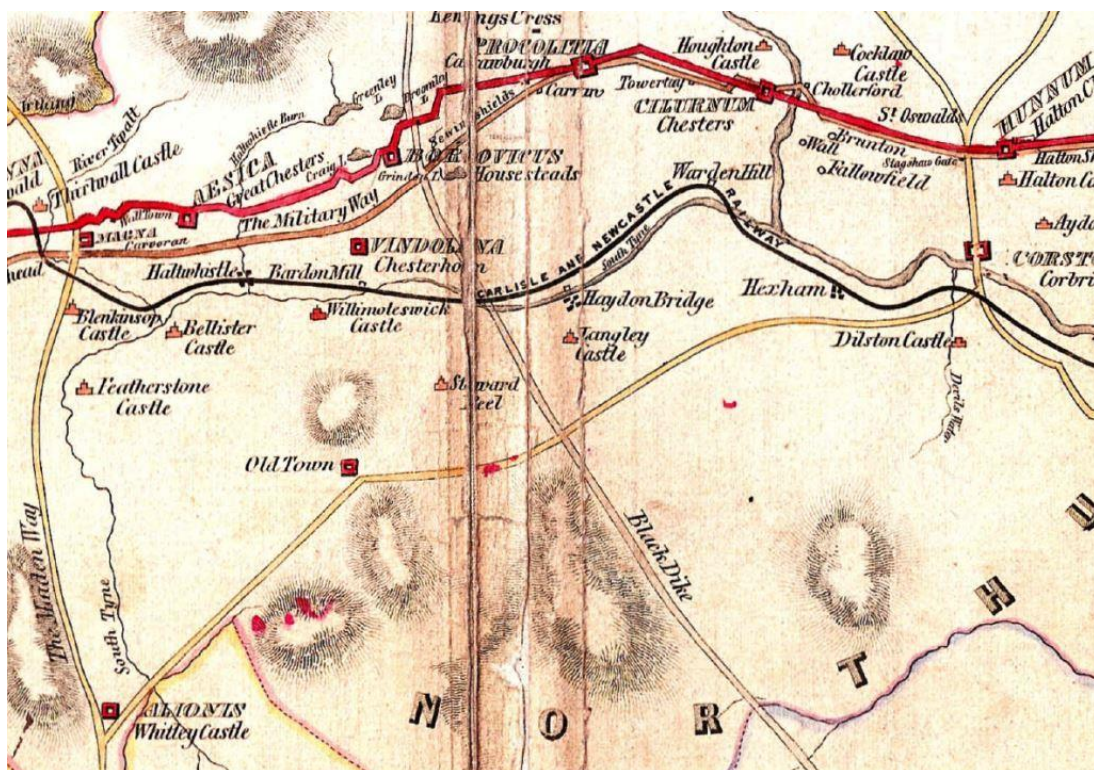


# ALTOGETHER ARCHAEOLOGY 2016 LOST ROADS ON HEXHAM FELL

## *Project Design*



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## 1 INTRODUCTION

This project is the first excavation planned by the newly-constituted Altogether Archaeology (AA) community archaeology group based in the North Pennines. The group's area of interest is the North Pennines Area of Outstanding Natural Beauty (AONB) and adjacent parts of Cumbria, County Durham, and Northumberland. Altogether Archaeology follows on from a similarly named project, managed by the AONB with Heritage Lottery funding. At the end of this project in Autumn 2015, the volunteer participants decided to carry on its work by forming a permanent community group of the same name.

The new AA group has received a grant from the Heritage Lottery Fund to aid its start-up, including the writing of a research agenda, a business strategy and a fund-raising strategy. These are currently in progress and will lead to a programme of community archaeology work in future years. Without HLF or other external funding for excavation, only a limited programme is possible in 2016.

AA has, over the last 6 years, greatly advanced the understanding of the historic environment of the North Pennines area, with a programme of high-quality digs, surveys, and other activities. Members of AA have developed skills in many aspects of archaeology, which will prove valuable in the reconstituted organisation.

This project will consist of the excavation of trenches to evaluate a linear feature found on lidar passing almost due east-west for 5km, about 8km WSW of the town of Hexham (Northumberland). In addition, a trench will be excavated to evaluate a roughly parallel, more sinuous, holloway which is also seen on lidar. A possible interpretation is that these two features are a Roman road (previously unrecorded) and a later transport route, both of which connect the Hexham/Corbridge area of the Tyne valley to Allendale (possibly continuing to Alston and its nearby Roman fort in the South Tyne valley).

Stublick colliery, an area of coal-working covering about two square kilometres, lies at the west end of the features, hence one use of the tracks may have been coal transport. The colliery is extensive and includes many old bell-pit type workings. Similarly, the routes may have carried lead ore and lead from the North Pennine mining fields around Alston and the Allendales.

This Project Design sets out the reasons, strategy and methodology for undertaking the excavation. In format and content it conforms to current best practice including the guidance outlined in *Management of Research Projects in the Historic Environment* (English Heritage 2006) and the Institute for Archaeologists' *Standards and Guidance for Archaeological Excavation* (IfA 2008). It is also intended to function as an introduction to the site and the project for all participants.

## 2 SUMMARY

### 2.1 Lidar data and the discovery of the two features

Lidar (light detection and ranging) is a relatively new information source being used by archaeologists to discover, interpret and record archaeological sites. Information is gathered using lasers mounted on aircraft. The laser produces pulses of light that reflect from small areas of the ground; sensors record the time of return to the aircraft. The information is processed to make a computerised 3D model of ground features on, and can be referenced to the OS National Grid using GPS. A map-like lidar image of the area is produced which looks similar to an aerial photograph, but is in fact a computer generated image of the ground structures from which the laser beam has been reflected. The images can be computer processed in various ways, the relevant ones in this case being a DTM image (which shows the lower detected surface, e.g. ground under trees) and a DSM image (which shows the upper detected surface, e.g. the tops of trees and buildings). These images are then hill-shaded to make features on the ground apparent to the human eye: this process involves computer simulation of a light beam (or beams) falling diagonally across the image.





More information on lidar is given in Wikipedia or on the AA website (provided by Stephen Eastmead) at [altogetherarchaeology.org/LIDAR.php](http://altogetherarchaeology.org/LIDAR.php) and at [eastmead.com](http://eastmead.com).

AA ran a lidar-based landscape survey project from 2013 to 2015, supervised by Prof. Stewart Ainsworth (University of Chester). The project covered 250 square km in East and West Allendale and Hexhamshire (an area south of Hexham). This followed on from (and adapted methods from) a landscape survey of the South Tyne valley around Alston, conducted by an English Heritage team led by Prof. Ainsworth (Historic England 2015). Participating volunteers were allocated one or more 1km square areas, for which they were provided with a modern map, an aerial photograph, and two lidar images (DSM and DTM). They were trained in evaluation of lidar images by Prof. Ainsworth, before examining their allocated areas for archaeological features and correlating their findings with old OS maps and with the Historic Environment Record. The findings were assessed and collated by Prof. Ainsworth, and many of the discoveries were discussed by the whole group of volunteers. A report of the project is due shortly and will be published on the AA website when available.

