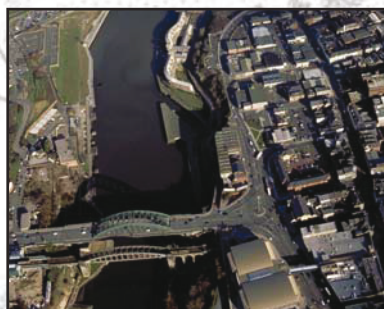
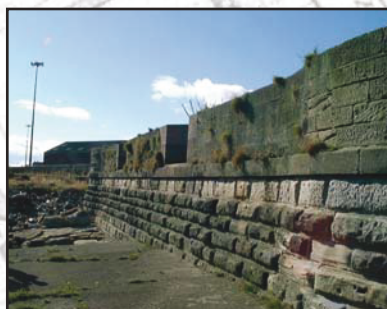
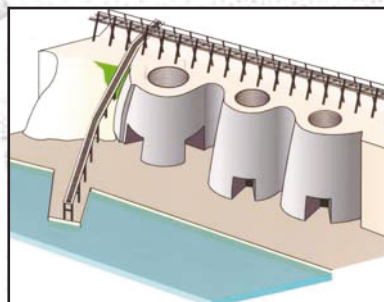


SUNDERLAND

AN ARCHAEOLOGICAL ASSESSMENT & STRATEGY



- CITY OF SUNDERLAND - DEVELOPMENT & REGENERATION
- CITY OF NEWCASTLE - PLANNING AND TRANSPORTATION DIVISION
- NORTHUMBERLAND COUNTY COUNCIL - ARCHAEOLOGY & CONSERVATION
- ENGLISH HERITAGE

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PART I : ARCHAEOLOGICAL ASSESSMENT

1 Introduction

In 1992, English Heritage set out a national policy for resolving possible conflicts between development and archaeological sites in built-up areas (Managing the Urban Archaeological Resource, 1992). Funds have been made available to individual Planning Authorities to undertake work aimed at providing a framework for dealing with archaeological issues encountered during the development control process.

Known as the Extensive Urban Survey Programme, Sunderland is one of the towns to be completed as part of a collaboration between The City of Sunderland, The City of Newcastle, Northumberland County Council and the other districts which formed the former County of Tyne and Wear. Tyne and Wear Museums have provided staff and support for the English Heritage-funded project.

Historic town surveys involve the collection and analysis of documentary, cartographic and archaeological evidence of the extent and character of the urban development of the town. An outline history of the town is then followed by a strategy for managing the archaeological sites revealed in the data-collection phase. The Council's policies in the Unitary Development Plan are clearly explained, and the final section provides a step-by-step guide to the stages of a Planning Application on, or in the vicinity of, an archaeological site.

The area covered (Fig 1) represents the historic core of the city centre and the adjacent riverside, and includes the major areas of industrial development from the late eighteenth and nineteenth centuries.

All relevant information has been recorded on the Tyne and Wear Historic Environment Record and mapped, where possible, using ArcView.

1.1 Location, Geology, Topography

It was inevitable that settlement would develop at the mouth of the River Wear. The river runs through a district rich in minerals, especially coal, and with it drains agricultural land supporting a large population. In its natural state the river channel was navigable, at least as far as Hylton, and had good ground on both banks, where the river cuts through a 10 m belt of glacial boulder clay which overlies the magnesian limestone of the Durham coastal plain.

1.2 Monkwearmouth, Bishopwearmouth and Sunderland

The modern city of Sunderland encompasses three separate historic villages: Monkwearmouth on the north bank of the Wear and Bishopwearmouth on the south bank.

Sunderland, the port, split-off (“Sundered”) from Bishopwearmouth

The modern borough of Sunderland was created in 1835 by the Municipal Corporations Act.

The separate strands of the histories of the three villages will be discussed individually until the post medieval period when the development of the three villages into a single town will be examined.

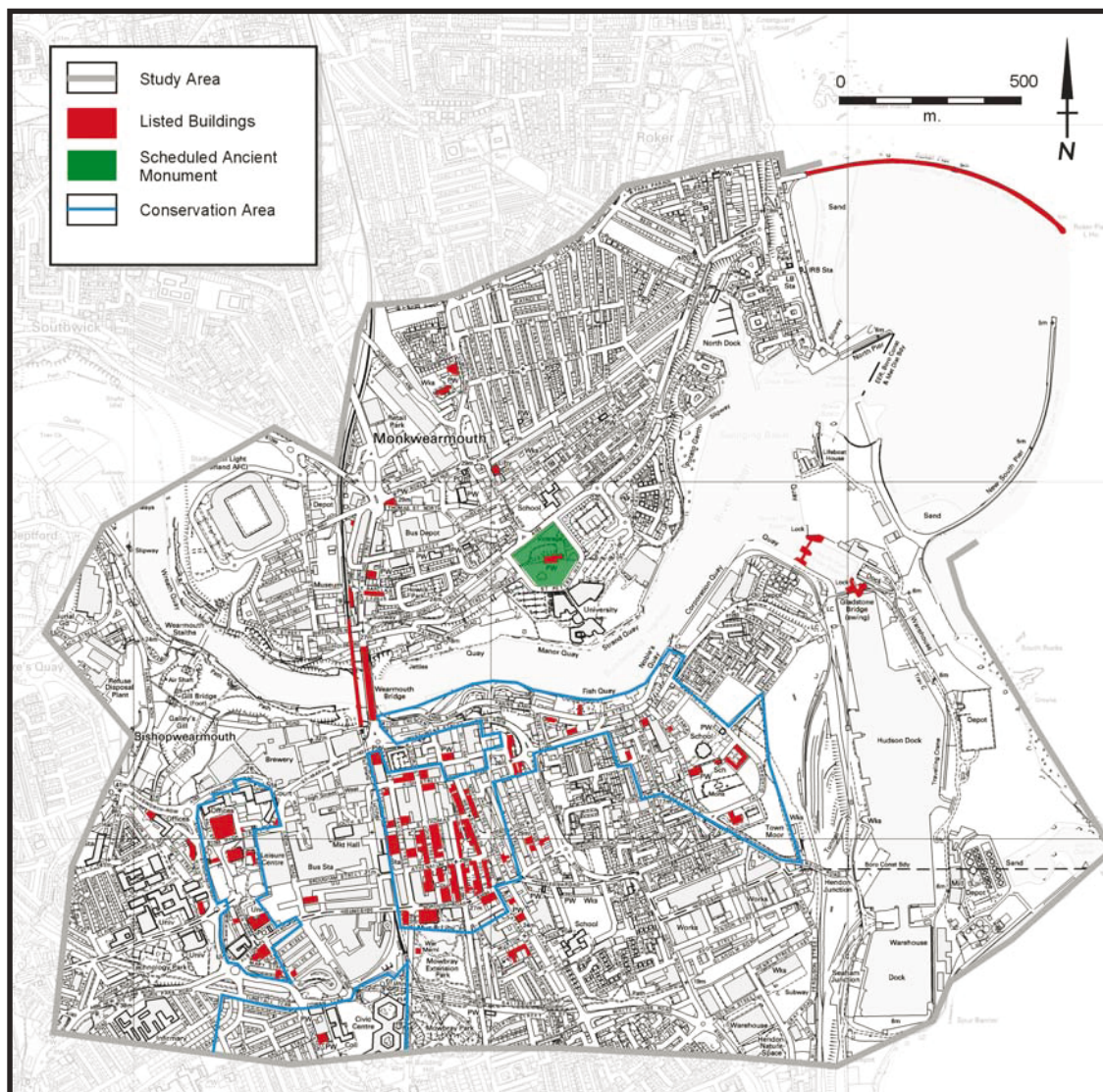


Fig 1. Study Area

1.3 Documentary and Secondary Sources

The starting point of the assessment has been the Tyne and Wear Historic Environment Record, formerly the Sites and Monuments Record (TWHER), and thus the author is heavily indebted to the SMR work of Barbara Harbottle. Additional sources have been researched, and as a result new HER entries have been created and the information has been structured in a manner to allow an assessment of the archaeological potential of the historic core of Sunderland to be made.

Hutchinson covers the history of Sunderland in Vol. 2 of his “History of Durham”, 1787 and Surtees in his “History of ...Durham, 1816-20. There are several 19th and 20th century histories of Sunderland but many of these, for example, Garbutt, 1819, Burnett, 1830, Lyndon Dodds, 1995 summarise the earlier histories and have not added substantially to this assessment.

There are also several 20th century collections of essays on specific topics, such as the development of the river for example H. Bowling, (ed.), 1969 and G. Milburn and S.T. Miller, (ed.), 1988, which are useful. Articles in the Journal of the Society of the Antiquaries of Sunderland cover many specific aspects of Sunderland’s history. Documentary sources for Sunderland are listed on page 62. Further research of these sources would enable a more detailed picture of the development of Sunderland to be established but is outside the scope of this assessment. The 19th century industrial history in particular has not been covered here in the detail it deserves and as the town, and later city, expanded far beyond the limits of its historic core, many important industrial sites fall outside the study area.

1.4 Cartographic Sources

The cartographic sources for Sunderland are numerous and provide a rich source of data for the study of the development of the port and the town. All of these maps or copies of them have been consulted and may be specifically referenced in the text. For the purposes of analysis of the development of the urban form, S.Buck’s 1723 Plan, Burleigh and Thompson’s 1737 Plan (Fig 15), Rain’s Eye Plan of 1785-90 (Figs 16-18), Woods 1826 Plan (Figs 20-22) and the 1st (Figs 23-24) and 2nd editions of the Ordnance Survey maps have been chosen since they provide the most accurate and detailed cartographic material. Other maps duplicate, provide less detail or are less accurate than the selected maps although they also provide useful complementary information. It is not possible to accurately overlay some of the post medieval maps onto a modern map but it is possible to locate the features depicted.

Grenville Collins’, “Great Britain Coasting Pilot”, 1693, is the earliest surviving map (Weston, 1932-43, p. 116-128). The river Wear and Sunderland are shown but little of the town is depicted.

William Lewin’s 1714 map, “A Survey of the Manor of Monkwearmouth, part of the possession of Sir William Williamson” is available through a copy by Robson in 1825.

William Lewin’s plan of 1715 titled “A scheme of the New Town of Sunderland beginning at the east end of the Town and continued to Chapel Hill taken, Divided and set out into 12 equal part, each containing 433 square yards beside the Banks which are also Divided, and set out as agreed unto by the 12 Gentlemen to whom the said belongeth, with the Gentlemen’s names, and numbers of reference to each Gentleman’s parcel of Town and Bank as fell by Lot” is useful in documenting

the post medieval expansion of Sunderland.

