently included in the HER.

A final section of the report should consist of recommendations (in the opinion of the consultant, after assessing all evidence available at the present time) about the type, scale and location of any future archaeological work needed to locate and record historic buildings or archaeological deposits suspected on the site. If evaluation is recommended then the finished report will include a site plan showing the scale and location of suggested trial trenches.

The report must have the following features:

- i. Site location plan and grid reference
- ii. Plan of proposed development
- iii. List of all sources consulted, and their location
- iv. Details of field visits undertaken by the consultant
- v. Site photographs
- vi. Geology of site
- vii. Period by period discussion of site history and development
- viii. Historic map regression
- ix. Aerial photographs with transcription of any potential archaeological features
- x. Plan showing location of cultural heritage features (not just those on HER)
- xi. Copies of any relevant archive plans and historic photographs
- xii. Brief discussion of the potential of the site in relation to NERRF, EH research agenda and other relevant agenda
- xiii. A card cover with title, date, author, consultant organisation and commissioning client
- xiv. Some form of binding which allows easy copying of the report
- xv. Copy of this specification

One paper copy of the report needs to be submitted:

- for deposition in the County HER

Two pdf copies on CD are needed:

- one for the commissioning client
- and one for deposition in the County HER - to be sent with the paper report but not attached to it.

Timescales

In order for the conclusions of Archaeological Assessment to inform the ongoing masterplanning work at Killingworth Moor and Murton Gap, Capita North Tyneside would seek preparation of a Final Draft by **end of August 2015**.

OASIS



The Tyne and Wear County Archaeologist supports the Online Access to the Index of Archaeological Investigations (OASIS) project. This project aims to provide an online index/access to the large and growing body of archaeological grey literature, created as a result of developer-funded fieldwork.

The archaeological contractor is therefore required to register with OASIS and to complete the online OASIS form for their desk based assessment at <http://www.oasis.ac.uk/>. Please ensure that tenders for this work takes into account the time needed to complete the form.

Once the OASIS record has been completed and signed off by the HER and NMR the information will be incorporated into the English Heritage Excavation Index, hosted online by the Archaeology Data Service.

The ultimate aim of OASIS is for an online virtual library of grey literature to be built up, linked to the index. The unit therefore has the option of uploading their grey literature report as part of their OASIS record, as a Microsoft Word document, rich text format, pdf or html format. The grey literature report will only be mounted by the ADS if both the unit and the HER give their agreement. The grey literature report will be made available through a library catalogue facility.

Please ensure that you and your client understand this procedure. If you choose to upload your grey literature report please ensure that your client agrees to this in writing to the HER.

For general enquiries about the OASIS project aims and the use of the form please contact:

Mark Barratt at the National Monuments Record (tel. 01793 414600 or oasis@english-heritage.org.uk).

For enquiries of a technical nature please contact:

Catherine Hardman at the Archaeology Data Service (tel. 01904 433954 or oasis@ads.ahds.ac.uk).

Or contact the Tyne and Wear Archaeology Officer, Jennifer Morrison.

[illegible]

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Appendix 2

- HER 315 Holystone, cross socket

Cross socket, said by O.S. to consist of a stone 0.7 m square of sandstone, with a socket 0.2 x 0.15 m. It is assumed to be the base of a cross on the boundary of Billy Mill Moor, aka the boundary between Long Benton and the liberty of Tynemouth priory. A late C17 description went thus: "... and so north-west to a stand with a hole in it, wherein, as it should seem, hath stood a cross; and from thence directly to Backworth dicke...".

- HER 1065 Seaton Burn Wagonway (Brunton and Shields Railway)

Wagonway, from Seaton Burn Colliery, NZ 2370 7402. Named Seatonburn Wagonway on 2nd edn OS mapping. Had Hillhead Engine at NZ 2826 7210 (SMR 1096), also Shiremoor Engine and another unnamed engine house, (SMR 1142, 1171). Southern terminus was at Seatonburn Colliery Staiths (SMR 2115) NZ3375 6566. Overlay the earlier Brunton & Shields Railway, this line was opened in stages in 1826 and 1837 by Grand Allies, and built by Benjamin Thompson. It had five inclined planes with engines, working a reciprocating system on one section, with half chaldron wagons. It was converted to standard gauge some time after 1860, probably in 1867 when the Dinnington Colliery was sunk and connected to the wagonway system. The rope-worked system was so successful that it was used as the model for the Liverpool & Manchester Railway. In the 1890's part of this line was reused for the Fawdon Railway, see SMR 1078. From Seaton Burn to Wideopen the line is on a rising gradient of 1:380. The route of the line survives in many areas, although the bridge which carried the line over the former North Road (SMR 1067) was demolished c.1986 {2-4}. The 1826 Brunton and Shields Line (now known as the Seaton Burn Wagonway) originated at Brunton Colliery and followed a north and north-easterly curving route past Wideopen and Dinnington before turning south-east to Percy Main. From here the line supposedly ran to the Tyne at Whitehill Point (the termination of the Backworth Colliery wagonway) though the earliest available plan, thought to date from c.1830, shows the line turning sharply southwards just beyond Percy Main village and running SSW on the present course to staiths on the Tyne close to the Salt Works (later the Lead Works) at Hayhole. The Brunton- Shields line measured just over 9 and 3/4 miles in total length and was laid out at a gauge of 3' 6". The route of the railway ran across land belonging to a number of landowners and the wayleave was held by William Wood. A Newcastle railway venturer, and subsequently his executors John Anthony Wood, Mathew Charles Wood and Thomas Hood Henderson. The Brunton and Shields Railway consisted of a series of inclines. Five miles of the route were fully rope-hauled and worked by stationary engines on each plane, the wagons achieving speeds of 6-10 miles per hour. The speed and efficiency with which the Brunton and Shields Railway operated using this system was so impressive that it was recommended to be copied for the Liverpool and Manchester Railway. There were engines at Percy Main (Tyne Plane), Flatworth, Shiremoor, Hillhead and Brunton. The establishment of the Brunton and Shields Railway was a boon to small collieries along its route which could not afford to construct their own direct access to staiths and were obliged to negotiated



wayleaves to connect to and transport coal along wagonways belonging to other companies. Fawdon Colliery, which opened in 1810, connected to the Brunton and Shields line in 1826. Another small company, Wideopen Colliery, linked itself to the Brunton and Shields route in 1827. By 1835 these two collieries were the named occupiers and lessees of the wagonway. The last colliery to connect to the system was Seaton Burn, opened by the Grand Allies in 1837 and transferred to John Bowes and Partners in 1850. In 1845-6 the line was known as the Fawdon Wagonway (see SMR 4006). Up until at least 1853 the Brunton and Shields line continued to serve the four staiths for Wideopen, Fawdon and Seaton Burn. In the following 10 years Wideopen and Brunton Colliery fell into disuse, reducing the staiths at the end of the line to three. About 1867 the line from Seaton Burn to the Tyne staiths was converted to standard gauge (4' 8 1/2") enabling it to be used by ordinary colliery wagons, and Killingworth and Dinnington Collieries connected to the line. On May 1st 1878 the Brunton and Shields line was assigned to John Bowes and Partners following which it became known as the Seaton Burn Wagonway. Over the next 40 years the acquisition by the Seaton Burn Coal Company of a number of colliery branches connecting to the former Brunton and Shields railway, resulted in confusing name changes for sections of the line. In 1909 for example, the line from Burradon Colliery to Northumberland Dock was known as the Burradon and Coxlodge wagonway, while the name Seaton Burn wagonway was applied to the Killingworth line south of Burradon Colliery which followed a twisting route via West Moor to Wallsend staiths. By 1920 the Blyth and Tyne lines had been taken over by North Eastern Railway. Within a few years the Seaton Burn Wagonway south of Hillhead Engine fell into disuse {5}.

- HER 1086 Tynemouth & Newcastle Railway

The Blyth & Tyne Railway, with Benton Station (SMR 1085). Named Newcastle, Tynemouth & Newcastle Railway on 2nd edn OS mapping. Also had Forest Hall Station (SMR 1119) and Backworth Station (SMR 1146). Connected to Seatonburn Wagonway by spur (SMR 1131). Eastern terminus was at junction with Blyth & Tyne, Avenue Branch (SMR 1049) at NZ 3598 6879, its southern was Newbridge Terminus (SMR 4135). Formally opened, having been constructed by the Blyth & Tyne Railway, in 1864, from Monkseaton to Newcastle.

- HER 1096 Hillhead Engine

Hillhead Engine, on Seaton Burn Wagonway. Fragmentary sandstone remains of the engine house survive in the woods near Poultry Farm.