Following on from this survey two of the AA volunteers, Greg Finch and Martin Green, began in November 2015 to look at lidar images of the area immediately south of Hexham (the rectangle with SW corner NY8057 and NE corner NY9965), filling the gap between the north edge of the Hexhamshire survey and the town of Hexham itself. Greg Finch has a particular interest in the history of this area. They were interested in all clues to historic use of this area. The lidar data (with a 1 metre resolution) was downloaded from the Environment Agency website, although there are gaps in lidar coverage of the area of interest. The data is free of charge, as is lidar data for most of England, and was generated from an aerial survey in 2012. Martin Green processed the DSM and DTM lidar data to give hillshade images of the area, using QGIS and Irfanview software. Examination of the images showed a clear linear feature running east-west for 5km, 8km WSW of Hexham, with a more sinuous holloway type feature running roughly parallel to, but north of the linear feature. The features are located just within the northern border of the North Pennines AONB.

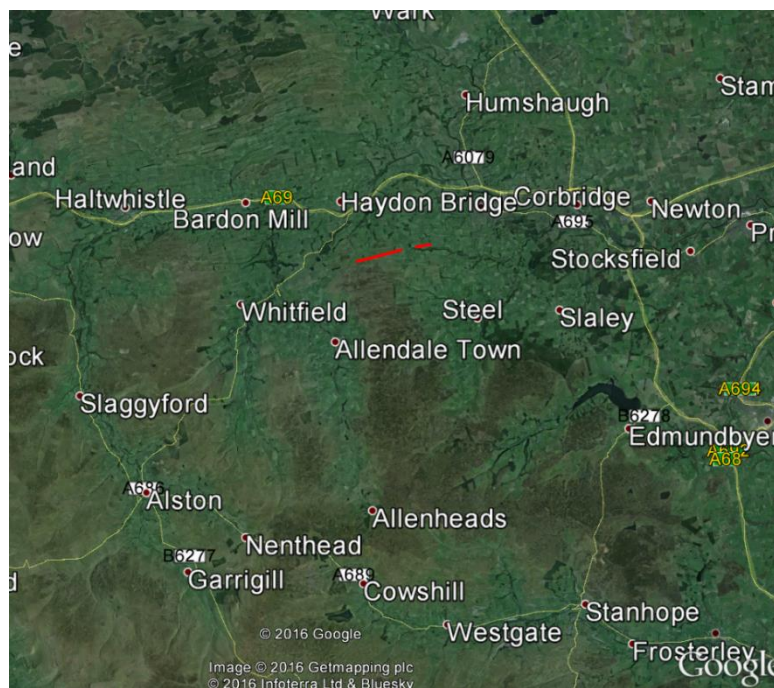


Figure 1: General location on Google Earth image.



## 2.2 The straight linear feature

The feature is roughly parallel to, but 500m south of, the B6305 (figure 2) on a gently south facing slope. OS co-ordinates for the two visible sections are:

NY85076082 to NY87946156 (western section)

NY89766188 to NY88786173 (eastern section)

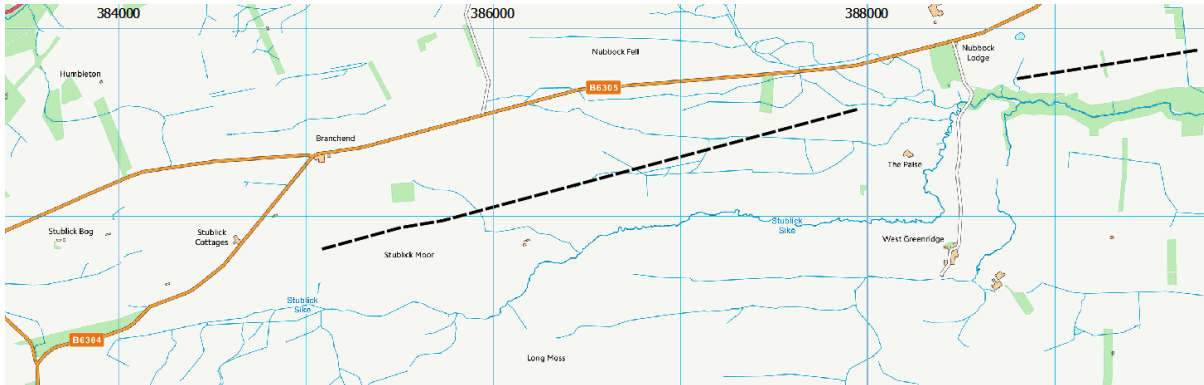


Figure 2: Location of linear feature on OS map.

It runs across rough pasture at an altitude of 220m to 280m. The west end is lost in the tracks and ground disturbance of Stublick Colliery, and the east end is lost where agriculture becomes more intensive and there is disturbance caused by the construction of Hexham racecourse (figure 3). There is also a section missing in the middle around Nubbock and The Paise farms. Interpolation of the visible sections suggests that, if once continuous, the feature would have passed immediately to the north of a sharp bend in the deep ravine of the West Dipton Burn. Although very close to a straight line, there are several subtle changes of direction (e.g. at NY 89076176, NY87756152, and NY86486115) between straight segments.

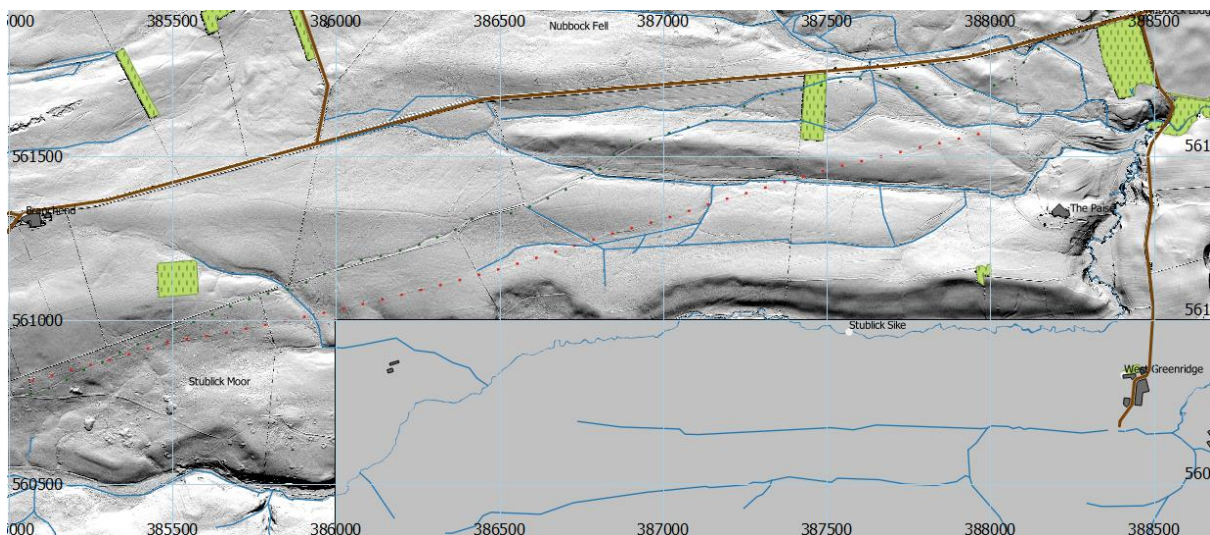


Figure 3: Western section of features on lidar: straight feature red dots, hollow green dots.