James Fawcett's 1719, "Plan of the mouth of the River Wear" shows the hazards for ships entering the river, including rocks to the north and south of a narrow channel, a shallow bar where the river met the tide and sandbanks choking the channel. St Peter's Church in Monkwearmouth is shown and Sunderland is depicted as a small linear settlement on the south bank of the river with a customs house.

S.Buck's "The Perspective and Ichnography of the Town of Sunderland" dated 1723 shows all Sunderland, Bishopwearmouth and Monkwearmouth with very similar form to the shown on the slightly later but more detailed 1737 "Plan of the Mouth of the River Wear" by Burleigh and Thompson.

The "Survey of Sunderland Moor" by Thomas Forster, 1742, copied by C.W. Scott and J.F. Sharp, shows Common pasture as The Intack, Sunderland Moor and the Coney Warren.

Rain's "Eye Plan of Sunderland and Bishopwearmouth", 1785-90 is a very detailed and informative plan.

Robson's "Plan of Sunderland, Bishopwearmouth and Monkwearmouth", 1817 (Sunderland Museum, copy published in Garbett, 1819 and Fig19) is a more accurately surveyed map showing the form of the towns to be similar to that depicted by Rain.

Woods 1826 map (Figs 20-22) is an accurate survey of all three settlements showing the form of the town at this date and proposed area of new development.

1862 Ordnance Survey First edition, Sheet VIII.15

1896 Ordnance Survey Second edition, Sheet VIII.15

1.5 Archaeological Data

There has been extensive archaeological excavation of the Monkwearmouth monastic site by R. Cramp in 1959-62, 1964, 1966-7 and 1971. This important material is not yet published, but informative interims are available. In other areas of Sunderland, there have been a number of small archaeological investigations. These have revealed that there is often a high degree of truncation of earlier deposits resulting from post medieval or modern terracing and cellaring. The archaeological information recovered has largely related to the later history of the city. The most recent investigation is of an early 19th century Crypt below 34 Low Row, Bishopwearmouth (Nolan, NCAS, 1998, TWHER report no. 1998/11). A catalogue with summary information of the archaeological investigations in Sunderland can be found in appendix 2.

2 The Pre-Urban Archaeological Evidence

2.1 The Prehistoric Period (Fig 2)

2.1.1 Archaeological Evidence

There are prehistoric burials and evidence of early settlement on a number of hills and rocky outcrops in the lower Wear Valley, particularly at Copt Hill, Hastings Hill, Humbledon Hill and the Tunstall Hills (Miller, 1989, p 13). Within the study area, a number of prehistoric finds have been recovered, but there is no evidence that the medieval settlements occupied locations permanently inhabited in prehistory.

Mesolithic flints (TWHER 49) have been found on at least two separate occasions south of St. Peter's Church in Monkwearmouth (Wymer, 1977, p 86). These may not represent in situ finds, and both groups of material may have derived from dumped sand used as ballast. A Maglemosian tranche axe (TWHER 50) was



Fig 2. Prehistoric Period

found by Dodds in Church Street, c.100 - 200 yards north of St. Peter's Church, in sand 2 - 3 feet deep below cobbles, during a council landscaping project. Though Harding declares the axe came from the "basal levels of the site" (Harding, 1970), Miket suggests, that the sand may have been dumped ballast (Miket, 1984, p 91).

Neolithic and Bronze Age artefacts recovered from the River Wear may also have derived from ballast and may not have originated from human activity within the study area. "...in the river (Wear) at Wearmouth, a hammer head of polished Scotch granite (TWHHER 59), of very beautiful form and finish, was dredged up. It is preserved in the castle of Newcastle" (Longstaffe, 1858, p 50). A perforated axe hammer (TWHHER 393) was found in 1849 while dredging the River Wear, "from a depth of 10 feet below the bed of the river Wear, or 16 feet below low-water mark, about 300 or 400 yards above Sunderland Bridge". It was described as "of mottled greenstone, beautifully finished"(op cit). A bronze, three-ribbed, socketed axe (TWHHER 58), 3.5 inches long, was "found with some others and an odd piece of cast brass at Weremouth near Sunderland by the sea side...." i.e. it was perhaps part of a hoard. It was seen and drawn by William Stukeley in 1725, though the object is now lost. A flint scraper (TWHHER 5) was found in Sunderland in 1973, and donated to Sunderland Museum.

2.2 The Roman Period (Fig 3)

2.2.1 Archaeological Evidence

There is a long history of recording Roman finds along the Wear, and there has been much speculation on the nature of Romano-British settlement. The suitability of the topography for the location of a fortified signal station has been put forward by Mitchell (1919, p19-20) but there is no archaeological evidence that the system extended this far up the north-east coast, and the most northerly known station was at Huntcliff, near Saltburn.

The argument in favour of the putative Roman Fort (TWHHER 39) can be summarised in the following manner: The Notitia Dignitatum, a list detailing the late Roman army, includes an entry for the praefectus numeri Nerviorum Dictensium (prefect of the unit of Nervians at Dictm). The prefect's command is listed between that of Arbeia (South Shields) and Congangis (Chester-le-Street). Dictum appears on the list within a run of eight forts, which appear to be listed in geographic order north to south. Dictum has therefore been assumed to lie in between South Shields and Chester-le-Street (information taken from TWHHER report 1999/30 "Vaux Brewery Site, Sunderland - An Archaeological Assessment" by Tyne and Wear Museums 1999).

Mitchell believed that there had been a "Roman station" near the mouth of the Wear, on the high ground at the north end of Castle Street. As evidence he cited:

- a) Its commanding situation
- b) A one-time ancient building there. W.H.D. Longstaffe in a paper published in

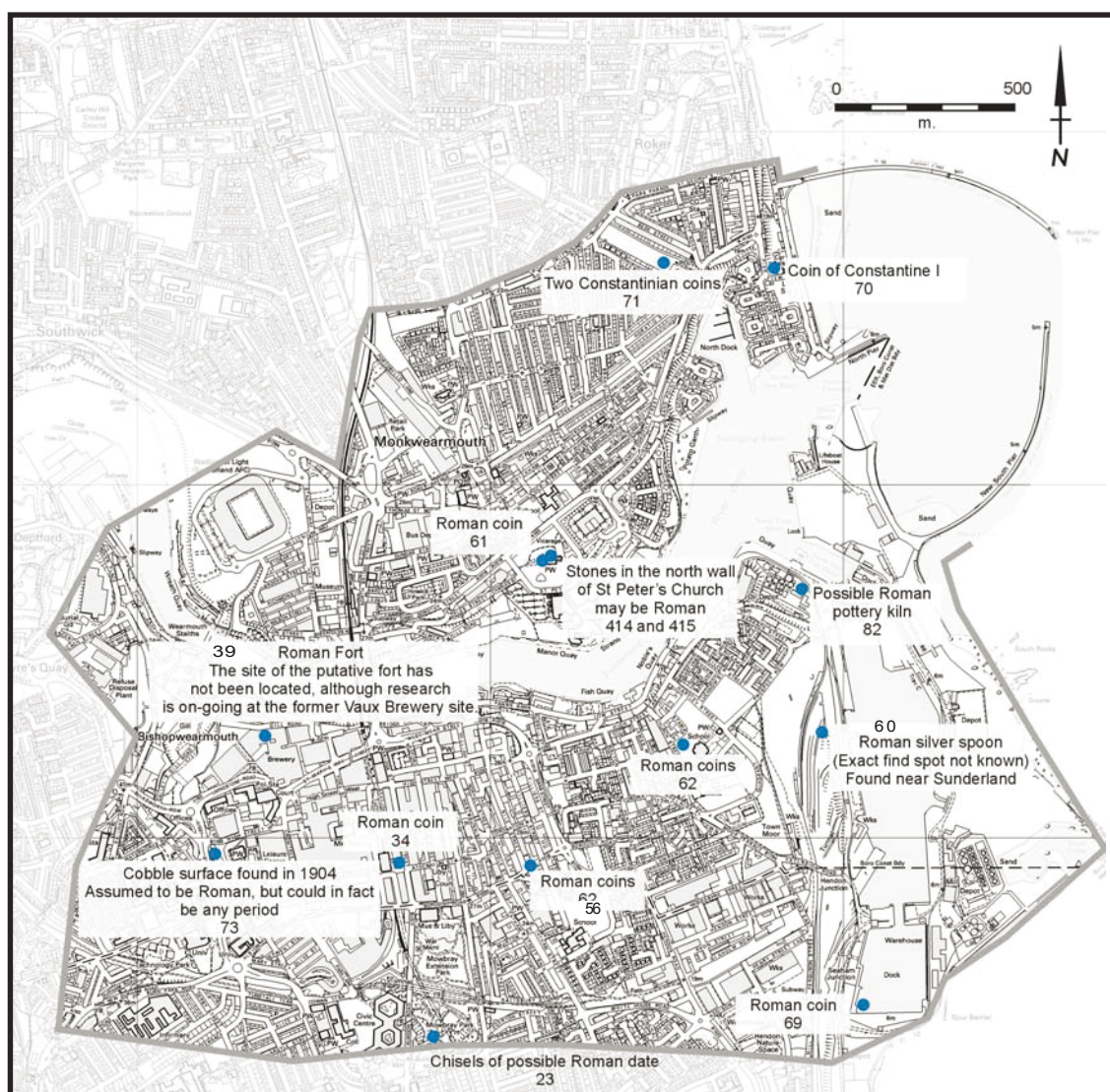


Fig 3. Roman Period

1858 referred to Roman buildings found at Wearmouth. The South Shields Daily News of 17th February 1865 reported that foundations of a large building had been found by workmen in Rectory Park (information taken from TWHER report 1999/30).

- c) Four foot thick foundations of worked stones and cement “in keeping with Roman workmanship” found in Castle Street and examined by John Moore in 1873
- d) “Ancient sculptured stones of supposed Roman work” dug up near the Castle Well
- e) A Roman inscribed stone (TWHER 39) built into the wall of the rectory coach-house (Mitchell, 1919, p 19-20). Petch thought the notion a possibility but the site now irrecoverable (Petch, 1925, p 31). The inscription was however, rejected by the editors of ‘The Roman Inscriptions of Britain’ as of fairly recent date (RIB 2348), probably eighteenth century. Tyne and Wear Museums, in their assessment of the Vaux Brewery site, say that nevertheless, its presence supports the idea that there was a local tradition of Roman occupation in the vicinity, which someone wished to affirm by erecting a replica Roman inscription (TWHER report 1999/30).