- HER 1097 Killingworth Colliery East

Killingworth Colliery, to the east of Killingworth Village. Opened in 1812 and closed in 1882. Served by an old wagonway to the south (HER 1098) from 1806. Marked "Killingworth Old Pit" on second edition Ordnance Survey, so disused by 1895. Opened by John Bowes & Co. Later owned by John Thwaites, then John Bowes and Partners. An explosion on 23 March 1806 killed 10 miners, and another on 14 September 1809 killed 12.



- HER 1098 Killingworth Wagonway, branch line to High Pit

This waggonway, serving Killingworth High or Old Pit north of the 90 Fathom Dyke, was opened around 1808. It was a branch line from the Killingworth to West Moor Waggonway of c. 1805 (HER 1083). The High Pit was owned by the Grand Allies and was the scene of some of George Stephenson's early engineering works.

- HER 1386 Killingworth Moor

Killingworth Moor was enclosed in 1793, under an act of 1790. It lay between grid lines NZ 258 (W), 313 (E), 714 (N), 686 (S), had a maximum altitude of 68 m and amounted to 1800 acres. Rights of common belonged to the owners of land in the townships of Killingworth and Long Benton; the lord of the manor was the Earl of Carlisle. Newcastle races were run here in the C17, and "Scaffold Hill is said to take its name from the stands which were erected there for spectators of the races. The moor was also used for military reviews". It is interesting that, by the time of the 1st ed. OS, two of the allotments at the NW corner of the moor had become the property of the Brandlings, and part of Gosforth Park. Much of the centre of the moor is today built over.

- HER 1828 Anti Aircraft Supply Depot

Anti-Aircraft Ordnance Depot No 75 was built as a facility for servicing anti-aircraft batteries defending the area north of the River Tyne. Another one exists for south of the Tyne (HER 1829). It was built c.1938 and is one of a small number of known Emergency Equipment Ammunition Magazines (EEAM) constructed throughout the UK in anticipation of war. It had a dual function - to act as the primary local supply depot for ammunition used by anti-aircraft facilities in the area and to act as a centre for storage and maintenance of vehicles and armaments required by the batteries. The complex was split into three - an ammunition storage zone, vehicle/arms storage zone and accommodation, welfare and administration zone. Subsequent to the war the complex served as a depot for vehicle maintenance by the Royal Electrical and Mechanical Engineers (REME) until 1976. Between 1979 and the mid 1990s the complex was used as a central store for the Area Health Authority. Many buildings were demolished or altered at this time. Since the mid 1990s the buildings have been out of use and falling into disrepair. The complex was recorded in 2014 by NAA ahead of proposed redevelopment of the site. The survey found that the extent of the original depot is poor. Fourteen buildings remain (from 34) in a poor condition. The significance of the site is in the complex as a whole. Extant buildings in 2014 included: Caretaker's house, storage buildings, boiler house, warehouse, offices and ammunition bunkers.

- HER 5470 Holystone, rectilinear enclosure

Presumed rectilinear enclosure identified on an aerial photograph of 1946 by Steve Speak. Lies just north of Holystone Farm and south of the Seaton Burn Wagonway (HER 1065).

- HER 7755 Highfield Well



Highfield Well appears on the 1st edition Ordnance Survey map, surveyed c.1855, linked by a trackway to the dwellings on the north side of Killingworth Colliery, lining the south side of the main street. The well, but not the trackway also appear on modern maps of the area.

- HER 7758 The Chesters, possible iron age enclosure

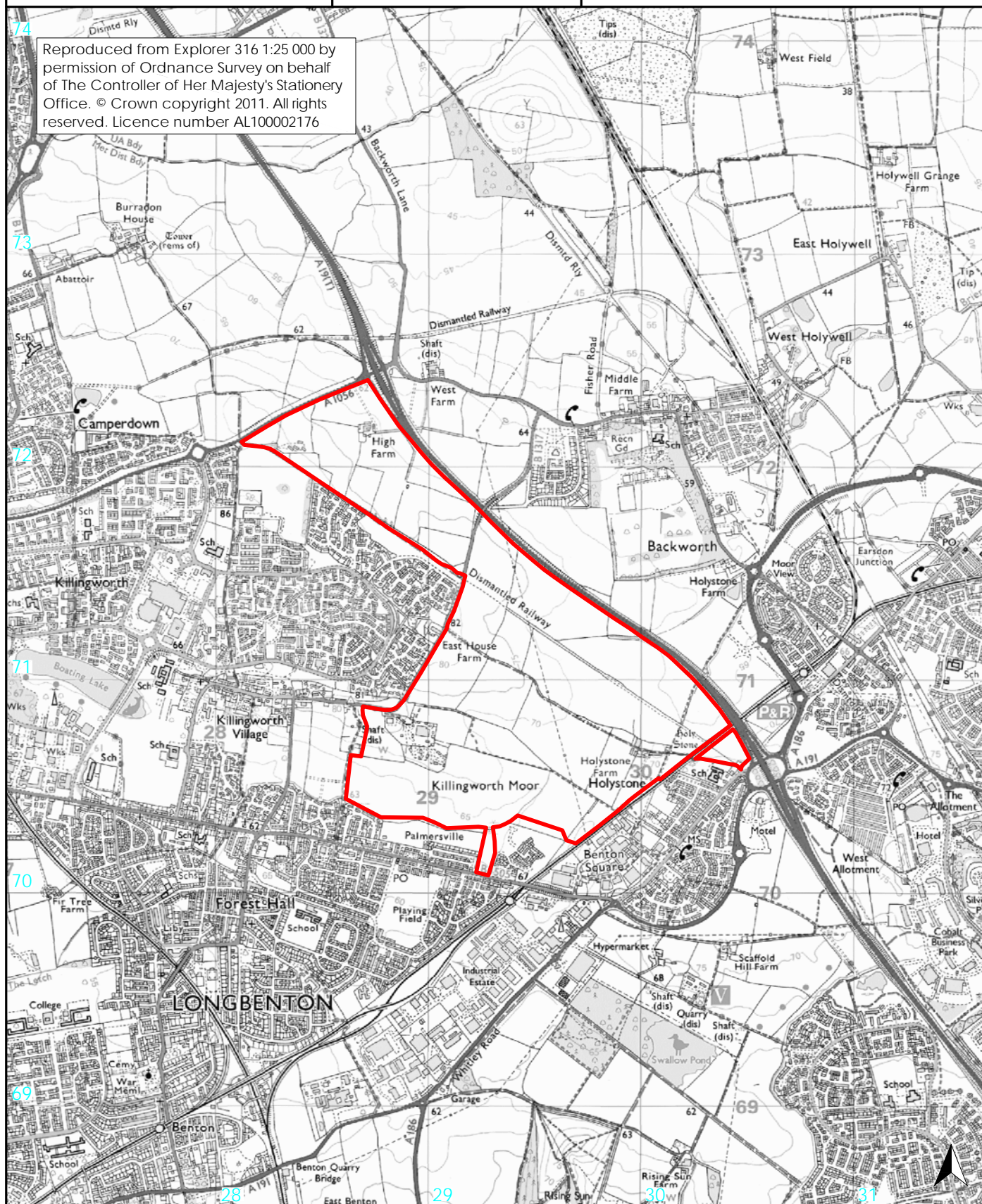
The Chesters is a field or furlong in this locality named in a 14th century document. The name 'Chester(s)' is usually given to enclosures of prehistoric or Roman date (a document of c.1267 refers to lonechesters somewhere in this area). In this case the term is considered most likely to refer to an enclosure of late prehistoric date, a number of which are known in the broad band of territory between Stannington and Tynemouth.

- HER 16237 Holystone House

Holystone House is shown on a plan of Eastern Northumberland, 1778. Later just referred to as Holystone. Some doubt over the exact location of this building.

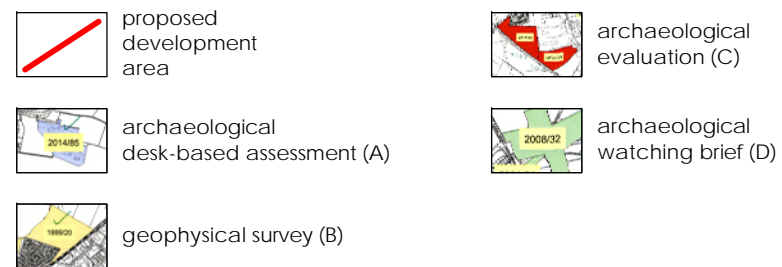
- HER 16238 Holystone Farm

Buildings shown in the vicinity of Holystone House (HER16237) and the current farm on Greenwood's Plan of Northumberland, 1828. Definitely shown on the First Edition Plan, 1858.