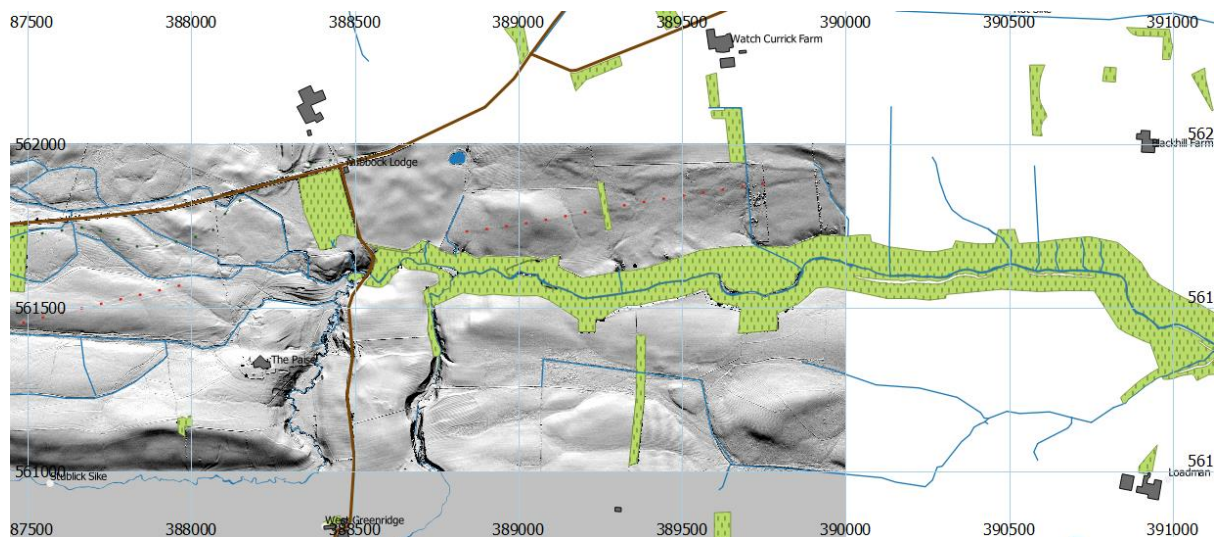


Figure 4: Eastern section of features on lidar, east of The Paise farm: straight feature red dots.

The feature is seen on the lidar hillshaded images mainly as a slightly raised bank roughly 7m across. In some places flanking ditches are apparent with a total width of about 11m. Discussions with Prof. Ainsworth confirmed that this could be a Roman road, but that other possibilities had to be considered, such as a “monks-road”.

Field visits in early 2016 confirmed that there was no evidence, such as marker poles or rebuilding of walls and fences, of the feature being a modern pipeline. Nor were local farmers able to remember any cables or pipes being laid in the alignment. The feature was not apparent on the ground for the most part. However, a slight ridge with ditches could be seen at approximately NY86236109, east of the track from the B6305 to the remains of Low Stublick Farm. Also, in April 2016, similar just visible earthworks could be seen at NY89176178.

On the western section the farmer recalls ploughing the field east of the Low Stublick track in the 1970s. Ploughing was difficult and brought up a great deal of stone, now piled in a heap on top of the feature at NY86266109.

### 2.3 The holloway-type feature

At NY86266109 a meandering holloway is seen on the lidar to cross the straight linear feature, see figure 2. The holloway continues eastward running approximately parallel to, and 250m north of, the straight feature. It clearly predates the stone enclosure walls as these cross and re-cross the holloway in their straight path across the landscape. Where the holloway crosses small stream valleys it becomes braided in its diagonal course on the steep slopes. There are no associated ditches or banks; it has the typical appearance of an old trackway finding its way and altering its course according to the requirements of traffic passing along it.





### 3 GENERAL BACKGROUND

#### 3.1 Historical background

The straight feature crosses high ground at the western edge of the medieval regality of Hexham where it bordered the Barony of Langley. The boundaries between the parishes of Hexham, Allendale and Warden meet in the Stublick area. Most of the land was unenclosed waste until the mid to late 18<sup>th</sup> century although with ‘islands of cultivation’ and/or summer shielings/pasture from medieval times (and possibly earlier) at Nubbock, The Paise and Greenridge.

The earliest surviving maps of the area date from 1735 (Greenwich Hospital estate map), 1755 (Hexham Common enclosure map) and c.1770 (Nubbock and Paise Common estate map). They show no trace of the straight feature. Figure 5 superimposes the boundaries of the medieval enclosed ground of The Paise and Greenridge farms (shown in green) and encroachments made by 1770 (shown in yellow) onto the lidar image. The figure also shows in dashed lines the course of a meandering road which is labelled on the 1735 map as the Hexham to Alston road; this predates a turnpike which is now the straight B6305 road. The 1735 road follows the same course as the meandering holloway seen on lidar images, so it is clear that the holloway is an old (probably medieval or earlier) route connecting Hexham to Allendale and Alston, not just a local route serving Stublick colliery.

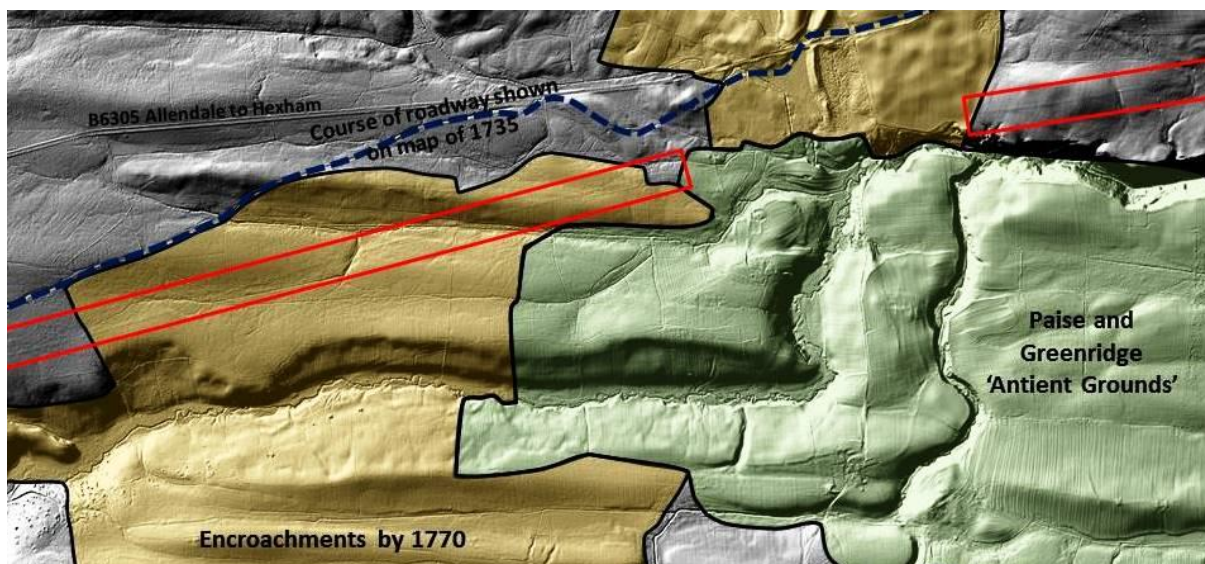


Figure 5: Features on lidar with medieval/post-medieval land enclosure indicated. The straight feature is indicated by red rectangles.