Other evidence attributed to the Roman period includes the sighting of a cobble surface, which was assumed to date to this period. Robinson describes it as the Hartlepool to South Shields Roman Road (TWHHER 73). It was seen “Recently during the rebuilding of the ancient ‘Hat and Feather’ Inn, Low Row, a licensed house which has existed for upwards of 200 years, the contractors came upon some interesting remains of antiquity. At a depth of about twelve feet below the level of the present street, on that portion of the building which was the Inn yard, and adjoining the disused burial ground of Bishopwearmouth Church, a section of an ancient roadway was brought to light. The pavement was...of cobble stones, in a splendid state of preservation. At the same depth, and close to the ancient pavement, were the thick walls of what had been the boundary or retaining wall of the burn. The rush of water may yet be heard...” (Robinson, 1904, p 5). This represents an interesting discovery but could date to any period. The “Hat and Feathers” is now known as “Green’s Public House” (TWHHER 4476).

The site of a Roman pottery kiln (TWHHER 82) was supposedly discovered in 1849, but this is also difficult to confirm with any accuracy. When clearing some old houses occupying the Pier or Commissioners’ Quay (on what was once the north-east corner of the Town Moor) to make the river entrance to the Sunderland dock, the remains of what was supposed to have been the site of a Roman pottery were brought to light. Eight feet below the surface was a circle, 20 - 25 feet diameter, hewn out of the limestone, and containing a circle of small rubble stones like a horse-mill, apparently erected to grind clay. Close by was found red and yellow ochre, and pottery, both sherds and four perfect Roman bottles of unglazed red earthenware. One went to Sunderland Museum, and was later dismissed by Petch as not Roman (Petch, 1925, p 27).

There are a number of finds which are attributable to the Roman period which have been found within the study area, all are recorded in the TWHHER. From information derived from Sunderland Museum records, there are five coins: -

TWHHER 34, A tetradrachm of Maximianus (AD 286-310) found circa 1953 on the north side of St. Thomas’s Street.

TWHHER 70, Coin of Constantine I (AD 307-37) found circa 1958, at the now demolished Durham District Omnibus garages quite close to the shore.

TWHHER 71, Two Constantinian coins found opposite Roker Park Road South (the seaward end) in a garden below an octagonal bus shelter in 1935.

TWHHER 69, Roman Coin, Type AE 3, found on Hendon beach in 1961.

A number of other Roman finds from the study area have less exact provenances and have been subsequently lost:

TWHHER 61, A small Roman coin discovered when St. Peter’s Church in Monkwearmouth, underwent restoration.

TWHHER 62, Coins of Constantine I (AD 306-337) were found during building excavations near the south end of Villiers Street in c. 1820.

TWHER 56, A first brass of Nero (AD 54-68) was found in a brickyard near Sunderland in 1861.

TWHER 60, A Roman silver spoon with a short hooked handle was found near Sunderland.

TWHER 414 and 415, Stones in the north wall of the west porch of St Peter's church may be of Roman date, although Hall thought it was Anglo-Saxon (Hall, 1918-23, p 47).

Little evidence has been found for native settlement in the Roman period except for chisels (TWHER 23) found in Bishopwearmouth which were attributed to this period (Summers, 1858, p 14). Petch located this discovery at Building Hill (Petch, 1925, p 30).

2.2.2 Roman: Definition of Settlement

The individual finds indicate Roman activity in the area, but no sites of unarguably Roman date have been found in Sunderland. Intrusive material may occur not only within the made-ground on the shore and river-banks but within the city as ballast was used to fill in holes made in the course of excavating for clay for brick and pottery works. Specific reference is made to this by Bain (1901, p 25).

Arguments for Sunderland as the site of a Roman fort are hypothetical but the position of a signal station, if it followed the criteria of other coastal signal stations, would be on high ground close to the coast. There are grounds for suggesting that a major inland supply route such as the Wear may have been defended with a fort near the mouth, but the site of any such fort has not been located. The archaeological assessment of the Vaux Brewery Site 1999 concluded that "there is the unsubstantiated possibility of a Roman Fort at Bishopwearmouth. Ancient stonework has been found in the Study Area, and although documentary evidence points to an unlocated Roman Fort between South Shields and Chester-le-Street, other evidence is lacking" (TWHER report 1999/30 "Vaux Brewery Site, Sunderland - An Archaeological Assessment" by Tyne and Wear Museums 1999). A programme of archaeological evaluation will be undertaken prior to development on the brewery site, which will hopefully shed light on this matter.

3 Early Medieval Settlement (Fig 4)

3.1 South Wearmouth (TWHER 1988)

3.1.1 Documentary Evidence

Bede wrote that Bishop Benedict brought back from a journey to Rome two silk cloaks which he gave to King Aldfrid of Northumbria in exchange for the vill of South Wearmouth "which lay on the south bank of the Wear and so opposite the monastery" (Wilcox (trans), 1818, p 23).

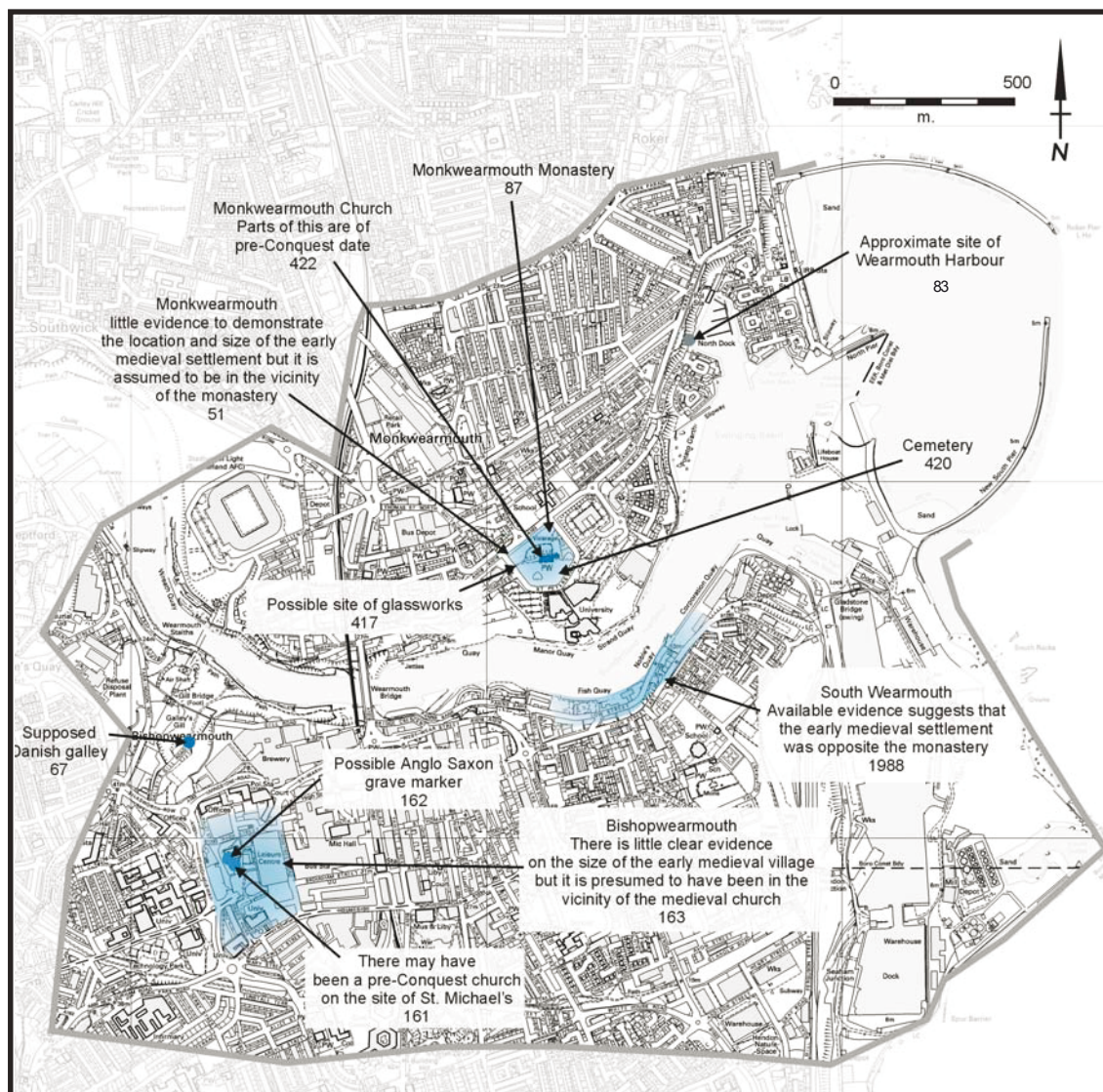


Fig 4. Early Medieval Period

3.1.2 Definition of Settlement

While there is considerable evidence for settlement on the north bank of the river at this period, much less is known of the settlement on the south bank, South Wearmouth. It is not even clear whether the 7th century vill referred to by Bede is early evidence of the settlement which became Sunderland, at the mouth of the Wear or whether was the settlement which became known as Bishopwearmouth. The description, opposite the monastery, would most accurately fit Sunderland. In the absence of other evidence this can only be related most generally to the south bank of the river.

3.2 Bishopwearmouth (TWHER 163)

3.2.1 Documentary Evidence

Settlement here is presumed to have been established prior to the date of the earliest documentary reference to Bishopwearmouth village. This is thought to be when Symeon of Durham states that in c. 930, when King Athelstan gave "South

Wearmouth” and its appendages on the south side of the river (Weston, Offerton, Silksworth, Ryhope, Seaham, Seaton, Dalton, Dalden and Hesilden) to the see of Durham. Symeon also describes how the vill was destroyed by Malcolm of Scotland’s forces (Dodds, 1915, p 85).

An argument has been made for a pre-Conquest church (TWHHER 161) at the site of St Michael’s Church (Corder 1932-43, p 48-56), but positive proof is lacking. Surtees suggests that the original endowment and foundations of the church occurred soon after Athelstan’s grant (Surtees, 1816, p 227-32); there is a pre-Conquest documentary reference to South Wearmouth, supposed Saxon stones and the appearance of tower as illustrated in Hutchinson, (1787, p 511-13). Part of a grave marker (TWHHER 162) has been possibly dated to the Anglo Saxon period, but is more likely to date from the 11th century.

3.2.2 *Definition of Settlement*

The settlement which became known as Bishopwearmouth (TWHHER 163) occupied a low hill-top c. 100 feet above the river. It was bounded to the west by the valley of Wearmouth Burn or Howle-Eile Burn, to the east by the coast and to the south by a ridge outcropping in stone at Building Hill. (Corfe, 1973, p.17 and Clay, Milburn and Miller, 1984, p 55).