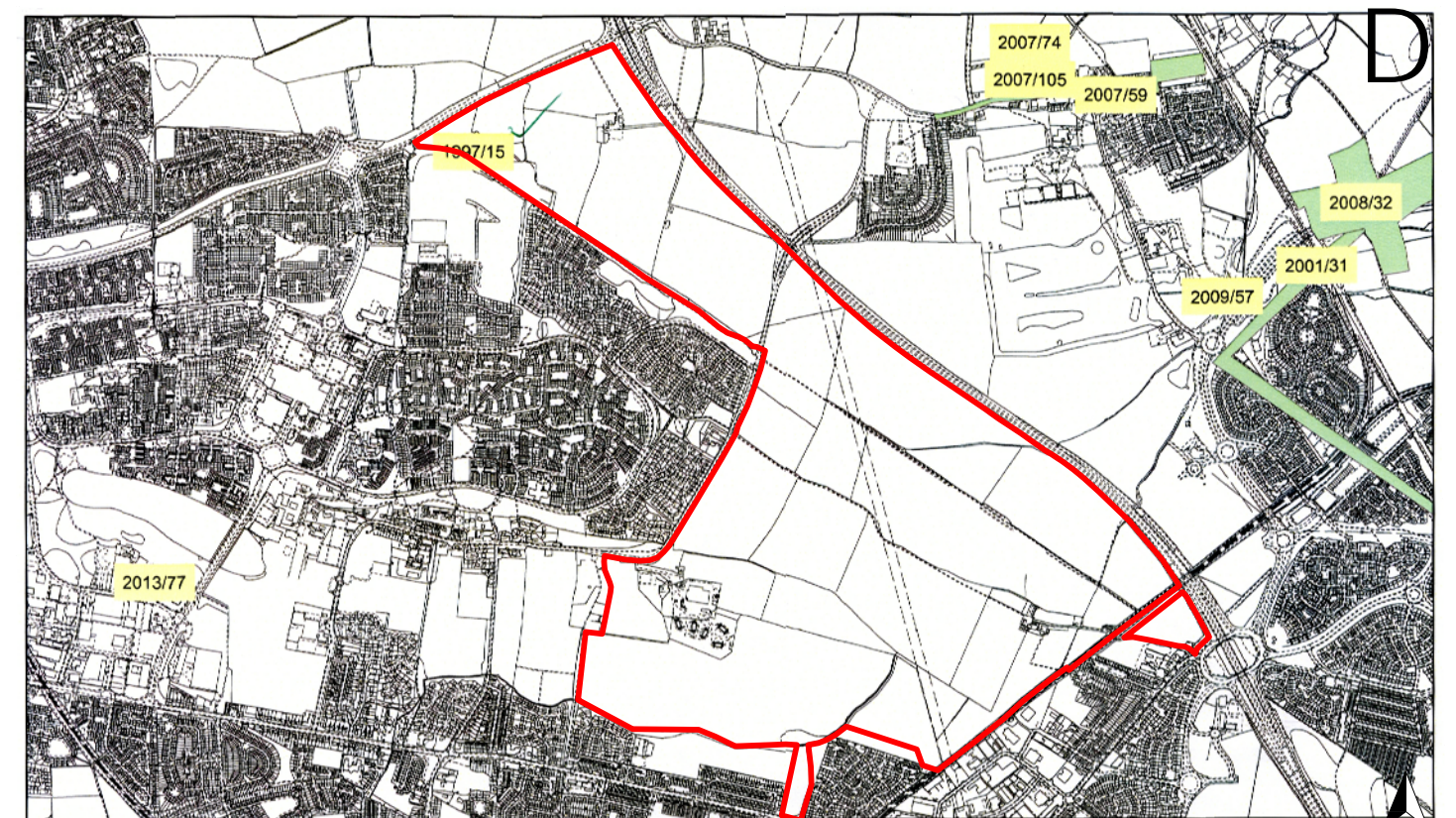
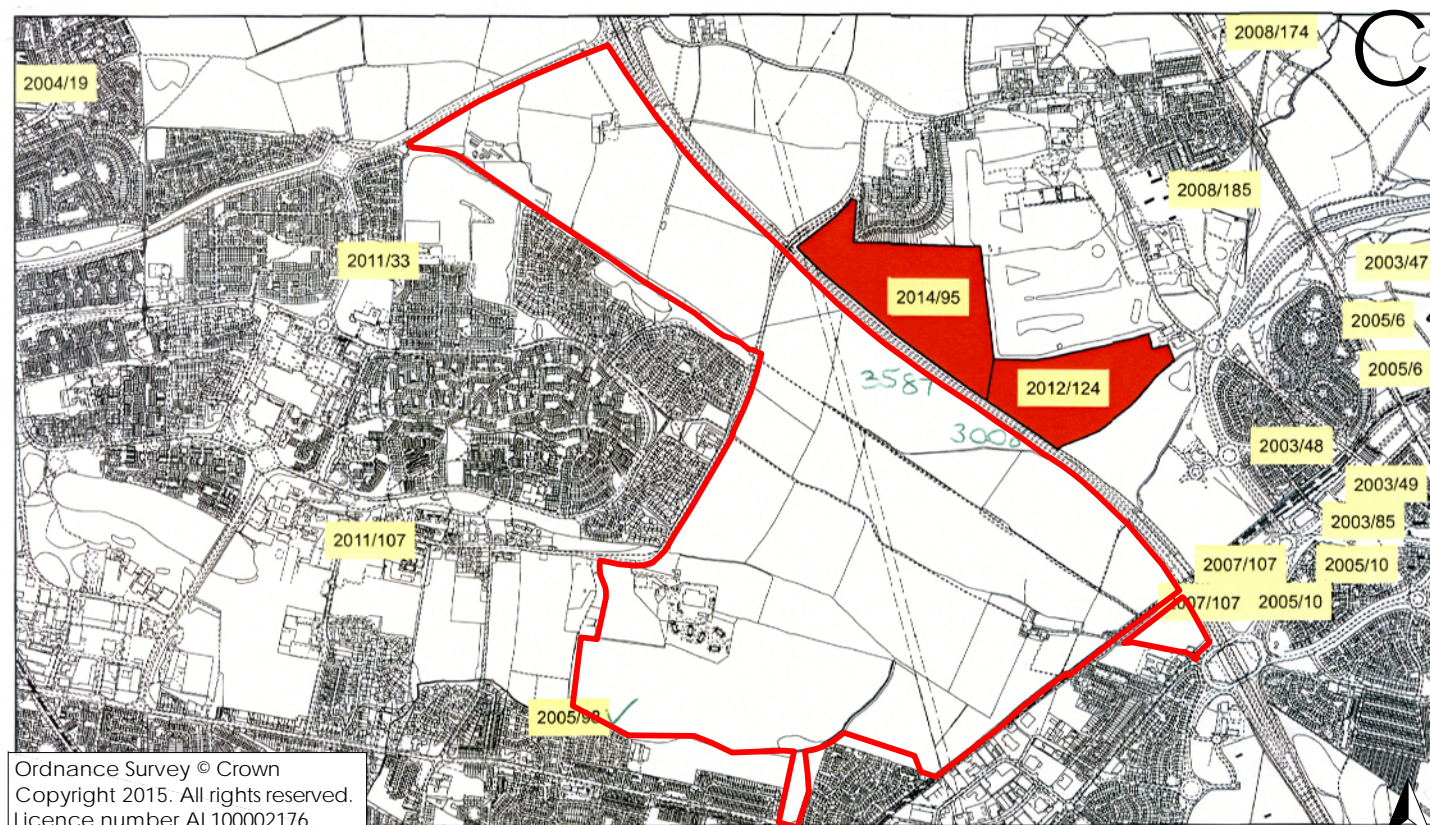