Although visible in the area of post-medieval encroachment west of the Paise, the straight feature disappears from view exactly where the ancient enclosed land of the Paise starts at NY87986157 and appears again to the east at NY88786173 on what was Hexham common, not enclosed until 1755. This suggests that the feature predates the medieval ploughing of the land at the Paise. There is broad “reverse-S” curving ridge-and-furrow seen in this area on lidar. None of the field boundaries present in the 18<sup>th</sup> century follow the feature’s course so it is not likely to have been a significant feature in the landscape by then. The meandering roadway, shown by a dashed line in figure 5, appears to form part of the northern edge of the encroachment onto the common from The Paise. The medieval priory of Hexham was granted an estate to the east at Yarridge (now occupied by Hexham racecourse) and minor properties to the west (in Allendale and beyond) in the early 12<sup>th</sup>





century (Britnell, Etty & King 2011, pp. 239, 169-70). Hence it is possible (though unlikely) that the straight feature was a “monks road” linking lands in which the priory had an interest. If so, it must have gone out of use while the priory was still in existence, for the medieval settlement at Greenridge is documented from at least 1304 (Mawer 1920, p.96) by when it would be reasonable to suppose that the distinctive style of medieval ridged cultivation visible on the Lidar imagery was in place, through which there is no trace of the straight feature. The straight feature was therefore already out of use and partially obliterated by ploughing before 1304.

The meandering roadway indicated on figure 4 lies on a separate course to the straight feature, even where their paths lie very close to each other to the west below Stublick Hill. Indicated on the 1735 Greenwich Hospital estate map as the road between Hexham and Alston, this might also form part of the road described in 1713 as running “From Dilston lead-gate along raggonside thro Yarridge Grounds, and the [Hexham] West Quarter to the bounder of Wester Grundridge, upon Warden Parish, 7 miles 28 chains” (Ritschel 1713, p.58). Dilston lead-gate, just to the west of Devil’s Water, near its confluence with the Tyne just to the south-west of Corbridge, might conceivably be paired as an indicator of a direct road link with Corbygates, a mile north-east of Alston at the medieval head-dyke in the Nent valley, and named as such in 1315 (Jessop and Whitfield 2010, p.6). From the 1630s, the Radcliffes of Dilston owned the estate and mining rights on Alston Moor, and the ‘lead gate’ on the road leading south-westwards from their home estate in the direction of Alston seems likely to have been so-named from at least then, and possibly centuries earlier judging from the placename evidence in Nentdale.

The meandering road, unlike the straight feature, lies in the narrow corridor of waste land between The Paise/Greenridge and Nubbock grounds, just beyond the northern edge of figure 5. These were presumably enclosed before the mid-14<sup>th</sup> century, possibly up to two centuries earlier.

In summary, the meandering holloway is probably a medieval (or earlier) road from Hexham to Alston, possibly at least partly used for the lead trade, and still in use in the 18<sup>th</sup> century, after which it was replaced by the modern road system. The straight feature was out of use by the 14<sup>th</sup> century and was partially obliterated by areas of medieval cultivation. No other boundaries or tracks make use of it, so its position in the landscape has been forgotten for many centuries.

### 3.2 A Roman road?

This consideration raises the possibility that the straight feature is the residual trace of a Roman road. The Roman road system of Northern England is shown in figure 6.

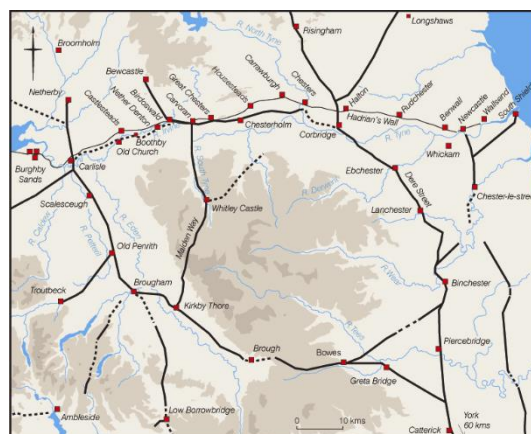


Figure 6: Roman road network map of Northern England (English Heritage/Historic England).



Its location and orientation place it between the known Roman settlements of Coria (Corbridge) and Epiacum (Whitley Castle). Speculation on the existence of such a road has been documented since at least the seventeenth century (Birley 1950) and shown, equally speculatively, on maps at a later date (Horsley 1732 & Collingwood Bruce 1851: see figures 7 & 8). The outlines of a Roman camp were drawn on the first edition of the Ordnance Survey map around Old Town farm overlooking the East Allen north of Catton, westwards from the linear feature under examination here. There is no trace of this claimed feature on the relevant lidar image, but the distinct outline of an Iron Age/Romano-British rectilinear enclosure can be observed less than a mile to the north (Altogether Archaeology Hexhamshire & Allendale Lidar survey report, in preparation, Stewart Ainsworth 2016). However, this has yet to be visited in the field, and even if verified is not evidence of a Roman road passing nearby.

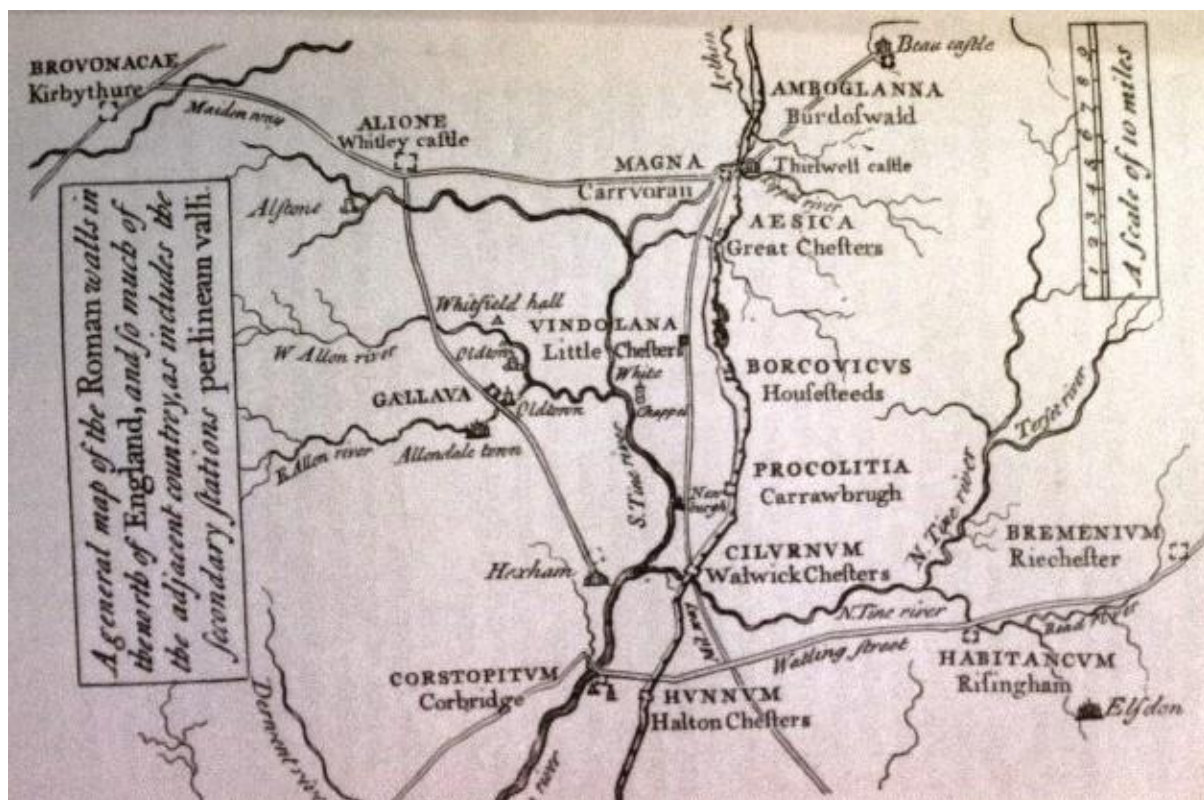


Figure 7: Horsley's 1732 map suggesting a Roman road from Hexham to Whitley Castle.