Clay, Milburn and Miller, (1984, p 55) speculate on the topography of the Saxon village, suggesting that the church would most likely have been sited on the highest ground where the medieval church of St Michael stands and putting forward three alternative forms for the village. (a) round the green to the south east of the church; (b) on either side of the broad road running west to east on the north side of the church; (c) the least likely, along the road running parallel to the Burn, along what is now Green Terrace and Low Row. This is probably too close to the Burn and was no doubt subject to flooding. Post medieval maps shows a pattern of building to the north, south and east around the green with plots of land running behind them. This could be reflecting the original Saxon form of the village and the area to the north of the church could represent a later reorganisation of the village in the 11th/12th century.

There is little clear evidence of the form size or character of the early medieval village, or whether an early church stood on the site of St Michael’s Church. It would certainly be most likely that an early settlement would have been sited on the higher ground, but the post medieval maps do not provide more than the basis for speculation on the form the Saxon village may have taken. This is an important point in a research strategy for any archaeological investigation in the area.

3.3 **Monkwearmouth Village (TWHHER 51)**

3.3.1 Archaeological Evidence

While the earliest documentary reference to the vill of Wearmouth dates from 1075

when it was granted to Aldwin. Excavated evidence from the monastery at Wearmouth indicates that there was a lay population at the site possibly before the monastery was founded c. 673 and continuing after the monastic community had dispersed in the 9th century (Cramp, 1976c, p 17).

Archaeological evidence of Wearmouth Anglo-Saxon cemetery (TWHHER 420, Scheduled Ancient Monument No 32066) was found when an excavation south of the church of St Peter revealed an extensive burial ground (at least 300 burials) of three phases:

Phase 1. Earlier than, or contemporary with, the Saxon monastic buildings, west of Building B (which runs N-S roughly in the centre of the cloister). A lay cemetery for men, women and children. Bodies lay on their backs, some in wooden coffins. Burials were closely spaced, all aligned west - east, and the earliest grave fills had clean earth or Roman pottery in them. 11th century buildings cut through at least three layers of burials (Cramp, 1976c, p 10).

Phase 2. Later than the abandonment and partial destruction of the monastery. Burials were more widely dispersed than 1, some were over the earlier graves, some were among the monastic buildings. Bodies were usually on their right sides.

Phase 3. Two burials appeared to post-date the later Saxon reconstruction of the site, but to be earlier than the post-Conquest occupation.

3.4 Early Medieval Monkwearmouth Components

3.4.1 *Monkwearmouth Monastery (Scheduled Ancient Monument No. 32066 and TWHHER 87)*

3.4.1.1 *Documentary Evidence*

Monkwearmouth Monastery occupied a site with a natural harbour on the north bank of the Wear at the mouth of the River Wear from the period 7th - 9th century. The monastery was founded by Benedict Biscop, an Anglian noble who entered the religious life. King Egfrith granted Benedict Biscop 50 hides of land c.673 to found a monastic community at Wearmouth. Bede records a stone church dedicated to St Peter and built by masons from Gaul within a year. Rosemary Cramp believes that Roman Gaulish influence extended to influencing the traditions of religious life at Wearmouth and Jarrow (Cramp, 1976c, p 6-7). Bede also records that glaziers from Gaul were brought to glaze the windows of the church 'porticus' and refectories. Bede also mentions cubiculae for the use of senior monks, the abbot and the prior; a church dedicated to St Mary; and an oratory of St Laurence. The second abbot, Ceolfrid, undertook a major building programme in which other oratories were built. According to Bede at the time of Ceolfrid's death in 716, the abbeys of Monkwearmouth and Jarrow had 600 bretheren (Bede). Its landholding

had been extended by grant of the king to include 400 acres on the south side of the river. According to Symeon of Durham the house was abandoned after Viking attacks of 874-5, and Cramp found excavation evidence of burnt architectural fragments and a layer of charred wood and ash (Cramp, 1969, p 25) which may have represented destruction as a result of Viking, or later (circa 1070) Scottish raids.

The area south of the church was used extensively as a burial ground after the monastic buildings were abandoned and before the site was cleared in the 11th century (Cramp, 1969, p 26). Monastic life was revived briefly in 1072 by Aldwine, Prior of Winchcombe, who found the Saxon buildings in ruins, before it became a cell of Durham in 1083. Symeon of Durham mentions that on finding the buildings uninhabitable they built wattle huts near to the church of St Peter (see Medieval period).

3.4.1.2 *Archaeological Evidence*

The possibility of excavation in this area was afforded by the replanning of Hallgarth Square where re-development had encroached within 7m of the south wall of the church. Modern overburden, varying in depth from 2 m at the east end of the excavation to 1.3 m at the west end had blurred the original contours of the land and deep cellars of 19th century buildings have destroyed a great deal of the early evidence (Cramp, 1976c, p10). From the surviving remains of Biscop's church, i.e. west wall and porch, 19th century observations, and Cramp's excavations of 1959-1974, the layout of the monastic buildings and their dates can be suggested. The plan includes a church, either of nave, choir and chancel/east porticus, or the nave of St. Peter's joined on to a chapel perhaps of St. Mary. At the west end, a porch was flanked by two porticus. South of church there was a Christian cemetery, the earliest burials predating some Saxon buildings there, which included a gallery and a possible latrine.

An interim report of the excavations at the monastery states that "there was little stratification below the 18th century overburden" (Cramp, 1972, p 6).

There were probably two Saxon phases:

Period 1: the earliest feature of the site is a cemetery west of the Saxon gallery where the bodies were all aligned east - west without grave furnishings, although two had traces of coffins. Contemporary, or at least co-existing with this cemetery was the Saxon gallery, which could be traced for 105 feet south of the church. A slight trace of a mortar floor was cut by late Saxon burials. Cramp says no satisfactory explanation covers the pre-dissolution sequence.

Period 2: one or possibly two buildings were inserted into the gallery, and they were built with the same construction techniques but were wider and possibly supported a two storey structure.

Rosemary Cramp summarised the results in the following way: -

“The importance of the site is that it has produced buildings regularly aligned on the church, in which the construction is reminiscent of Roman work. The painted plaster, decorative stone carving, and coloured window-glass associated with them, all indicate the re-introduction of an advanced stone technology into the area. However, the dominating position of the cemetery with its shrines, the irregularly placed stone buildings, as well as the motifs on the decorative stone carving, providing a link between insular and continental traditions” (Cramp, 1976a, p 234).

The site appears to have been landscaped after the excavation. The stone wall around some of the perimeter has been rebuilt in places numerous times but is likely to delineate a post medieval (or earlier) boundary. A catalogue of the grave markers and architectural fragments from the excavation can be found in appendix 3 of this report.

3.4.2 Monkswearmouth Church (TWHER 422), listed grade 1

3.4.2.1 Archaeological Evidence

The lower part of the tower, the west porch and the west wall of the nave of St Peter’s Church are of pre-Conquest date. “...the tower .. being supported on heavy and low arches, and the chancel is divided from the nave by a heavy circular arch, much like the arches of Jarrow in form, but more lofty and extended” (Hutchinson, 1787, p 501, 506). Pevsner also notes the similarity with Jarrow, “ the bulbous base of the south pier of the chancel arch is reminiscent of Aldwin’s work at Jarrow” (Pevsner, 1983, p 466). Surtees describes the tower rising “from four heavy round arches, with “round-headed Saxon lights”(Surtees, 1820, p 10).

Excavations revealed that the church, like all the early monastic buildings, was constructed of limestone rubble blocks laid at varying angles, with the opens and quoins in sandstone. The wall surfaces must have been finished in plaster and it survived on the exterior of the church as late as Grimm’s drawing of 1704. This drawing also establishes, as have subsequent excavations, that the church stood on a hill with the ground dropping away sharply to the east and less sharply to the north and south. Of a similar construction, is the porch, which is not bonded with the west wall but which was possibly finished by 685. The plan of the church is not easy to construct, but from the accounts which survive from the programme of excavation in 1855-66, its external width was 2 feet 6 inches externally, and the north wall ran along the line of the medieval arcade. The internal width and be calculated to be c. 18 feet 6 inches. The walls must have been at least 30 feet high. Bede mentions a central arch of the church.

Excavations and observations during the 1966 restoration substantiate some of this. In 1866 rather confusing accounts of excavations at the junction of present nave and chancel showed that there was a cross wall which joined the north wall of the nave beneath the chancel arch and which then ran eastwards to join the chan-

cel walls. This looks like the excavated east end of the nave at Jarrow, but it is not possible to say whether the nave at Monkwearmouth had a square-ended chancel. If the nave ended under the present chancel arch, the dimensions would have been very similar to Jarrow. However, if the square-ended chancel were the same length as Jarrow, there would not be much room for a detached church at the east (Cramp, 1976b, p100-107).

A restricted excavation in 1971 to the east of the present chancel established that the ground fell away sharply to the east and gave no hint of additional Saxon buildings. Limited excavations following the collapse of the vault of the north transept in 1971 revealed a small area of walling of the characteristic rubble and mortar technique which could have been part of the northern porticus (Cramp, 1976b, p100-107).

Several reconstructions of the tower have been made, the most detailed and well documented by Taylor and Taylor, 1965. The tower has in its upper stage double windows with hood-mouldings and mid-wall shafts on three or four faces and sounding holes above on the north and west faces. This feature is paralleled in St Mary Bishophill Junior in York; Bywell St Andrew in Northumberland; and Billingham in County Durham. It would seem to be a late Saxon feature dating to around AD 1000. Monkwearmouth was highly decorated with sculpture on the exterior, and fragments discovered in the 19th century excavations indicate something elaborate on the interior. These are now displayed in the north aisle of the church (Cramp, 1976b, p100-107).

To the west was an extensive Christian cemetery to which no limits have yet been established. A long gallery which seems to have provided a covered way from the church to the southern perimeter of the site. Originally a cobbled path ran from the church to the south. Fragments of the foundations of several small buildings which post-date the earliest cemetery but are earlier than what seems to be a reformation of the site in the later Saxon period, are not aligned with the church. Such an arrangement of small irregularly planned buildings remind one of Whitby or Tynemouth. In two places, floors of opus signinum are associated with them. A rounded sunken area of flooring surrounded by small wattle holes, and with a central niche has previously been interpreted as a structure, possibly a shrine. However, in view of the discovery of Saxon "concrete mixers" at Northampton which clearly resembles this, this feature must be reconsidered (Cramp, 1976b, p100-107).

The lack of stratification at Monkwearmouth, and the re-use of wall foundations in later building phases has meant that the relationships between the Saxon buildings and other structures remains problematic (Cramp, 1976b, p100-107).