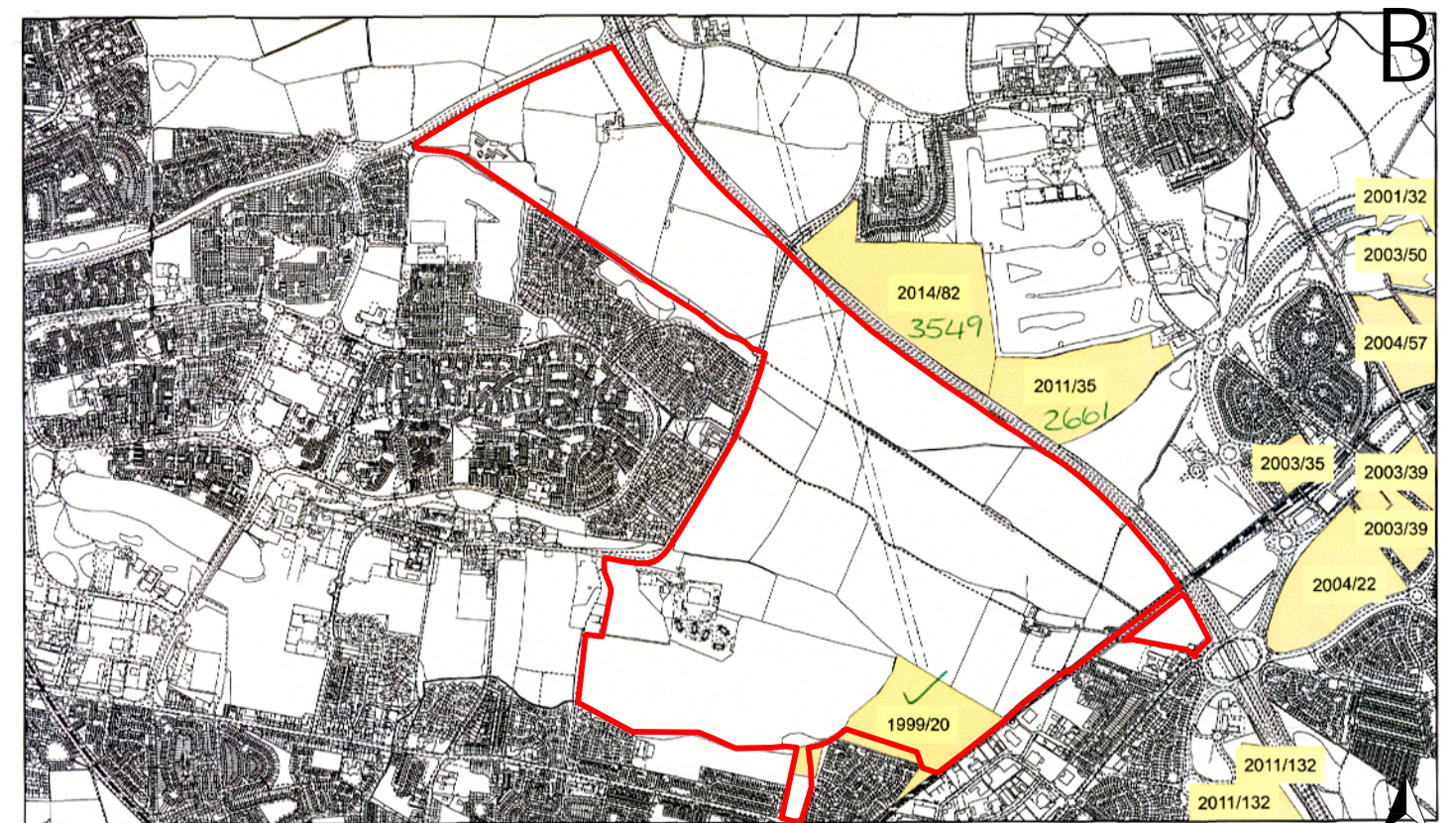
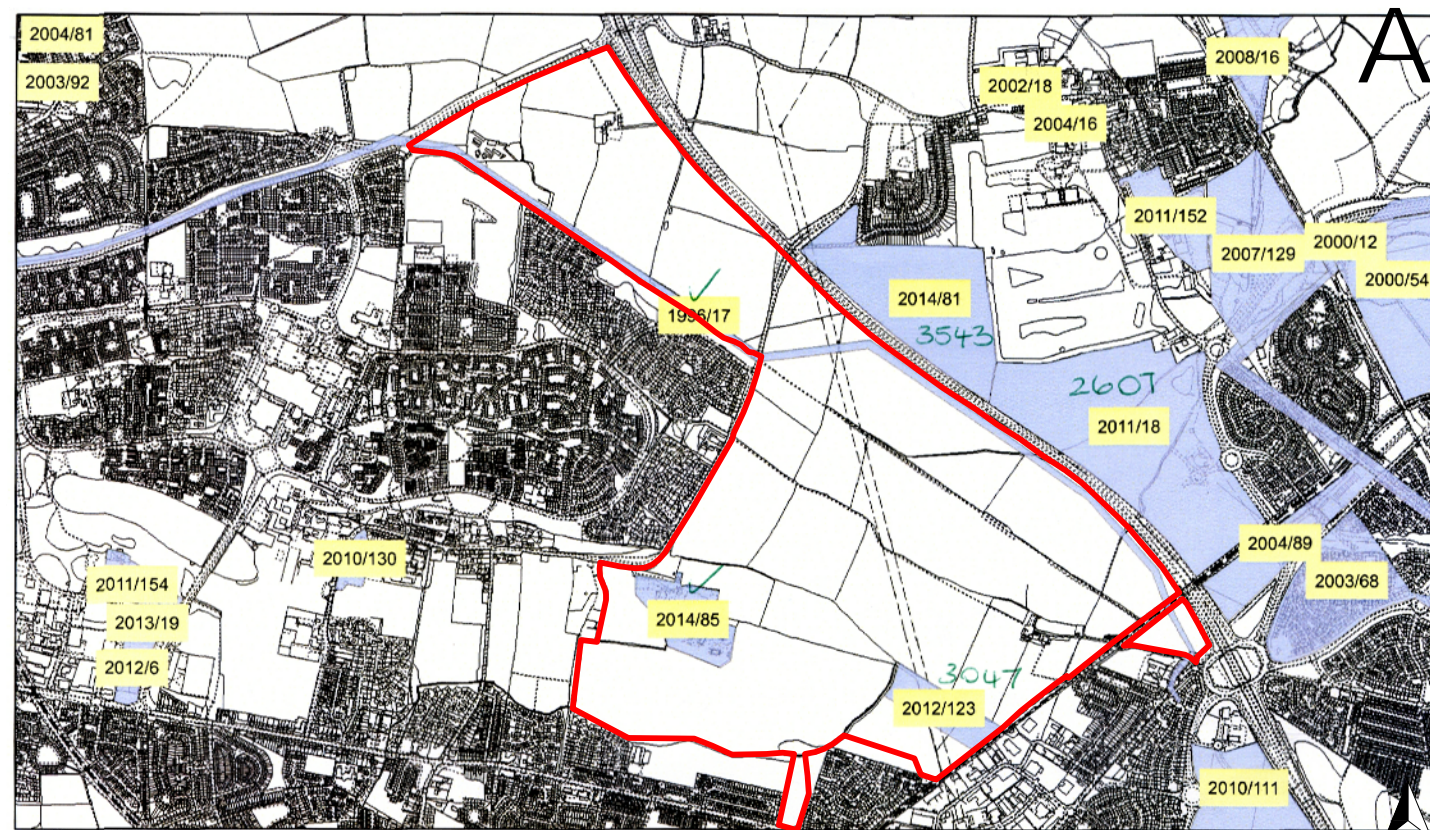