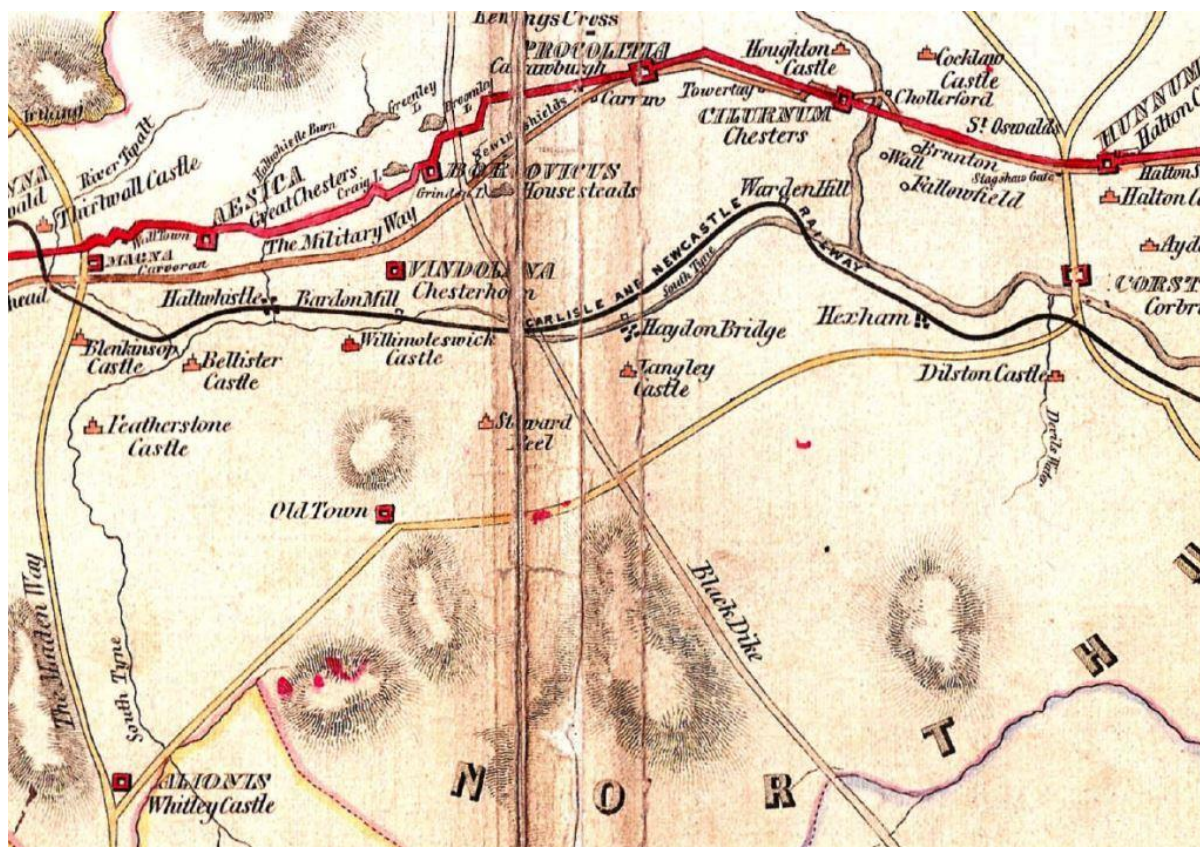


Figure 8: Collingwood Bruce's 1851 map, showing Roman road from Corbridge to Whitley Castle.

There is no obvious trace on lidar images of the straight linear feature continuing south-west beyond Stublick Colliery, crossing Allendale. For much of its putative course there has been later agricultural, mining and forestry disturbance, but this is less the case on rough fell pasture between the West Allen and the South Tyne valleys in the vicinity of Whitley Castle. One possibility is that its course between the Allendales and the South Tyne valley lies mostly beneath later roads and tracks. The AA Hexhamshire & Allendale lidar survey found no evidence for its path.

Given the known importance of Corbridge as a supply base and Whitley Castle as a fort and possible centre of the lead industry during the period of Roman occupation, it is curious that the only direction in which there is NOT a known Roman road leading away from Corbridge is towards the south-west and Whitley Castle. Birley documented a Roman altar incorporated into the medieval tower at Staward Pele overlooking the River Allen, not far to the north of a westwards extrapolation of the observed straight feature, and argues for it having been originally placed nearby by a Roman army cohort (Birley 1950, p.141).

The appearance on lidar of the feature is certainly consistent with it being a lost section of Roman road; there is no single method of construction used by Roman engineers, they adapted to local conditions. However, the 7m wide raised "agger" (i.e. cambered causeway) with flanking ditches is common, as is the construction of the road in straight sections with intervening corners.

The recent availability of free lidar images (from the Environment Agency) has led to the discovery of many previously unrecorded Roman roads by amateur investigators. Groups with a strong interest in researching Roman roads are making exciting progress in working out the Roman road network of Britain: see for example <http://www.romanroads.org>. However, few if any of these newly discovered probable roads have been excavated, so their period of use, type of traffic, intensity of use, and other aspects remain unknown.





#### 4 TRIAL EXCAVATION APRIL 2016

A trial excavation was carried out on 27 April 2016 with permission of the farmers by members of Altogether Archaeology on the eastern section of the straight feature where it passes through a field belonging to Watch Currock Farm, owned by William and Thomas Dinning. The farm is named as “Watch Currick” on Ordnance Survey maps, but usually known as “Watch Currock”. The decision to dig test-pits before arranging full-scale investigation was taken to help planning of the main excavation, to verify that there was indeed some feature present (with no evidence of modern activity), and to help with deciding the location of large-scale trenches.

The Watch Currock part of the feature was chosen as it includes areas where the feature is indistinct and areas where it is obvious on lidar images. It was also chosen because access was easy and no lambing was in progress there; permissions were straightforward as the land is owned by the farmers. Watch Currock is in the centre of the eastern of the two sections of the linear feature. Figure 9 shows Google Earth image of the area with the straight feature (in blue) and test-pit locations (in red). The farm on the right is Watch Currock, on the left is West Nubbock. Figure 10 shows the lidar DSM image of the lower half of the same area, with the straight feature visible as it passes WSW to ENE across the centre of the image. The lidar image is illuminated (“hill-shaded”) from the north.



Figure 9: Google Earth image of eastern section of straight feature with test-pits marked in red.