For further details of the archaeological evidence for pre-Viking period at Monkwearmouth, see Cramp, (1969, p 29-37), for the Late Saxon and Norman period, Cramp, 1969, p 38-41, and for Norman re-planning (Cramp, 1969, p 41-42)

3.4.3 *Glass Making (TWSHER 417)*

3.4.3.1 *Documentary and Archaeological Evidence*

On the basis of documentary and excavated evidence of glass from Monkwearmouth monastery and church it is likely that there was a glassworks in this period. Bede recorded that “the art of glass-making was taught to the English by the foreigners brought from Gaul by Benedict Biscop to glaze the windows of the great abbey he was building at Wearmouth” (Page, 1909, p 275, 309). “These artisans also taught the art of making glass lamps and vessels for liturgical use” (Cramp, 1969, p 22, 24) By the 8th century the craft of glass-making had declined and in 764, Abbot Cuthbert of Jarrow had to send to Mainz for a man to make vessels of glass. The actual site of manufacture at this period is unknown.

3.4.4 *Wearmouth Harbour (TWSHER 83)*

3.4.4.1 *Documentary Evidence*

The first documentary evidence for the use of the mouth of the Wear as a harbour dates from the end of the 12th century but it would appear likely that it was used before this date. Bede mentions that Ceolfrid sets out for Rome from Monkwearmouth in the 7th century. Surtees lists other references “The Harbour at the mouth of the Wear, Wiranmuthe (Bede), or Ostium Vedrae, was well known in the Saxon ages...the five journeys of Benedict Biscopius to Rome; the splendour of his Churches; his importation of Monks, glazed windows, and prick-song; the devastations of Hubba and Hinguar, and of Malcolm...all belong to the Northern Wearmouth “ (Surtees, 1816, p 255).

Galley Gill, Danish galley TWSHER 67

“According to local tradition Galley Gill marks the place where Danish invaders found shelter for their vessels when plundering our district in remote ages. When the Lambton Coal Staiths were made, the remains of a Danish galley were discovered embedded in the ground at the base of the limestone cliff in the old Gill” (Mitchell, 1919, p 35). Barbara Harbottle, compiling the TWSHER, dismisses this piece of information as unsubstantiated myth.

3.5 **Definition of Early Medieval Settlement at Monkwearmouth**

Excavation has provided a good indication of the location and layout of the church, monastic buildings and graveyard at Monkwearmouth. However, there is very little evidence to demonstrate the location, form, size or character of lay settlement of the same period, although from the evidence of the burial ground a lay population pre-dated, was contemporary with and post-dated, the monastic community.

Evidence from the monastery excavations suggests that the area has a post-

medieval and modern overburden of up to 2m depth, and that modern development has truncated deposits. Nevertheless any surviving deposits are of primary importance. No specific area can be defined as the boundaries of the village in this period, but research questions relating to the village should be addressed when deposits within a radius of 200 m of the monastic settlement are threatened.

4 Medieval Settlement (Fig 5)

4.1 Sunderland Borough (TWHHER 170)

4.1.1 Documentary Evidence

In 1180-83, Bishop Hugh Puiset granted a borough charter to “Wearmouth”, “that all the burgesses of Wearmouth should enjoy the like liberties and free customs as the burgesses of Newcastle; that all pleas arising in the borough, should be decided there except those of the crown”. The charter mentions how disputes with regard to the sea trade and port should be dealt with (Mackenzie and Ross, 1834, p 259). From the evidence of the charter it is not certain whether Borough status was conferred on Bishopwearmouth or only the port of Wearmouth, that is Sunderland, although it is usually assumed it was the latter. References in the Boldon Book confirm this interpretation, demonstrating that the Borough of Wearmouth was a status applied to a settlement, which was separate from the village of Bishopwearmouth. Firstly, Wearmouth and Tunstall (2 miles to the south) are mentioned together “In Wearmouth and Tunstall are 22 villans each one holds, renders and works as those of Bolden.....”. A separate entry states that “Wearmouth, Borough alone 20s “ (Greenwell (ed), 1852, p 69, and Beresford and Finberg. 1973, p 107).

In 1358 Bishop Hatfield leased the borough of Sunderland with the fisheries and Wolton-yare to Richard Hedworth of Southwyk (Mackenzie and Ross, 1834, p 259).

(The Boldon Book, 1183, contains a reference to Sunderland which is now thought to refer, not to Sunderland on the Wear, but to Sunderland Bridge near Croxdale, but it is sometime misapplied to Sunderland on the Wear. Sunderland “leased out and yeilding 100 shillings with Roger of Audry paying 1 mark for the mill pond on the land of Sunderland”).

4.2 Medieval Sunderland - Components

4.2.1 Port (TWHHER 1989)

4.2.1.1 Documentary Evidence

The charter of Hugh Pudsey, (1180-1183) is the first clear evidence of the existence of the Port of Southern Wearmouth, or Sunderland as a place of maritime

commerce (Surtees, 1816, p 255). It has been suggested that Hugh Pudsey granted a borough charter in order to foster the development of a port (Corfe 1973, p 28). During the 13th century the staples of the port were salt and herrings. In the 14th and 15th century, salmon fished by means of yares (dams), probably impeded commercial growth of the port by blocking the river channel, though by 1396 a small amount of coal was being exported (Pevsner, 1983, p 447). In 1503 the master of the cell of Monkwearmouth received 4 shillings for the anchorage and groundage of ships (Raine, (ed.), 1854).

4.2.2 Shipyard TWHER 81

4.2.2.1 Documentary Evidence

The earliest mention of shipbuilding at the Wear dates from 1381, at which period Thomas Menvill paid rent for a place called Hynden (Hendon) for the building of vessels, (Corfe 1973, p 29).

4.2.3 Ferry (TWHER 76)

4.2.3.1 Documentary Evidence

The ferry, as part of the communications between north and south bank, was important for the development of the area as a whole. Middlemiss (1902, p 1-11) cites Spearman as providing documentary evidence for the rents and profits of Sunderland Ferry being in the possession of Bishop Pudsey (late 12th century), as part of the “jure regalia”. There are published early 15th century references to payments by the cell of Wearmouth to the ferryman for passage from Sunderland, and later 15th century references to a claim by the prior of Durham and the master of Wearmouth to free passage by the ferry. The inventory for AD1337 mentions a ferry boat with oars. In the inventory for AD 1422, William the ferryman is mentioned, and in AD 1427, John becomes the ferryman. (Raine, 1854, p 29, 5, 97, 247-249).

It is not clear just where the ferry was sited. Middlemiss declared it to have been lower down the river than the Panns Ferry which was immediately below the bridge, and the O.S. locates it even more precisely (although on what evidence is unknown) on the crossing of the early 20th century ferry from the foot of Bodlewell Lane. Until the deepening of the channel of the River Wear by the Commissioners in the 18th century, it had been possible to ford the river at its mouth, but more usually it was safer to cross at the Bishop’s Ferry at the foot of Bodlewell Lane (Corfe, 1973, p 55). The ford at the foot of Bodlewell Lane may have been contemporary with the monastery of St Peter’s, and was destroyed by the flood of AD1400 (Middlemiss, 1902, p 2-3).

4.2.4 Common Pasture, The Town Moor (TWHER 4356)

Sunderland Town Moor was the common pasture land of Wearmouth. The bur-

gesses of Wearmouth by Bishop du Puiset's borough charter granted between AD 1180 and 1183, mentions rights to the common pasture. It is probable that the moor extended south from the river bank at the east end of the High Street and eastwards to an earlier coastline which has since been lost to erosion and then altered by the construction of the south dock (McCombie, 1997, p 5).

4.2.5 Market (TWHER 4414)

The known post medieval market area of the High Street is likely to have had medieval origins. See post medieval evidence page 30.

4.3 Sunderland Summary of Urban Form

4.3.1 Cartographic Evidence

Sunderland is likely to have originated as a linear settlement with a main street, later called Low Street, running along the river bank just above the shore line. The