0 1km
scale 1:25 000 for A4 plot

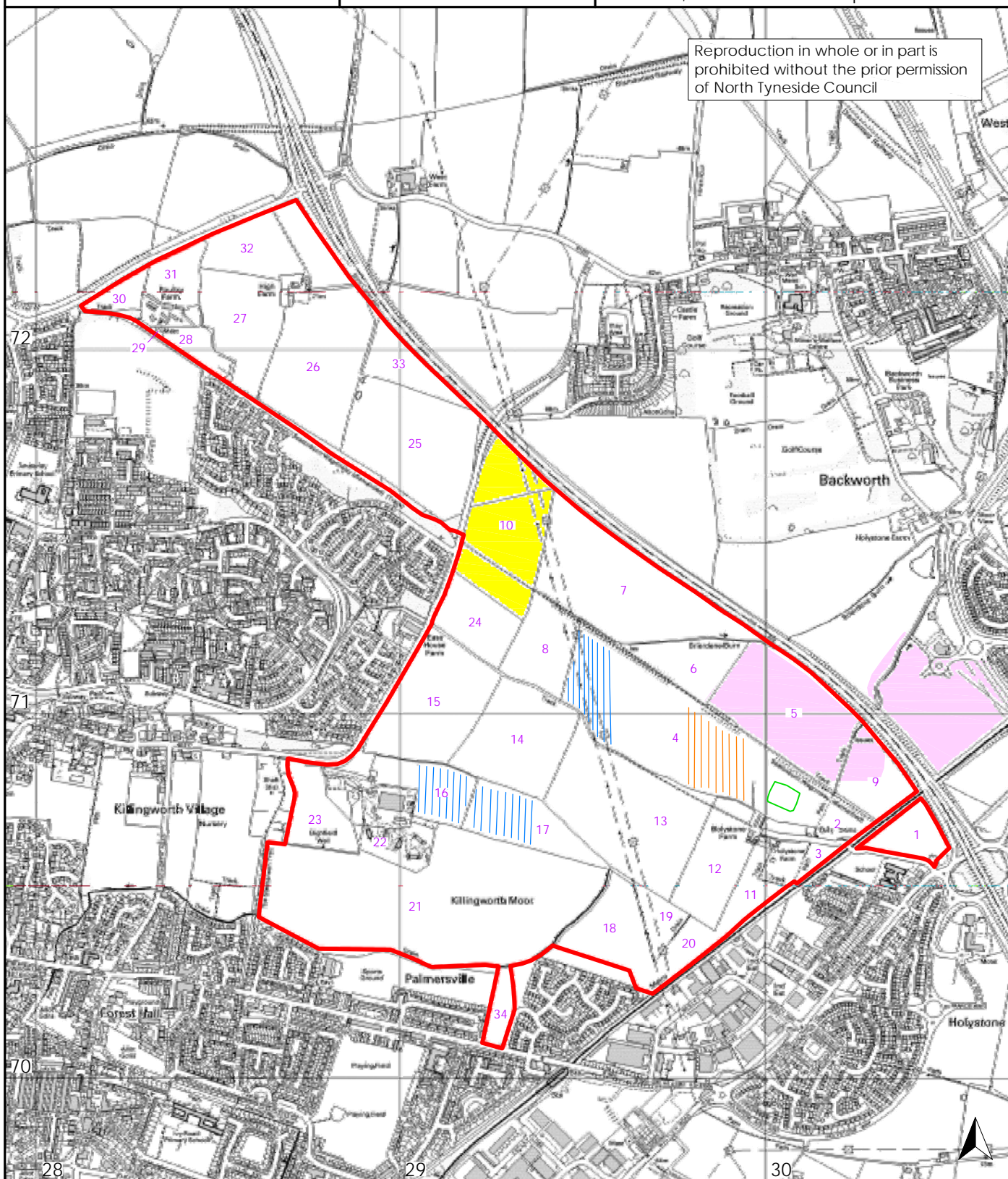




0 900m
scale 1:22 500 for A3 plot



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proposed development area



enclosure



earthwork: ridge and furrow



20th century mining disturbance



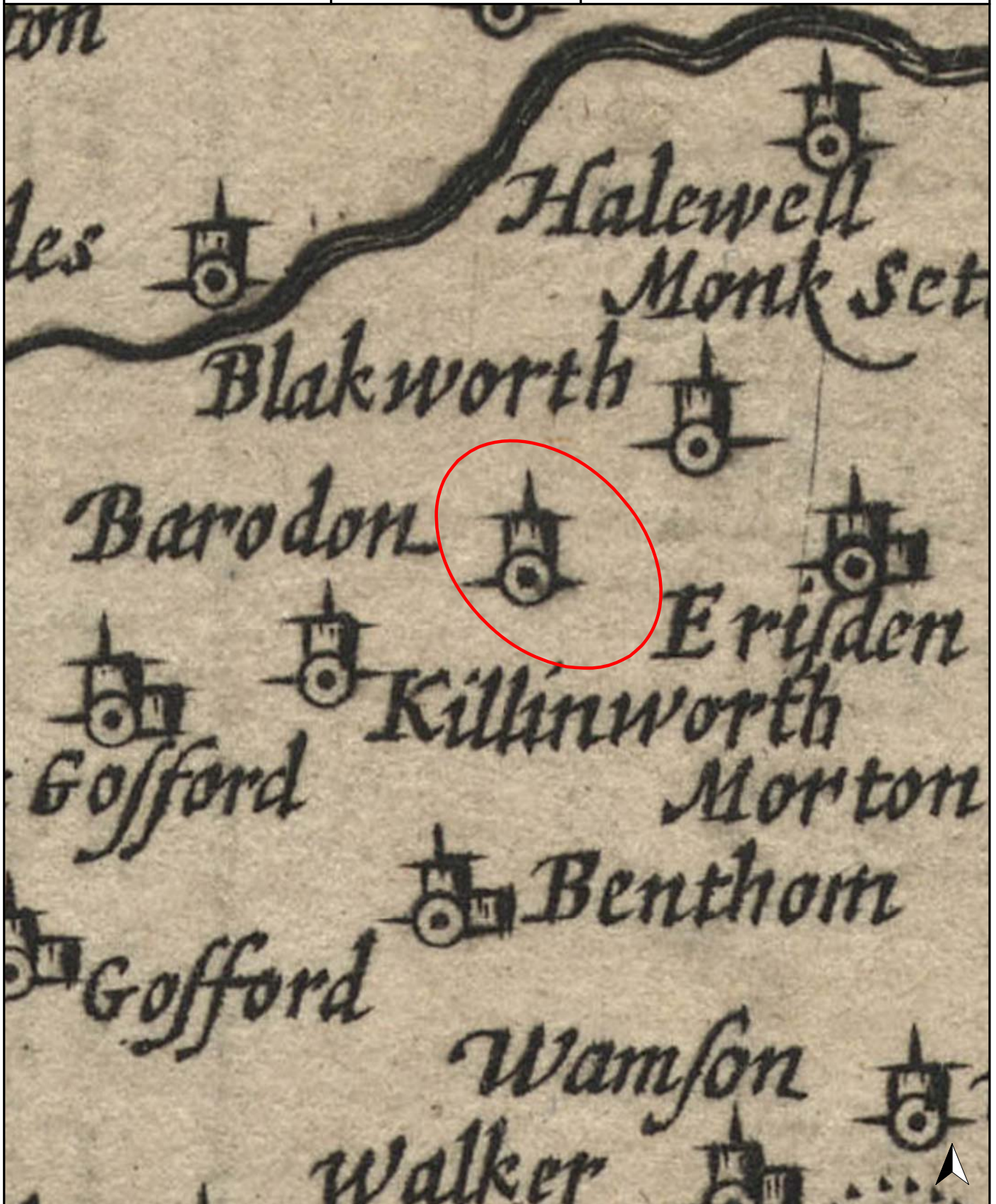
A19 construction site compound