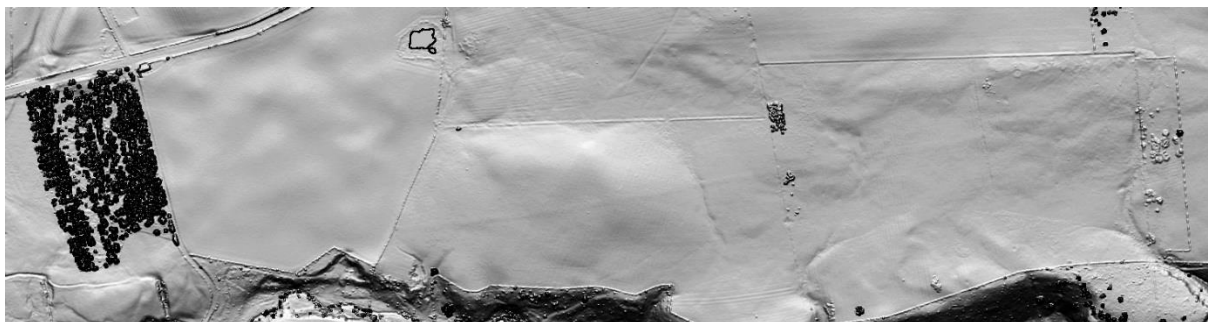


Figure 10: Lidar image of lower half of same area as in previous figure. North is at the top.





In all, 9 pits were dug. Their locations were fixed by hand-held GPS and by tape measurement from fixed features visible on the geo-referenced lidar image. Test-pits were dug 5m in from the eastern boundary of the field (where the feature is invisible on the ground and indistinct on lidar) and 100m further west beside a gully (where the feature is clear on lidar and visible on the ground). The test-pit locations are shown in figure 11, an enlarged view of the centre-right section of figure 10.

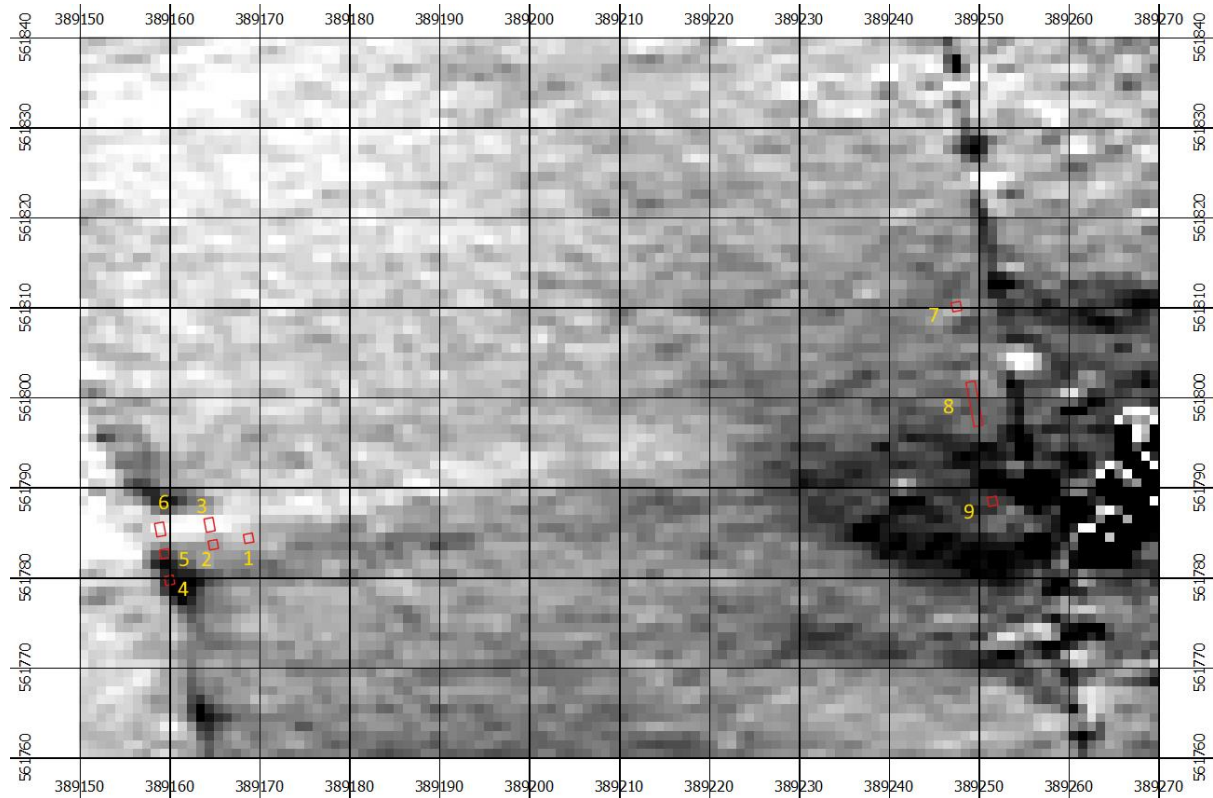


Figure 11: Test-pit locations (red rectangles) marked on a DSM lidar image. The pits are across the straight feature which runs almost E-W. The OS grid-lines are at 10 metre intervals.

Of the 6 trenches in the western group, three of these (1,2,5) lie across the middle of the feature, two are on the northern edge (3,6), and one on the southern edge (4). In the eastern group, a long trench crosses the centre line of the feature (8) with two trenches well to the north (7) and south (9) of the feature.

The trenches were aligned on the straight feature as seen on lidar and so are rotated by about 10 degrees from true N-S. The locations given for the NE trench corners are calculated by co-ordinate rotation from the locations fixed on the line of the road seen on lidar. They are subject to an error of well over a metre as the lidar has resolution of 1m and the surveying was by navigation grade GPS and by tape.

## Test pit locations

| Test-pit number | dimension EW in metres | dimension NS in metres | NE corner of trench<br>OSGB eastings, northings |
|-----------------|------------------------|------------------------|---|
| 1               | 1                      | 1                      | 389169.18,561784.95                             |
| 2               | 1                      | 1                      | 389165.25,561784.22                             |
| 3               | 1                      | 1.5                    | 389164.80,561786.68                             |
| 4               | 1                      | 1                      | 389160.39,561780.27                             |
| 5               | 1                      | 1                      | 389159.84,561783.22                             |
| 6               | 1                      | 1.5                    | 389159.30,561786.17                             |
| 7               | 1                      | 1                      | 389247.92,561810.69                             |
| 8               | 1                      | 5                      | 389249.55,561801.84                             |
| 9               | 1                      | 1                      | 389251.92,561789.05                             |

The eastern trenches (7,8,9) showed an even spread of medium stones at about 20cm depth, with no evidence of the feature. All three trenches (covering a width of 23m across the line of the feature) showed no variation. No attempt was made to excavate deeper.

The western trenches (1,2,3,4,5,6) showed larger (15cm) stones in a sand/earth matrix at 20cm depth, although not a regular surface. Of these trenches, the two northern ones (3,6) demonstrated an edge to this layer of stones with (to the north) a pale clay/sand surface, probably natural. In trench 3, there was an intervening dark loamy surface, which on brief excavation seemed to be a shallow ditch in the natural, approximately 10cm deep. Again, no attempt was made to excavate deeper. See figure 13 for a photograph of these features in test-pit 3.

In summary, trenches at the field edge, where the feature is indistinct on lidar, showed no evidence of the road at shallow depth. In the centre of the field, where it is seen on lidar and on the ground, there was evidence of a disturbed road surface (the field has been ploughed in the past, judging by its lidar appearance), with a ditch on the northern side. The road width was consistent with the 7m breadth seen on lidar.