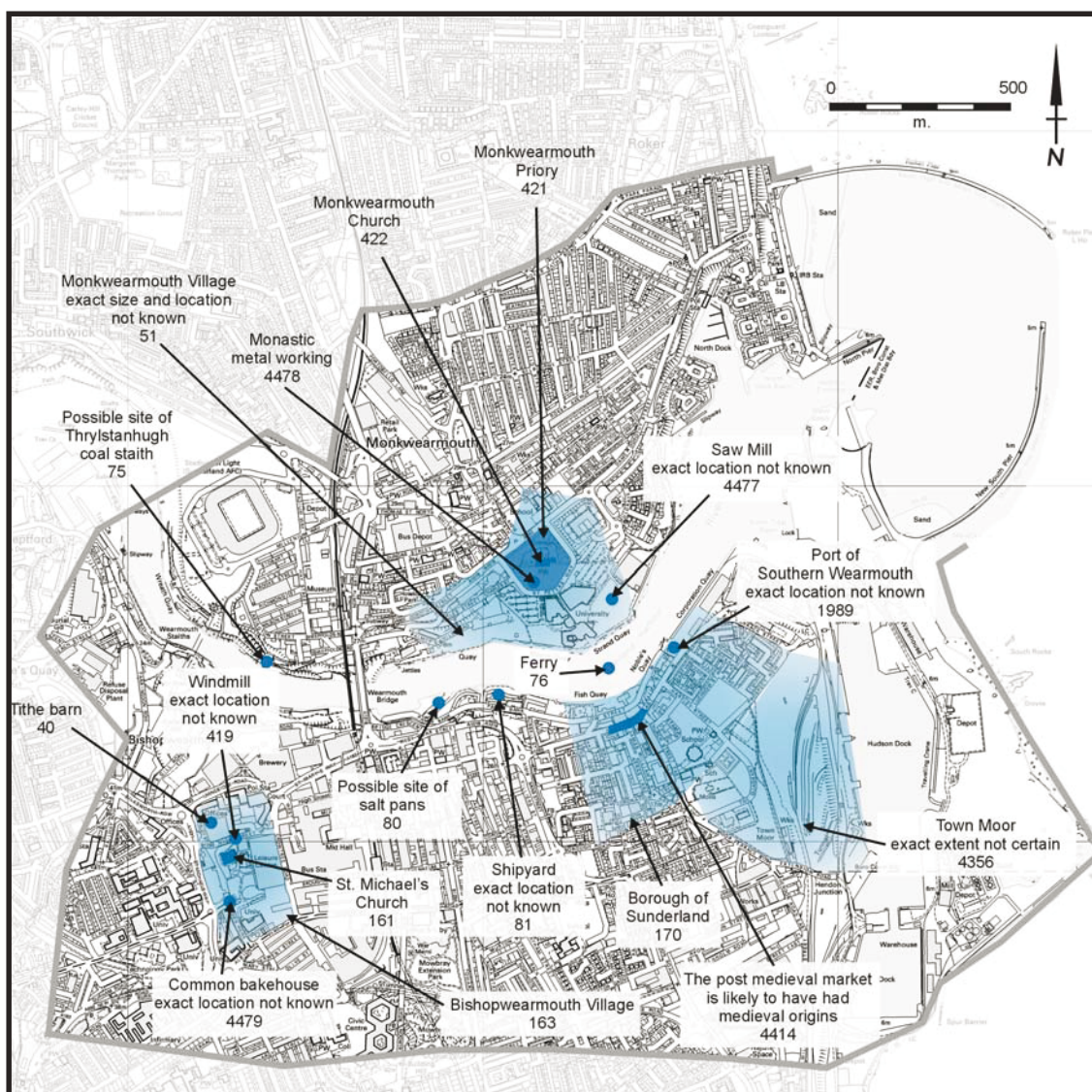


Fig 5. Medieval Period

granting of borough status in c. AD 1180 re-shaped the settlement. Burgage plots were set out at right angles to the new broad High Street, also orientated east-west, south of Low Street and running towards Bishopwearmouth. The Burleigh and Thompson map of 1737 shows these recognisably medieval elements and Buck's 1723 plan shows the same form but slightly less built-up. Burgage plots or riggs on the south side of the High Street were much longer than those to the north and appear to have been some 200 yards long. A later street name of Maling Rigg reflects this medieval origin. The rear of these plots was bound by a back lane, later to become Coronation Street and Prospect Row. The Common Pasture or Town Moor lay to the west and south of this street plan, separating Sunderland from the village of Bishopwearmouth. The features of this layout can be seen on the Eye Plan, 1785-1790 (Figs 16-18), but by this time the long burgage plots were becoming built over. In modern day Sunderland the street layout may still be discerned, but the plots have been completely built over and further research would have to be carried out to ascertain if any of the boundaries between burgage plots are still respected.

Medieval Sunderland did not have its own parish church because in ecclesiastical terms, it was still part of the parish of Bishopwearmouth.

4.3.2 Archaeological Evidence

An excavation of three trenches at Wylam Wharf, Sunderland in 1994, (TWHER event no. 1517) found that "all the trenches appear to have been situated over the foreshore of the original river, the ground having been reclaimed by ballast dumping. It would thus appear that Low Street developed along the original riverbank in the area" (Griffiths, 1995, Excavation Report no. 1994/22).

"These excavations are the first conducted in the historic centre of Sunderland. As such they have revealed much about the post medieval development and pre industrial topography of the riverside, and demonstrated the potential for archaeological preservation in the area generally. It is expected that proposed future excavations in the area immediately south of Low Street will recover traces of the Elizabethan fishing village, if not remains of the Saxon period associated with the monastery of St Peter on the north bank of the river" (Griffiths, 1995, p 20).

The excavation report mentions that in Trench 1 dumps of ballast, presumably on the foreshore, were retained by a rough rubble revetment with a suggested mid 17th century date. On the north side of this revetment, a black silty clay containing strips of leather and wood was seen but only the topmost courses of the revetment could be examined due to water inundation (Griffiths, 1995, page 5). The excavation also encountered post-medieval cellars, which had subsequently been filled-in.

Evidence of truncation is also provided by the archaeological evaluation at Low Street Sunderland (TWHER event no. 1520. TWMS, 1997, report no. 1997/1). The excavations found that the whole area at the junction of Bodlewell Lane and Low Street had been cellared, contrary to evidence found in building insurance plans.

4.4 Bishopwearmouth Village (TWHHER 163)

4.4.1 Documentary Evidence

In the Boldon Book, Wearmouth and Tunsall (2 miles to the south) are mentioned together “In Wearmouth and Tunsall are 22 villans each one holds, renders and works as those of Boldon. 6 cotmen hold and work and render as those of Boldon”, a mill (TWSMR 419) and fishery are mentioned, along with a carpenter and smith (Greenwell (ed).1852, p 46) and it would appear that there was a flourishing farming village at this date, 1183. The 14th century Hatfield survey indicates the village grew in the period between the surveys. Bishop Hatfield’s survey of c. 1381 records the parson with church holding and pasture called the Hough. The demesne land was rented by 16 separate tenants and some of these tenants held additional land in bond. John Hobson is mentioned as renting the windmill. The tenants had a common bakehouse (TWSMR 4479). Ten cottagers are listed, and twelve tenants of tofts of Exchequer lands (Greenwell (ed.), 1856, p 132-134).

4.5 Bishopwearmouth - Components

4.5.1 St Michael’s Church (TWHHER 161, listed grade II*)

4.5.1.1 Documentary Evidence

The church (TWHHER 161) stands on high ground at the east end of Wearmouth Burn. Hutchinson’s description of nave arcades of circular piers supporting round arches suggests a 12th century provision of aisles, and the illustration perhaps indicate a large-scale rebuilding with wider aisles and new chancel in the late 13th century. Only the east end of the chancel, with piscina, sedilia etc., and the lower parts of the nave aisle walls survive in situ (Hutchinson, 1787, p 511-13). Successive re-buildings have removed most of medieval fabric - 1806-10, 1849-50, 1872, 1874-5, 1887, and it was practically rebuilt in 1932-35, because of mining subsidence. In 1872 6" of concrete was put down over the floor on account of the vaults beneath. Corder mentions vaults under the chancel and it is unclear if the nave is also vaulted (1932-43, p 48-6). If all the church is vaulted there is probably little prospect of using excavation to recover information on earlier phases. Part of a grave marker (TWSMR 162) may date from the 11th century.

4.5.2 Bishopwearmouth, tithe barn (TWHHER 40)

A tithe barn once stood in the grounds of the rectory of Bishopwearmouth. It was probably of medieval date, but has now been demolished. It was perhaps last used for the storage of tithes by Archdeacon Paley and was later used as a brewhouse, laundry, slaughterhouse, stable and hayloft. Constructed of local limestone, with walls 3 feet thick, and originally 108 feet long, it was - in 1905 - of two storeys, the upper with massive beams, and had a high pitched roof covered with pantiles above a bottom course of flagstones. The east wall had had 3 buttresses, and 2

ventilation slits. The western half of the barn was demolished in the early 19th century to make way for a street, and the rest in 20th century. The tithe barn is shown in a drawing by S.H. Hair, 1778, in Sunderland Museum, and on the Eye Plan, 1795-90.

4.5.3 *Wearmouth windmill (TWHHER 419)*

4.5.3.1 *Documentary Evidence*

A mill is mentioned in the Boldon Book survey of Wearmouth (Greenwell (ed). 1852, p 46). In Bishop Hatfield's Survey of c. 1381 John Hobson held, among other things, the windmill of Wearmouth. This mill was presumably somewhere in the parish of Bishopwearmouth, south of the River Wear but its precise location is not known.

4.6 **Bishopwearmouth Summary of Urban Form**

The TWHHER record for Bishopwearmouth (TWHHER 163) suggests that the form of the village was fairly neat rectangle, outlined initially by High Street West (north), Crowtree Road (east), Vine Place (south), Low Row and Green Terrace (west). The development of the village in the medieval period may be a little more complex than this description would suggest. Clay, Miller and Milburn, speculate that The Boldon Book can be interpreted as suggesting that Bishopwearmouth may have been one of the villages reorganised as part of the development of the estates of the bishops of Durham in the 11th and 12th centuries. In some cases these were villages which had been destroyed by punitive action by the Normans and were re-founded under heavy servile tenure. They speculate that the early medieval village was formed around a green and this was destroyed and reformed on land to the north of the church with cottages and tofts laid out to each side of broad roads. The twisting entries in this street, especially the "bottleneck" at the east end, they suggest, are typical of village layouts of this type (1984, 1996, p 55).

4.6.1 *Documentary Evidence*

A survey by commissioners for the bishop of Durham in 1548 lists 190 households in Bishopwearmouth indicating that the village grew considerably throughout the medieval period (Fraser, 1996, p 33-34)

4.6.2 *Cartographic Evidence*

To the south of St Michael's church there are the traces of a village green. To the north of the church was glebe land, where a broader street could have been established. Burleigh and Thompson's map of 1731 shows properties with long plots of land behind the street frontage lying to the north and west of the church, (the streets which later became High Street West and Low Row), and properties are shown around the open space of the green. A description of the sequence of development

which created this form cannot be derived from the available evidence. Further research might allow a clearer sequence to emerge but archaeological investigation is likely to be required to confirm it.

4.6.3 *Archaeological Evidence*

Archaeological investigations to date have largely demonstrated areas where truncation of earlier deposits by later development, clearance and cellaring has occurred. A trial excavation, to assess the archaeological potential of a site at Low Row and Woods Lane (TWHHER event no. 1515) found that the area had been either truncated or cellared to a depth of around 3.50m below modern ground level. At this depth natural clay interpreted as flood plain deposits was encountered. No evidence of medieval tenements, allotments, or any earlier features was found” (Speak, 1987, TWHHER report no. 1988/5).

Excavations at Crowtree Road (TWHHER event no. 1518) comprised of three trenches at the junction of Crowtree Road and Vine Place. The site was known to have been part of a formal garden in the 1790s and no buildings were recorded on the site prior to 1857. However, previously unrecorded cellars were encountered in two of the three trenches (Speak, and Snape, 1993, TWHHER report no. 1993/12). In trench 2, which was in the backyards of houses on Crowtree Terrace, while deposits were not damaged by cellars, they had been removed by terracing. There was a 1.60m deep levelling deposit of dolomite, sand and gravel above the natural clay. In trench 3 a cobble back lane was found. The underlying deposits in this trench were a series of thin layers of sands, gravels and clays, interpreted as naturally deposited by river action. Local knowledge refers to a small burn running south into the Wear, and cellars in Borough Road often had to be pumped of water.

Six trenches were excavated in advance of the extension of the Bridges shopping centre. No significant archaeological deposits were recorded, and it is suggested that the area has been effectively stripped of all archaeological deposits (TWHHER report 1997/9).

An Archaeological Assessment of the area between Low Row and St. Michael’s Way (TWHHER event no. 1872) concluded that it was doubtful whether intact early medieval archaeology would be present due to subsequent developments from the eighteenth century onwards. However, given the archaeological importance of the area, a watching brief was recommended during the proposed development.