crop mark: ridge and furrow

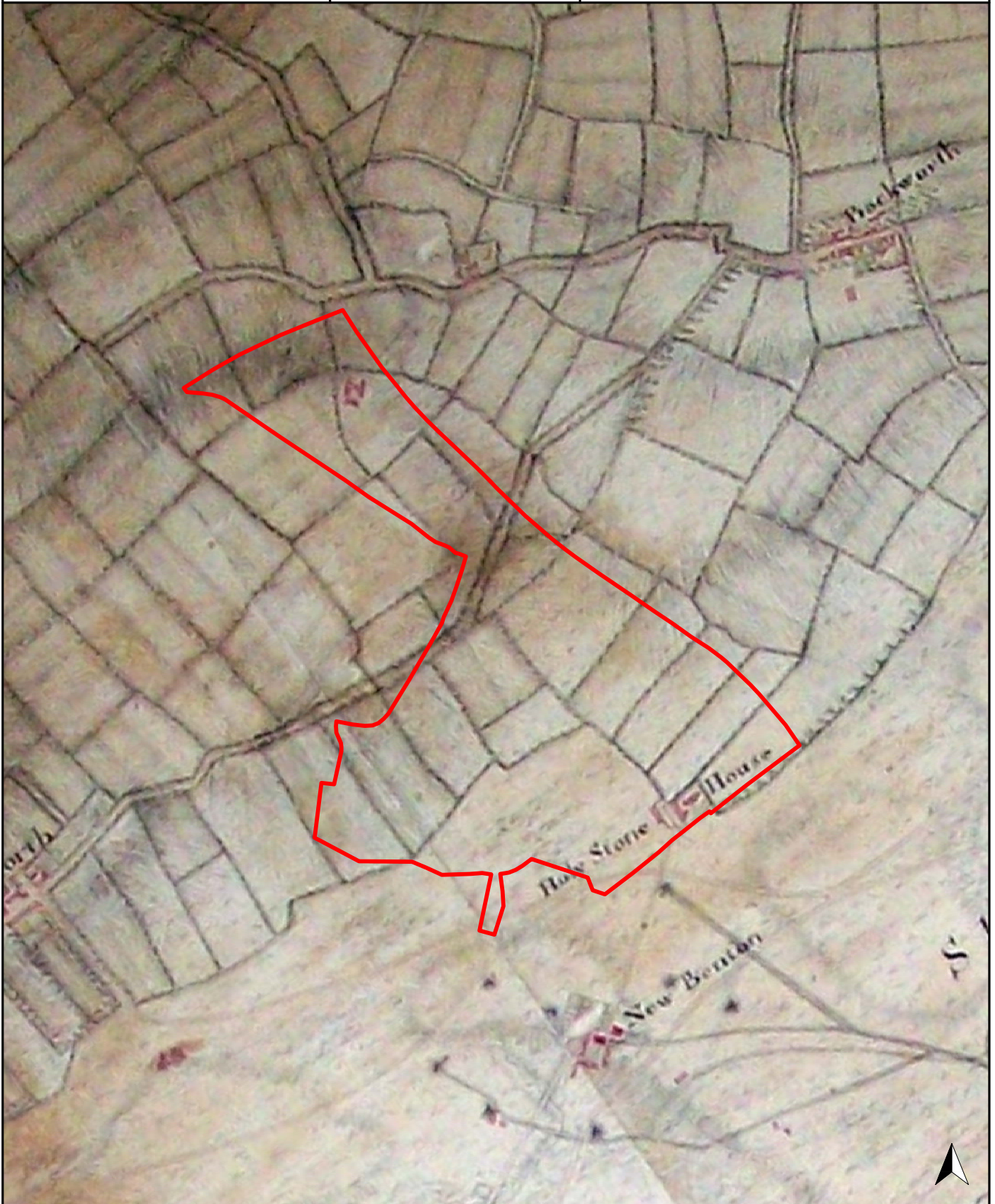
0 750m

scale 1:15 000 for A4 plot



approximate location of the site boundary

not to scale



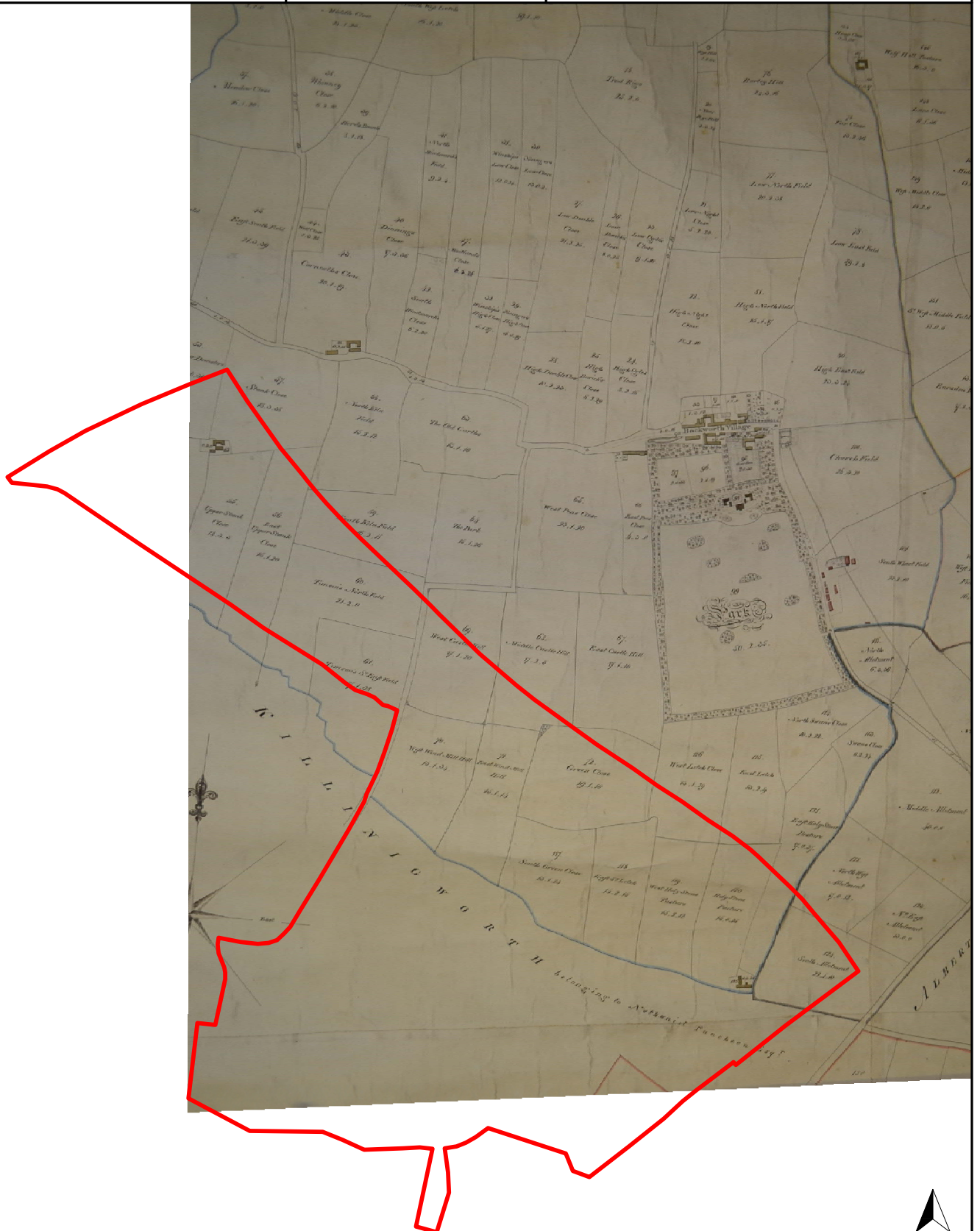
approximate location of the site boundary

not to scale



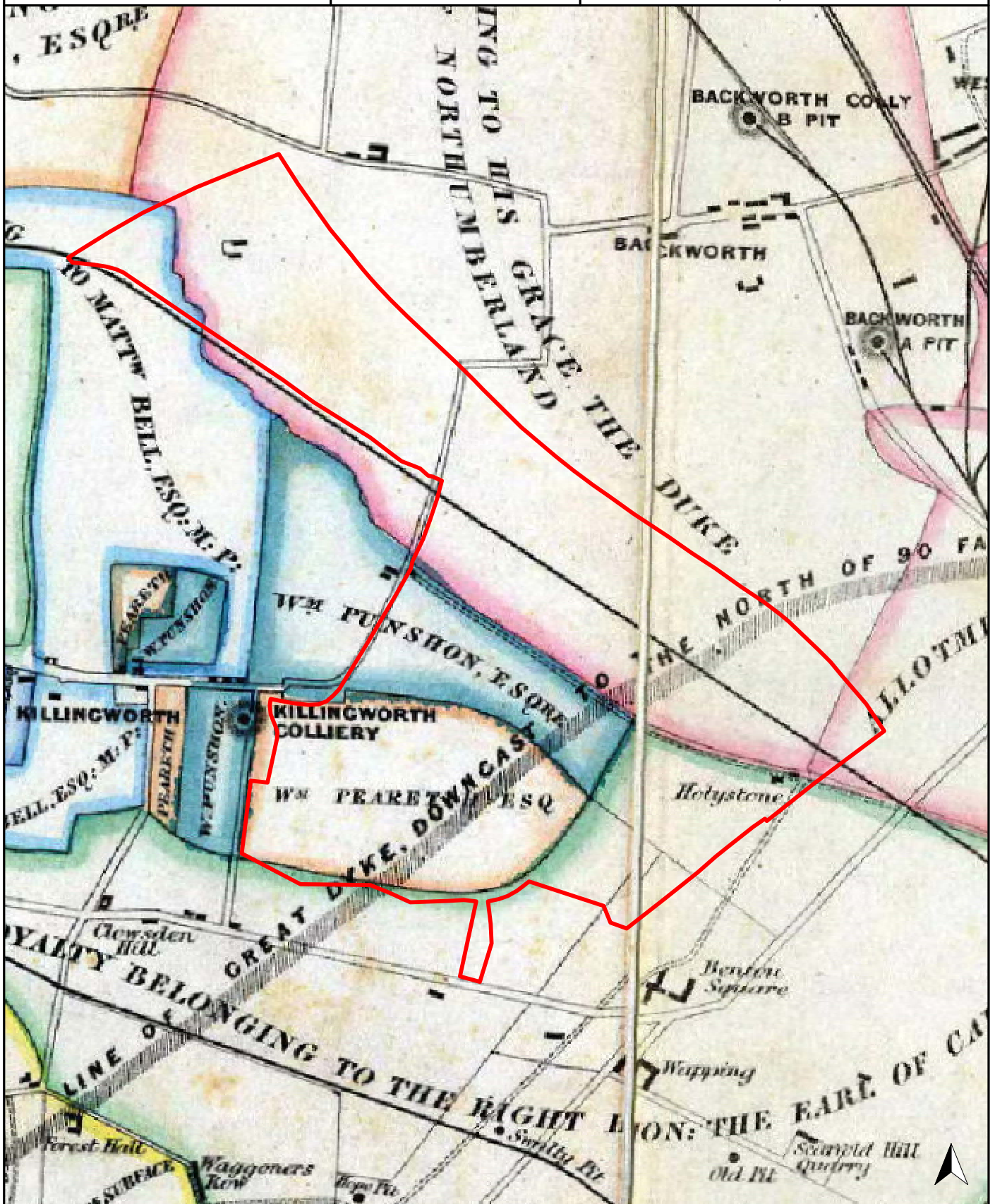
approximate location of the site boundary