The evidence, on trial excavation, suggests the linear feature is a road or trackway at least 6m wide, of unknown date. There was a disturbed surface of large stones and a small roadside ditch. However, with only limited test-pit digging, even these conclusions aren't definite. The most likely explanation is that the feature is a Roman road, but much more extensive excavation is needed to gather evidence.





Figure 12: Test-pit 5 (on centre of feature) showing disturbed stony surface.



Figure 13: Looking west along the feature. Test-pits 3 (foreground) and 6 (right background) demonstrate the northern edge of the stony surface, with a small ditch in test-pit 3. The road is visible as a raised causeway.



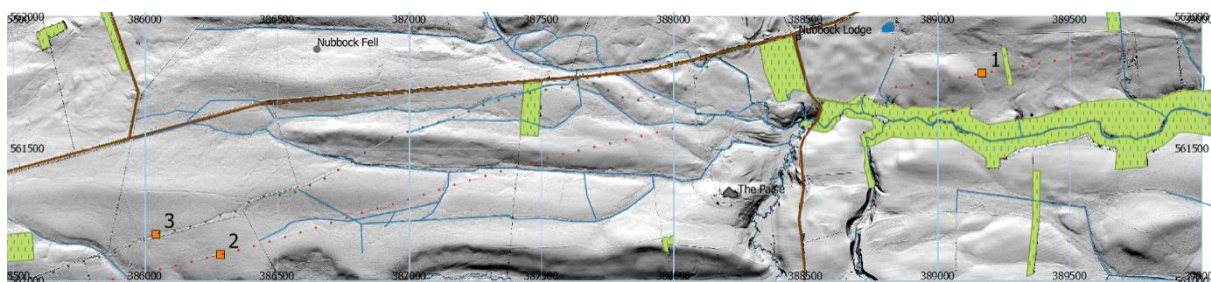
## 5 PROJECT AIMS AND OBJECTIVES

The AA Research Framework is still in preparation, so this project has to be seen as a continuation of the work of AA in its previous form. In particular, AA Fieldwork Module 4 in 2011 was a project to examine the Maiden Way Roman road where it passes close to Whitley Castle (Epiacum) Roman fort. Three trial trenches, totalling 81 sq.m. were excavated across the road. Only one phase of construction was found, with the road surface being of rounded stones, not flagstones, on a raised cambered agger of natural material. There were, in places, small ditches at the side of the road. The state of preservation and details of construction differed between the trenches, even though they were close together. No definite dating evidence was found to prove a Roman date. The Report of this excavation (Mounsey 2012) can be downloaded from the Reports section of the AA website, [www.altogetherarchaeology.org](http://www.altogetherarchaeology.org).

Aims of the current project are:

- To establish whether the straight linear feature seen on lidar is in fact a road
- To evaluate the state of preservation of the road and risks to it at more than one location
- To establish the character of its original construction and any later modification
- To recover material useful for dating the construction and usage of the road
- To recover material and other evidence to establish the type of use of the road
- To compare the road with the road examined at Whitley Castle in 2011
- To recover suitable palaeoenvironmental material (if present) to understand the site and landscape
- To similarly examine the presumed medieval holloway
- In general, to act as “quality control” for linear features found on lidar surveys, to strengthen (or weaken) their attribution as Roman roads etc.
- To enhance the archaeological capability of AA members including greater involvement in project planning, delivery, and reporting
- For volunteers to have a good time and have both mental and physical exercise

## 6 METHODS





the straight feature will be located east of the Low Stublick track, where the feature is clear on lidar. Trench 3 will be placed across the holloway, also near the Low Stublick track, so trenches 2 & 3 can be managed together. Other locations would be possible for the excavations, although many are not ideal due to poor access or wet ground. See figure 14. Each trench will be 10m long (across the features) and 3m wide (along the feature) down to the track surface. Part of each trench will be excavated into the natural across the line of the feature.

- A pre-excavation evening meeting will be held to brief volunteers: the archaeological and historic background, health and safety issues, and practical arrangements will be discussed.
- The excavation will be carried out in accordance with the guidance given in the Institute for Archaeologist's *Standard and Guidance for Archaeological Excavation* (IfA 2008), and will be completed according to relevant professional standards and guidelines.
- The excavation will be directed by a professional archaeologist and undertaken by Altogether Archaeology members, who will receive training and on-site guidance and supervision. They will be briefed on health and safety before being allowed to take part.
- The excavation areas will be defined by Netlon fencing if necessary to prevent animals from entering the area when the site is unattended. The depth of the excavations is not expected to exceed 1 m.
- Position of the trenches (OS National grid co-ordinates) will be established by tape measurement from nearby features identified on geo-referenced lidar images, cross-checked by navigation-grade hand-held units GPS units.
- All excavation will be by hand. Turf, stones, and soil will be stored separately on site and, after the completion of the excavation, the original ground surface will be restored and the area re-turfed.
- All excavated archaeological deposits will be recorded stratigraphically using a paper record forms recording system, as used in previous Altogether Archaeology excavations.
- A drawn record of all archaeological features and deposits will be compiled. This will include plans drawn at a scale of 1:20, and sections at 1:10. The position of finds (apart from those in topsoil) and their archaeological context will be recorded. A dumpy level will be used to establish heights.
- A photographic record will be maintained, using colour digital photography, of all significant features, finds, deposits and general site working. The photographic record will illustrate both the detail and the general context of the principal features and finds excavated and the site as a whole.
- A site notebook and loose-leaf folder will be maintained for each trench to maintain a record of the volunteers present, work done, photography, plans, sections, levels, contexts and significant finds.
- The Northumberland County Archaeologist and the AONB Historic Environment Group Chairman will be informed that the dig is to take place and will be welcome to visit the site during the progress of excavation.

## **7 FINDS, ENVIRONMENTAL SAMPLING AND HUMAN REMAINS**

- All artefacts from excavated contexts will be retained, except those considered to be of no intrinsic interest from features or deposits of obviously modern date. However, in such circumstances, sufficient artefacts may still be retained in order to elucidate the date and/or function of the features or deposits.
- All retained artefacts will, as a minimum, be washed, weighed, counted, marked (as necessary), identified, and bagged or boxed in suitable containers.



- Any artefacts requiring conservation or specific storage conditions will be dealt with immediately in line with *First Aid for Finds* (Watkinson and Neal 2001) and after taking expert advice.
- All artefacts recovered during the excavations on the site remain the property of the landowner. They will be suitably bagged by context and boxed after any necessary conservation (on expert advice and subject to agreement with the landowner). Finds will be kept in a secure location overnight. No finds will be discarded before post-excavation assessment.
- If material is recovered that is considered to be covered by the Treasure Act of 1996 all the necessary information required by the Act (i.e. finder, location, material, date, associated items etc.) will be reported. The Finds Liaison Officer will also be advised.
- Sealed deposits suitable for palaeoenvironmental examination and dating may be found during this excavation. If a decision to take such samples is made, then they will be taken, stored, and processed according to accepted procedures.
- It is extremely unlikely that human remains will be discovered during this excavation. If any are discovered then the advice of the professional archaeologist will be taken regarding recording, excavation and removal from the site, subject to compliance with the appropriate legislation and guidance. A Licence for the removal of human remains will be required should it be considered necessary. All excavation and post-excavation will be in accordance with the standards set out in IfA Technical Paper 13 *Excavation and post-excavation treatment of cremated and inhumed remains* (McKinley and Roberts)

## 8 REPORT

Specialists will be called on as necessary to assess finds and advise on archaeological findings.