4.7 **Monkwearmouth Village (TWHHER 51)**

4.7.1 *Documentary Evidence*

Little is known of the size and form of the village in the 11th century but after it comes into the possession of the Priory of Durham, ecclesiastical records provide some documentary evidence. The earliest reference occurs in 1075 when the vill of Wearmouth (TWHHER 51) was granted to Aldwin at Wearmouth who founded the

religious house (see below) on the site of the Saxon monastery of St Peter. In 1083, when the monks transferred to the priory of Durham, they retained jurisdiction over the vill. It remained a possession of the priory of Durham until the Dissolution (Hutchinson, 1787, p 629-36). A charter from King John in 1204 and a later Henry II charter mentions Monkwearmouth with adjacent vill (Greenwell (ed), 1871, p 94). There are Bursars Accounts recording the vill of Wearmouth owing tithes to the prior and convent of Durham in 1345-46, listing 18 tenants 17 tofts and 1 cottage (Durham and Dean and Chapter Mss.) suggesting a sizeable village in the 14th century.

In 1349, 11 deaths from the Black Death were recorded in Monkwearmouth (Bradshaw, 1906, p 155) and thus there must have been a contraction in the population immediately after the figures for 1345. However the evidence of the 14th and 15th century Inventories and Account Rolls of the Benedictine Houses or Cells of Jarrow and Monkwearmouth (Raine, (ed.), 1854) do not indicate great fluctuations in population, rather a slow but steady increase in the number and improvement of properties. Total numbers are not given, but in 1360 new buildings for the cottagers are recorded and in the following year a further cottage and a new bread oven are recorded as built. In 1490 the thatching and plastering of 6 cottages (all those held by the monastery) is recorded and mention is made of repairs to the saw mill (TWHER 4477).

At the dissolution of the Monasteries, there were only 4 named tenants; George Kechinge, Richard Crage, Richard Buttere and Richard Atkinson, (Greenwell (ed), 1871, p 94) when the property became the possession of Thomas Whitehead. This decrease in numbers probably reflects amalgamation of the properties, and a change in the organisation of the village, with previous families of tenants now labouring for the four principal farmers.

4.7.2 *Cartographic Evidence*

The earliest maps of Monkwearmouth are post medieval and do not contribute greatly to the interpretation of the form of the medieval village. Fawcett's 1719 plan shows only St Peter's Church. Buck's 1723 plan shows a few scattered buildings south of the church along the river bank. Bureigh and Thompson's map dated 1737 shows more buildings lying to the south of the church by the river and buildings immediately to the west of the Church of St Peter. While these maps indicate the layout of the village they do not show properties characteristic of holdings which dated from the medieval period (although holdings of this type are depicted on the south bank of the river on maps by Buck and Burleigh and Thompson).

4.8 **Shore**

The settlement known as Shore, lying to the north west of Monkwearmouth, was of medieval origin. In 1526 rent was received by the cell for 8 cottages at Monkwearmouth shore

(Raine (ed.), 1854). In the post medieval period Shore is a separate township from Monkwearmouth although it is also a part of the Williams' estate. It lies outside the sphere of this assessment but merits further research.

4.9 Monkwearmouth - Components

4.9.1 Wearmouth Priory (TWHER 421, Scheduled Ancient Monument No.32066)

4.9.1.1 Documentary and Archaeological Evidence

In c. 1075 Aldwin prior of Winchcombe re-founded the monastery on the same site. It is said that the site had been cleared and the church rebuilt before, in 1083, he, his companions and the monks of Jarrow went to staff the new priory at Durham. From then until the Dissolution in 1536, Wearmouth was a dependent cell of Durham and rarely housed more than 2 monks. Rosemary Cramp suggests that the re-building by Aldwin was not particularly extensive. Later the account rolls of Wearmouth extant from 1321 mention only the Master's camera, the aula (presumably the living and sleeping rooms of the one or two monks who occupied the site together with the Master), the hall, kitchen, brewhouse, larder bakehouse and farm buildings, stable, cowshed, grange, grannary, farm yard an aqueduct and a mill dam. (Cramp, 1969, p 27, note, Raine, (ed.) 1854, p 141).

Aldwin and his community were at Wearmouth for an even shorter time than at Jarrow and it seems that they reused and reshaped some of the existing Saxon walls. Traces of their temporary structures have been found near to the church. As at Jarrow, it seem that a perimeter wall and cloister were constructed but no substantial west range. The east range shows signs of two phases of medieval reconstruction at foundation level, finally being incorporated into Monkwearmouth Hall (TWHER 423) Very little of this area has been excavated, but in a small trial trench, it is clear that Jacobean re-constructions were intensive and obliterating.

The western side of the site seems to have had timber buildings and domestic occupation in the medieval period and there are traces of what seem to be a stable or a byre outside the boundary wall (Cramp, 1976b, p 100-107). The 1467 inventories and account rolls of the Benedictine Houses or Cells of Jarrow and Monkwearmouth inventory records a William Alanson working on a new hall (Raine (ed.), 1854).

4.9.2 Monastic Metal Working (TWHER 4478)

4.9.2.1 Archaeological Evidence

According to Cramp to the east of the monastic buildings was an industrial area of the medieval monastery - one lead and one iron "working pit" were found (1972, p. 6).

4.9.3 *Monkwearmouth Church (TWHER 422) listed grade 1*

4.9.3.1 *Documentary Evidence*

Parts of the Saxon church were retained in the medieval rebuilding of Monkwearmouth Church. Hutchinson described the nave of Monkwearmouth Church as “remarkably narrow in proportion to its length”, and declared it to be 5 paces wide, 22 paces long (1787, p 501, 506). A north aisle of three bays was added in the 13th century and further building in the 14th century has left the north door (its position was altered in around 1874), and the piscina and five-light east window in the chancel, and possibly the two-light south windows. Little else of the medieval fabric has survived the substantial alterations in the early 19th century and in 1875- 6 (TWHER 422).

4.9.3.2 *Archaeological Evidence*

The area to the east of the present church chancel arch was incorporated into a chancel for the nave, and perhaps at the same time the chancel arch was enlarged. The church was further enlarged by a north aisle and chapel, of uncertain date but apparently pre-13th century, and so was possibly a part of the Norman plan. It is clear from sculptured fragments that there were 13th and 14th century additions, some of which may have been the chantry chapel and the northern (Cramp, 1976b, p 100-107).

4.9.4 *Ferry and Ford - see page 24*

4.9.5 *Salt Industry*

4.9.5.1 *Documentary Evidence*

Evidence for the salt industry comes from the Inventories and Account Rolls of the Benedictine Houses or Cells of Jarrow and Monkwearmouth. The inventories for 1449 and 1453 mention a salt pan opposite le Cunygarth. The 1502 inventory records money paid to the monastery for a new salt pan (Raine, 1854). This may be the same site as the Elizabethan Wearmouth Salt Pans (TWHER 80).

4.9.6 *Coal Staith*

4.9.6.1 *Documentary Evidence*

The Benedictine cell of Wearmouth received annual rent for a coal staith (TWHER 75) presumably on the River Wear, called Thrylstanhugh, 1415-1417. In the 1470s Michael Salter, and later, William Lambton were tenants of an unnamed coal staith, perhaps but not that of Thrylstanhugh. Summers speculates that it was sited on the north bank of the river, between the then Sunderland Bridge on the east (sited by the O.S. at NZ 396 574), and Raven’s Wheel on the west (at NZ 391 581 on OS 6" 1862), where the river ran deepest (Summers, 1858, p 295-7).

4.10 *Monkwearmouth Summary of Urban Form*

4.10.1 *Cartographic Evidence*

The medieval village of Monkwearmouth appears to have been fairly large, with 18 tenants owing tithes to the prior and convent of Durham in 1345-46. The population declined following the Black Death but the Inventories and Account Rolls of the Benedictine Houses or Cells of Jarrow and Monkwearmouth indicate a growth and improvement in properties in the village during the 14th and 15th centuries. The location of the parish church of St Peter's and the monastic cell are known, but neither the form nor the position of the village; it may have been close to the church, or it may have been strung out above or along the northern bank of the river.

4.10.2 *Archaeological Evidence*

Limited archaeological investigation has taken place in the area to the south of the church at Strand Quay, in the North Sands Shipbuilding yard, in 1990 and 1991 (TWHHER event no. 1516). Seven small machine dug trenches were excavated, each with 5m depth of ballast overlying clay from which no artefacts or features were discerned. The trenches were backfilled immediately and were too small to ascertain whether the clay had been truncated by landscaping or represented a Roman or Saxon ground level (Speak, 1991).

An Archaeological Assessment was carried out for a site south-east of St. Peter's Church (TWHHER event no. 1873). The report concluded that the site had been subject to ballast dumping prior to 1700, followed by industrial developments in the nineteenth century. Archaeological deposits will therefore lie beneath traces of nineteenth century structures and earlier ballast dumps. In the northernmost part of the site, closest to the church, medieval deposits could survive beneath the ballast (Tyne and Wear Museums 2001).

An Archaeological Assessment of the area between Bonner's Field and the river (TWHHER event no. 1875) concluded that archaeological deposits will have been severely truncated by later development. However, as it could not be conclusively demonstrated that there would be no surviving archaeological deposits, a watching brief was recommended during the proposed development.

In conclusion, while later development will have undoubtedly truncated medieval deposits in Monkwearmouth, there has been such limited archaeological investigation of the area around the monastery that it is impossible to assess the likelihood that archaeological deposits survive.

5 Post Medieval Settlement (Figs 6 - 9)

5. Post Medieval Sunderland and Bishopwearmouth

5.1.1 *Urban Form, Sunderland (TWHER 170) and Bishopwearmouth (TWHER 163)*

In the post medieval period Sunderland developed extensively from a small village to become a commercial town with greater significance than Bishopwearmouth and in time, a port and shipbuilding town of national significance. Bishopwearmouth became absorbed by its former satellite and will be discussed as a district of Sunderland.

6.1.2 *Documentary Evidence*

Corder describes post medieval Sunderland as located on “the narrow flat strip of land between the river and the high banks, on which the much later High Street or Sunderland Loaning of 1649 now stands, containing practically all the small decaying fishing town or village of the Elizabethan Commissioners report in 1565 which described it as ...a fishing town and landing place called Sunderland containing only 30 householders... but there are neither boats nor ships only 7 cobbles occupying 20 fishermen. The town in much decay of houses and inhabitants...” (Corder, b, p 1). It is not clear whether this “decaying fishing town” of c.1600 had substantially declined and shrunk from its medieval form or whether the description referred mainly to the economic condition of the town. In the 16th and 17th century changes took place in Sunderland as industry and trade began to flourish. In 1634 a new charter was granted and in 1719 it was established as a separate parish from Bishopwearmouth with its own parish church. Corder again sums up the changes to the character of the town in the 17th century. “Prior to the Civil War the shipping trade and works were mostly in the Low Street but the great expansion of the town in the Commonwealth period and restoration of Charles II led to the development of High Street and later of the lanes and streets on the south thereof and the Low Street lost its residential character becoming a long list of raff yards, ship yards, tanneries, breweries, boat building yards, cooperages, sail makers with many public houses mostly of the poor class to cater for the seamen and keelmen from up the river” (Corder, b, p 2).