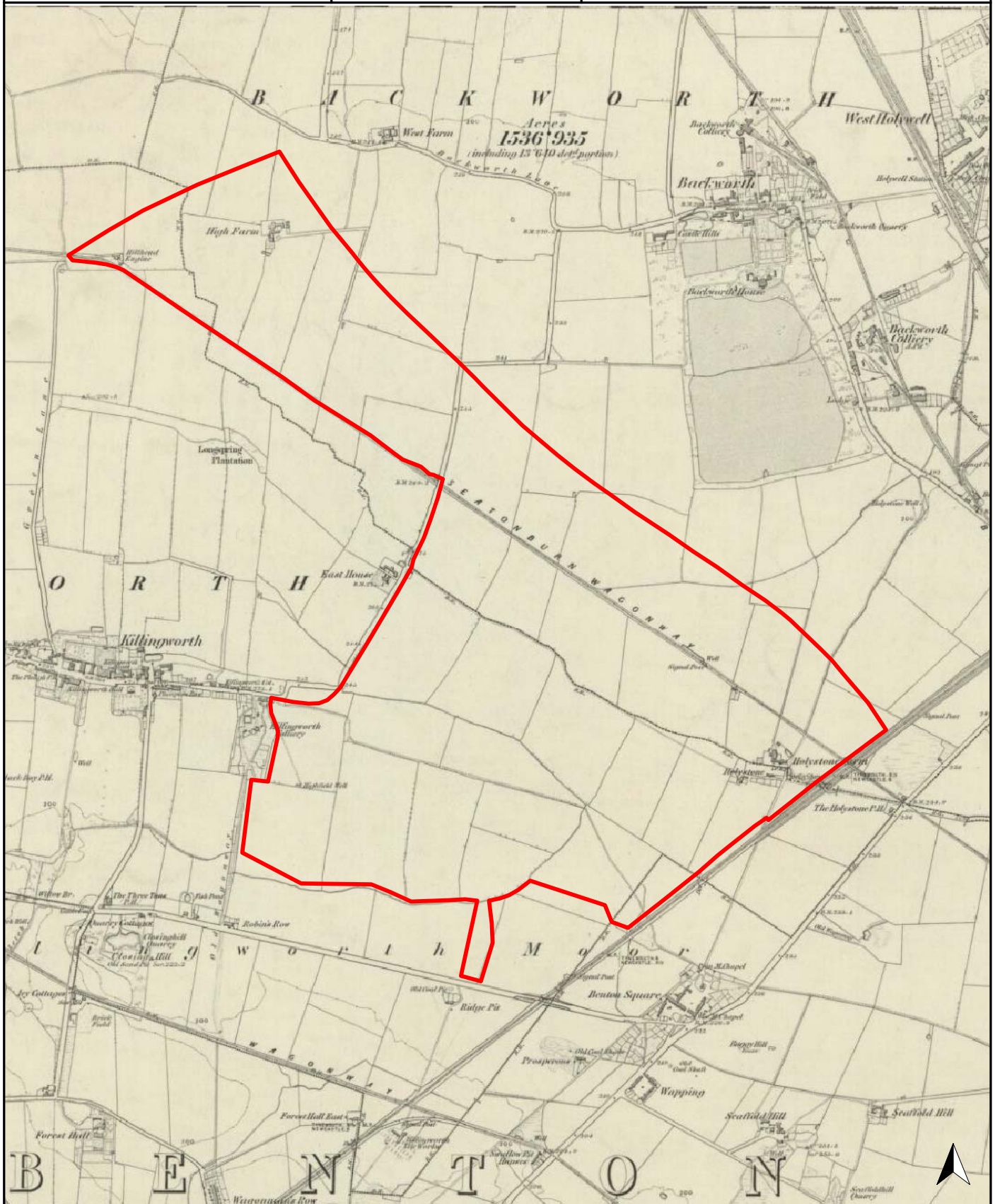
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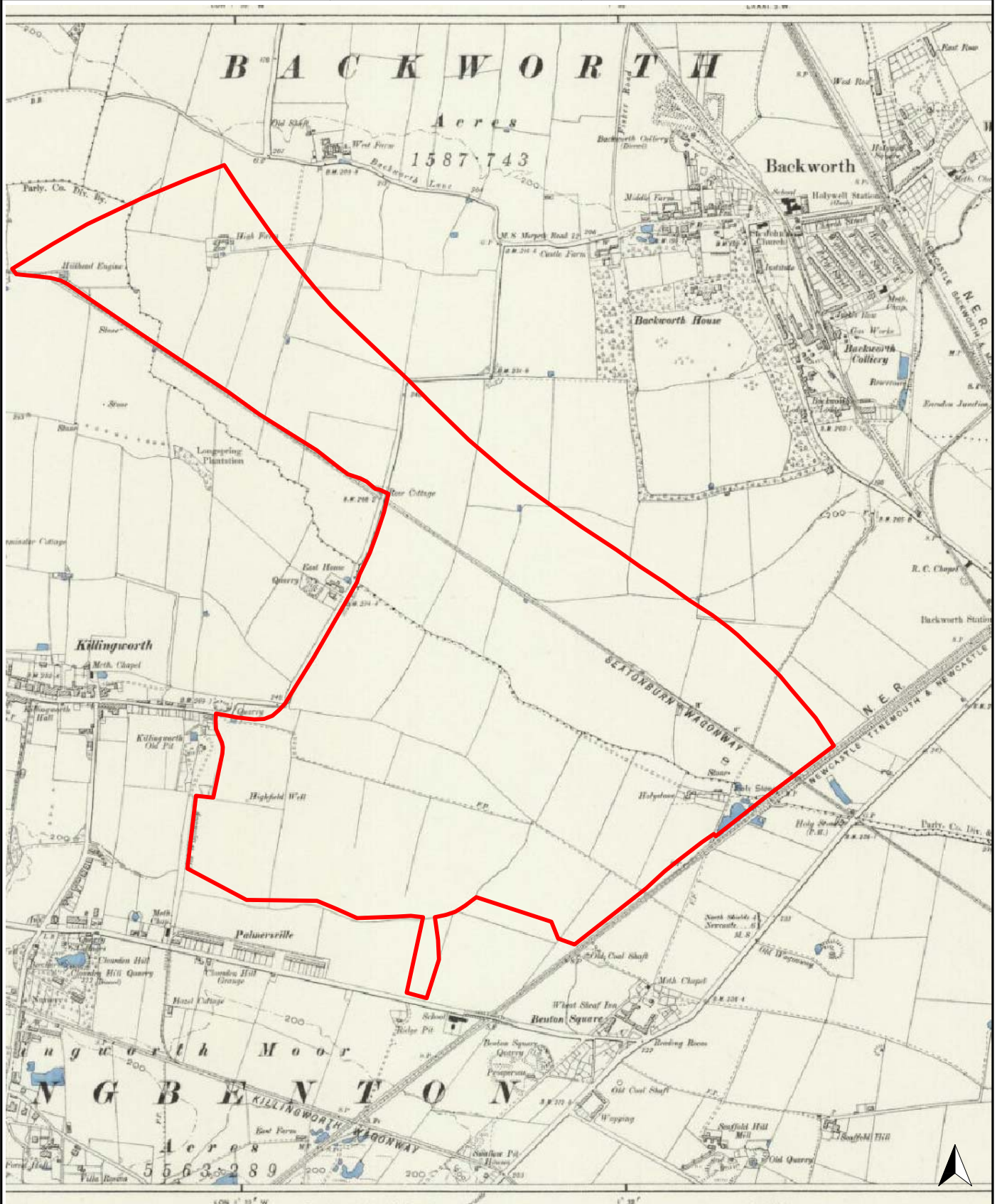