A comprehensive Project Archive will be prepared as specified in App 3 of *Management of Archaeological Projects*.

A report will be prepared, intelligible to the interested non-specialist, which will include:

- Introduction and background to the project, using updated and expanded extracts from this Project Design
- A site location plan, with trenches marked, notated with the OS grid
- A concise description of the dates of the project, methods used, and results obtained
- Plans and sections of the archaeological deposits
- A list of significant finds with any specialist reports on these
- A report on any environmental and dating work undertaken, giving results
- Recommendations for further archaeological work (although these would be undertaken as a separate project)

Copies of the report will be supplied to the landowners, farmers, AONB and County Archaeology Service. An electronic copy of the report will be, in keeping with previous practice, posted on the Altogether Archaeology website for public access:

<http://www.altogetherarchaeology.org/reports.php>

The report will be made available via the ADS/OASIS archive



## 9 PROJECT TEAM & COMMUNICATION

In accordance with standard Altogether Archaeology practice, this project will be overseen by a Project Team, as follows:

|                                     |               |  |
|-------------------------------------|---------------|--|
| Professional Archaeologist/Director | Paul Frodsham |  |
| AA Fieldwork Co-ordinator           | Martin Green  | <a href="mailto:martin@altogetherarchaeology.org">martin@altogetherarchaeology.org</a> |
| Historic Advisor and Liaison        | Greg Finch    |  |
| AA Chairman                         | Tony Metcalfe |  |
|                                     |               |  |

Overall supervision of the excavation will be by Paul Frodsham. He has over twenty years' experience of directing archaeology projects in North-East England, and has previously been employed as the senior archaeologist for the Northumberland National Park and for the North Pennines AONB. He directed the HLF-funded Altogether Archaeology community project from 2010 to 2015 and currently works for his own consultancy, Oracle Heritage Services.

<http://oracleheritageservices.com>

The team will be in daily contact during the excavations which are expected to take place on nine consecutive days

Funding of the project is through Altogether Archaeology's own resources, mainly membership fees.

Publicity about the project will be disseminated via email to all members of AA

All volunteers taking part in the excavation will be required to be paid-up members of AA and to specifically register for the project, giving days of attendance. On registration for the project, their contact details and those of their emergency contact will be kept, and they will be given the contact details of the fieldwork co-ordinator and archaeological director. Volunteers should contact the fieldwork co-ordinator if concerned that excavation may not take place due to adverse weather or other factors, or if they are unable to attend as planned.

Numbers of volunteers will be limited each day to 25; the number of days allocated to each volunteer may be reduced to avoid exceeding the limit.



## 10 TIMETABLE

| STAGE or Task No. | STAGE/Task  | Person(s) responsible | Dates           |
|-------------------|---|-----------------------|-----------------|
| <b>S 1</b>        | <b>PREPARATION</b>  |                       |                 |
| T 1.1             | Preparation of draft of Project Design (PD) document                            | MG                    | May 2016        |
| T 1.2             | Finalisation of dates of excavation   | PF, MG, GF            | May 2016        |
| T 1.3             | Initial contact with landowners & farmers                                       | GF                    | May 2016        |
| T 1.4             | Email to all AA volunteers re project dates                                     | TM                    | late May 2016   |
| T 1.5             | Booking of hall for July volunteer meeting                                      | GF                    | late May 2016   |
| T 1.6             | Revision of PD to final version   | PF, GF, MG            | June 2016       |
| T 1.7             | Posting of PD on AA website   | MG                    | early July 2016 |
| T 1.8             | Contact of AA volunteers to register for project                                | MG, TM                | early July 2016 |
| T 1.9             | Pre-field work evening meeting for volunteers at Whitley Chapel                 | GF, PF, MG, TM        | 19 July 2016    |
| <b>S 2</b>        | <b>FIELDWORK</b>  |                       |                 |
| T 2.1             | Site set-up   |                       | ? 5 Aug 2016    |
| T 2.2             | Fieldwork   |                       | 6-14 Aug 2016   |
| <b>S 3</b>        | <b>REPORT, ARCHIVE &amp; PUBLICITY</b>  |                       |                 |
| T 3.1             | Production of project report  | MG, GF, PF            | Oct 2016        |
| T 3.2             | Dissemination of report to landowners, farmers, County Archaeologist, AONB etc. |                       | Nov 2016        |
| T 3.3             | Publication of report on AA website/OASIS                                       |                       | Nov 2016        |
| T 3.4             | Presentation of findings at AA members meeting                                  |                       | Winter 2016/7   |
| T 3.5             |   |                       |                 |

## 11 SITE ACCESS AND ON-SITE FACILITIES

Parking is limited to approximately five cars at each of the two proposed locations, and in both cases the actual trenches will be about 400m from the parking location. Off-site parking has been arranged at Hexham Racecourse car park, with car-shuttle to the sites.

Portable toilet facilities and a tent or similar structure will be provided. Volunteers should be aware that the excavation will be on an exposed location and hence should be prepared for adverse weather conditions.

Normal working hours will be 9.45am to 4pm, with a lunch break and morning & afternoon coffee breaks. Volunteers should meet at Hexham Racecourse car park at 9.30am each day.

The farmers' advice will be followed regarding restrictions in access and parking.





## 12 HEALTH & SAFETY AND INSURANCE

- Full consideration will be given to matters of health and safety throughout this project. All work will be undertaken in accordance with the 1974 *Health and Safety Act* and its subsequent amendments, the 2007 *Construction Design and Management Regulations*, and the Standing Conference of Archaeological Unit Managers (SCAUM) Health and Safety Manual (2007).
- In accordance with standard Altogether Archaeology practice, all work will be subject to the standard AA Risk Assessment and also to a specific risk assessment, covering all real and potential hazards associated with this particular site. A comprehensive health and safety induction will be given to all volunteers at project start-up, and all will be required to read a written statement on health and safety which will be kept on site and which all volunteers partaking in the project will be required to sign, stating that they have read and understood it and that they will abide by its terms.
- At least one qualified First-Aider and appropriate first aid kit will be on site at all times while fieldwork is in progress. Antiseptic gel and wipes will be available on site.
- The trench locations are in mobile phone coverage in case of emergencies.
- Altogether Archaeology pays for insurance to cover volunteer activities, including excavation, from **Export and General Insurance Services Limited**.

## 13 ACKNOWLEDGEMENTS

Thanks to the test-pit team for turning out and achieving an amazing amount of archaeology on a single day of cold, wind and sleet: Greg Finch, Paul Frodsham, Martin Green, Gail Hildreth, Alexandra Jackson, and Tony Metcalfe. Some equipment was borrowed from Rob Young's hoard. The farmers, William and Thomas Dinning, generously gave us permission to dig the test-pits.

We are grateful for the farmers' and landowners' agreement for the excavation to go ahead, and for permission from Robert Whitelock, Chief Executive of Hexham Racecourse, for use of the racecourse car park.

Stewart Ainsworth advised on lidar and provided general inspiration for this project.

Lidar processing by Martin Green used QGIS and Irfanview: see Stephen Eastmead's advice on this at eastmead.com.

Lidar information © Environment Agency copyright and/or database right 2015. All rights reserved.

Google Earth images © Google 2016

Ordnance survey map data © Crown copyright and database rights 2016

## 14 REFERENCES

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## 14.3 Other References in the text

English Heritage 2006 *Management of Research Projects in the Historic Environment*

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