approximate location of the site boundary

0 750m
approximate scale 1:15 000 for A4 plot

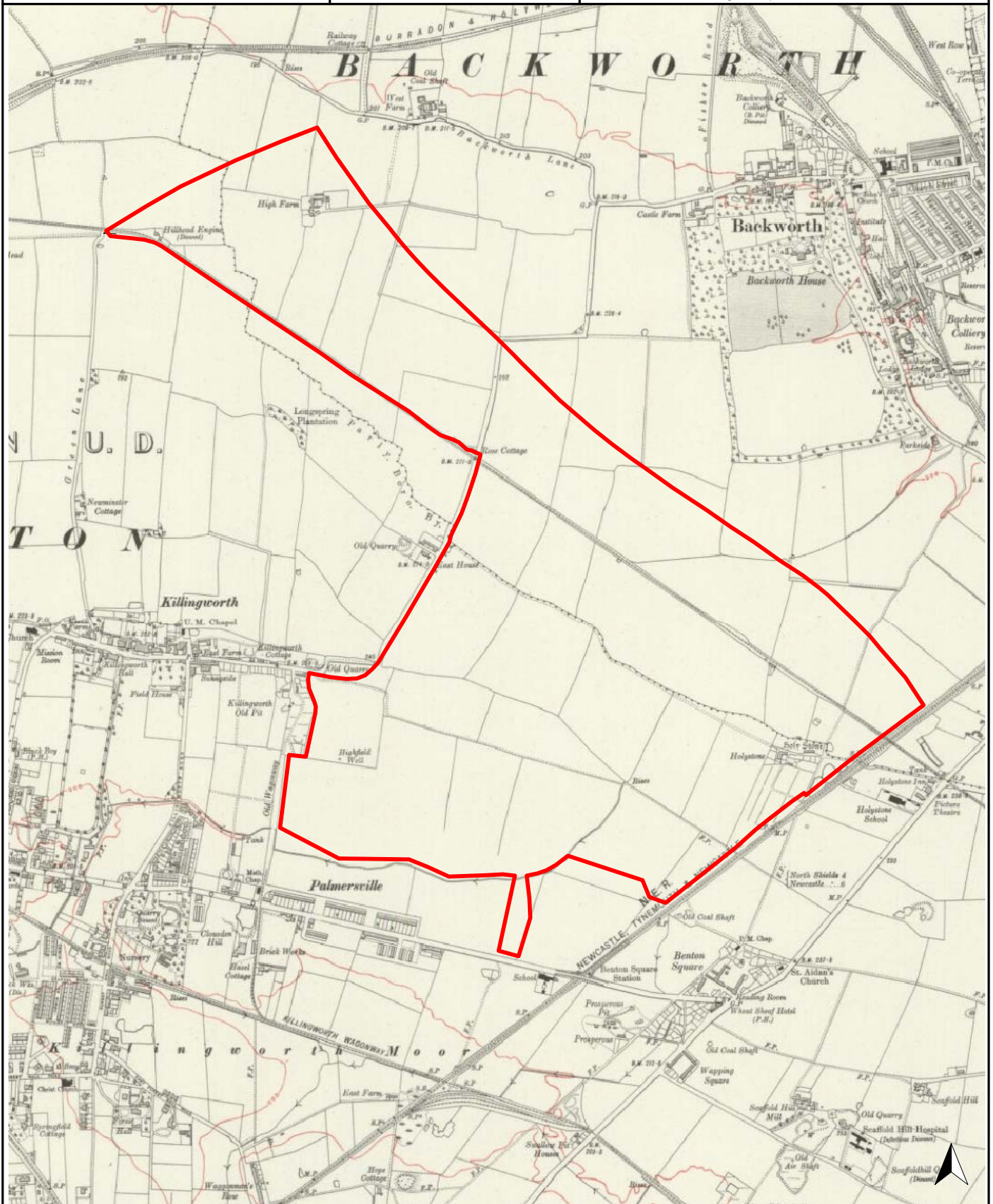






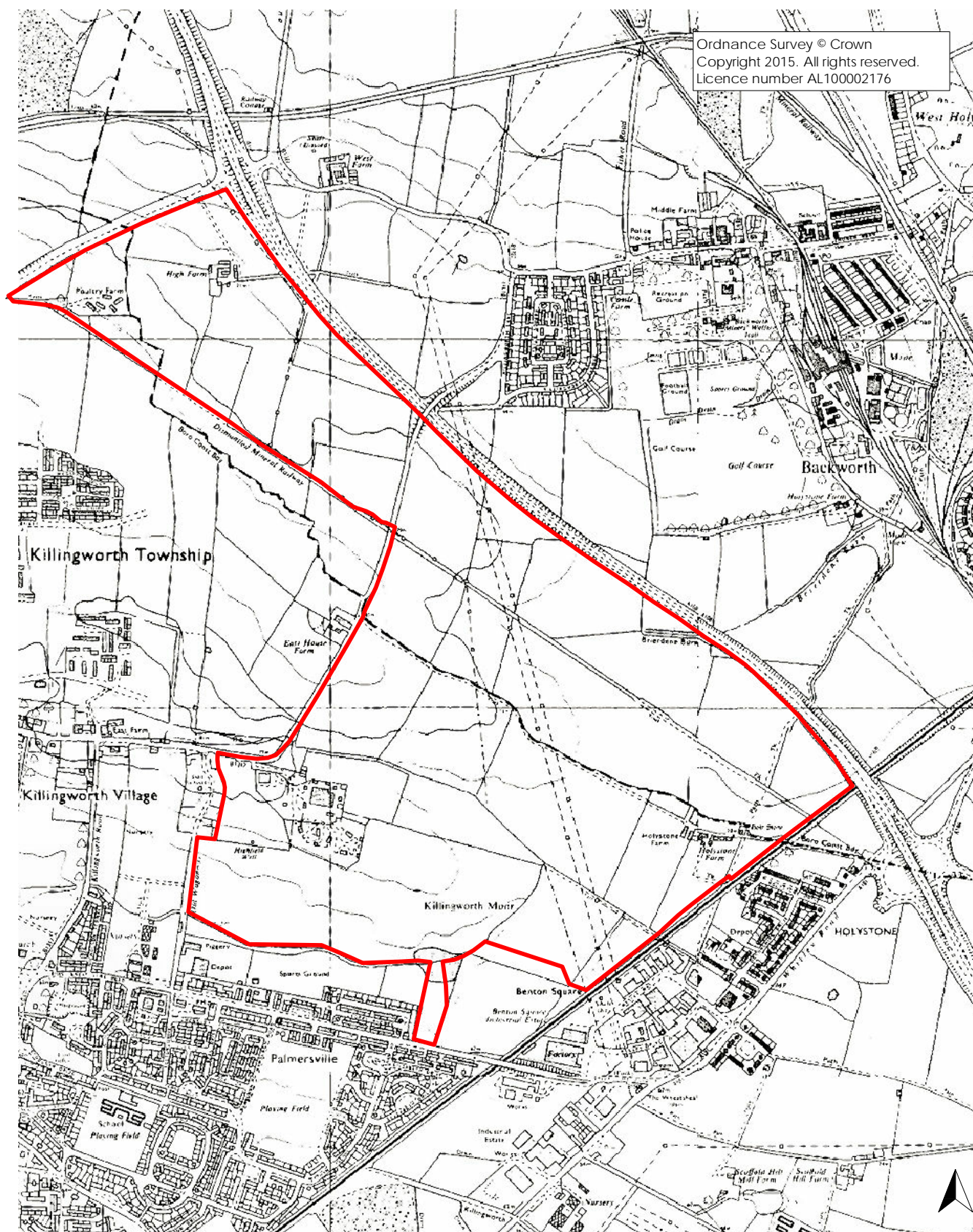
site boundary

0 750m
scale 1:15 000 for A4 plot



 site boundary

0 750m
scale 1:15 000 for A4 plot



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0 750m
scale 1:15 000 for A4 plot



Figure 13: Area 5, looking south-west



Figure 14: Area 8, looking south-west



Figure 15: Northern half of Area 10, looking north-east



Figure 16: Track in Area 10, looking north-west



Figure 17: Area 21, looking east



Figure 18: Area 1, showing earth bank, looking north-west



Figure 19: West end of Area 4 with faint ridge and furrow, looking south-west



Figure 20: Faint ridge and furrow in Area 17, looking east



Figure 21: Area 18, looking south-east



Figure 22: Area 26, looking east



Figure 23: Area 32, looking south-east



Figure 24: Area 22, looking south-east



Figure 25: View of wagonway north of Area 4, looking north-west



Figure 26: View of wagonway south of Area 25, looking north-west