The medieval linear form of Sunderland, running along the shore line, with two parallel main streets, Low Street and High Street, expanded with both streets becoming more built up as commerce and industry flourished. A survey in 1587 noted that the old township extended along the south bank of the river from the position of the current Wearmouth Bridge to Russell Street and had been gradually gained from river embankments (Mitchell, 1919, p 53-4). The area close to the river altered greatly as it was developed for commercial use on an ad-hoc basis, with individuals building quays and additional buildings. Leases in the records of the bishopric show that from 1663 onwards wharves and messuages, river sites

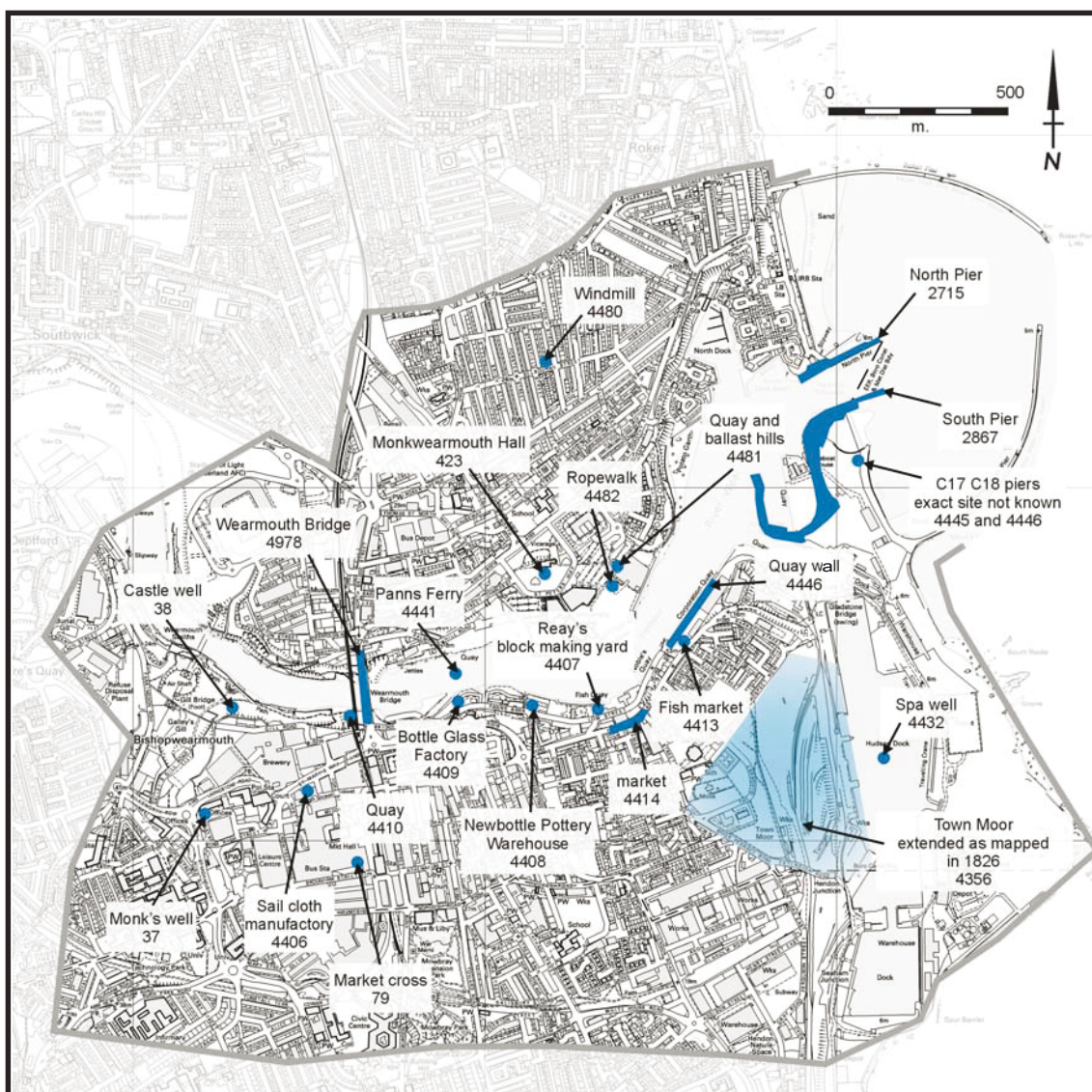


Fig 6. Components of Post Medieval Period

with quays and houses were being leased. A custom house is shown on a map of 1763 and deeds and cartographic evidence show the development of quays which demonstrate the steady growth in commercial use of the riverside (McCombie, 1997, p 7). Examples of this development along the riverside include Bowes Quay and Wylam Wharf. A deep water quay was built by George Lilburn and Robert Ayres built one at Deptford in 1629 (Corfe, 1973, p 33).

The development of the riverside in Sunderland resulted in expansion westwards towards Bishopwearmouth which itself was expanding eastwards towards Sunderland. The first stage in this expansion of Bishopwearmouth came with the creation of a small "suburb" to the north-east of the village on the north side of the road to Sunderland. This suburb developed on a plot of land belonging to J.Harrison, which had probably enclosed in the 17th century enclosure of Bishopwearmouth. The suburb developed and expanded over the 17th century as can be seen by comparing Burleigh and Thompson map (Fig 15) with the Eye Plan (Figs 16-18). Housing was very mixed and at the heart of the suburb there was a sail cloth factory (TWHER 4406) (Clay, Miller, Milburn, 1984, p 55).

The area of medieval burgage plots in Sunderland, lying at right angles to the High Street began to become more built over in the post-medieval period and there was some encroachment onto the Town Moor. Burnicle suggests that it was the Woolwick shipbuilding development in the reign of James I, which gave the impetus to development on the Wear and formation of the streets on the plots south of the High Street. Several of the streets were named after their builders, Maud's Lane, Burleigh Street, Maling's Rigg and Nesham Square (Burnicle, 1914-15, p 53). In 1719 Church Street was built, opening up an older small lane, Ludgate Lane and some of the best houses in the town were built here during the 18th century. Two of these old three storey merchant's houses, nos. 10 and 11 Church Street East, still stand (Clay, Miller, Milburn, 1984, p 61). These buildings are listed grade II* (TWHHER 4795 and 4796). In 1719 the Freemen of Sunderland parcelled out part of the Town Moor as sites for development, and the northern edge was eventually lost to streets and workshops (McCombie, 1997, p 1).

The historian Hutchinson described the village of Bishopwearmouth and its relationship with Sunderland at this time in the following way "The ancient village stood chiefly on the southern inclination of the hill, on the crown of which is the church; but from the increasing wealth and population of Sunderland, the ground which formerly divided the two places is eagerly sought after by persons of opulence and trade, who have arranged handsom villas on each side of the road, so that in a few years the buildings of these places will meet" (Hutchinson, 1787, p 642). Burnicle describes how houses were built along the High Street the connecting link between Bishopwearmouth and Sunderland "houses were built with gardens in frontthese were all private residences," until the middle of the 19th century when "Shops were built in the gardens of these residences and the street narrowed" (Burnicle, 1914-15, p 54).

In the 18th century the development of Sunderland took place along an east-west axis, joining it with Bishopwearmouth. In 1796 the construction of the Iron Bridge (TWHHER 4978) joined both Sunderland and Bishopwearmouth to Monkwearmouth to form, in effect one town although they were not officially incorporated until 1835. The commercial axis of the town altered significantly from east - west to north - south with the building of the bridge and the effect this had on urban form is discussed in the section covering the 19th century.

5.1.3 *Cartographic Evidence*

The shape of the settlement is clear from 18th century maps and a comparison of the 1737 Burleigh and Thompson's Plan of the Mouth of the River Wear (Fig 15) with the Eye Plan dated 1785-90 (Figs 16-18) shows the degree, form and character of development which took place during the 18th century. The area of Low Street adjacent to the riverbank is shown as relatively built up by 1737. The later Eye Plan (Figs 16-18) shows the area to be extremely busy, with shipbuilding, industrial activity (Reay's Block Making Yard TWHHER 4407 and Newbottle Pottery Warehouse 4408), glass works (TWHHER 4409), wharfs (TWHHER 4410) and piers.

The area south of the High Street on the 1737 map shows the medieval form with burgage plots lying at right angles to the main street. Development by the time of this map shows several plots had become built up streets, for example Silver Street, Church Street, Queen's Street, Robinson's Lane, Union Lane and Baines Lane. On this plan of 1737, a distinct break of open ground remains between Sunderland and Bishopwearmouth to the west. The Eye Plan, 1785-1790, (Figs 16-18) shows development in this area with some large properties set in grounds adjacent to the High Street, for example, J. Harrison's Gounds, Chris Fawcett's Grounds, and immediately to the west of Back Lane, a large area becomes ornamental gardens and a bowling green belonging to J. Maude. At the end of the 18th century further building had also taken place within the area of the medieval burgage plots and more new streets had been formed. The Eye Plan (Figs 16-18) shows Pewter's Lane, Walton's Lane, West Golden Alley, Grey's Inn, Maud's Lane, Flag Lane and Spring Gardens as streets formed at right angles to and south of the High Street all within the area of the medieval town, bound on the west by Back Lane.

While Sunderland developed greatly during the 18th century, a comparison of the same maps show Bishopwearmouth to have remained relatively static in form. Its growth naturally tended to spread along the road around the green. The High Row (Green Terrace) and Low Row development was part of this process and Rain (Fig 16-18) shows the beginnings of similar expansion along Crow Tree Lane and the South Back Lane, later Vine Place (Clay, Miller, Milburn, 1984, p 55). Bishopwearmouth Green was laid out as gardens in around 1720 by the Rev. John Bowes. The Eye Plan (Figs 16-18) shows substantial Georgian dwelling houses set around three sides of Bishopwearmouth Green. In 1799 one of the inhabitants, Thomas Nicholson, of Crowtree House, shipbuilder at Bishopwearmouth Panns, obtained permission to enclose the surviving part of the Green as part of his own garden. Later however the Green was restored to public use. Crowtree House was demolished and Green Terrace School was built in the early 20th century, now also demolished (Clay, Miller, Milburn, 1984, p 41).

The skeletal outline of the medieval and post medieval form of Sunderland survives in the modern town with the High Street running between Coney Warren at the east to Sans Street to the west. The long burgages and lanes extended from the High Street back to Coronation Street and Prospect Row with the Town Moor beyond. However rebuilding in the 19th century and demolition in the 20th century at the east end of the town has removed much of the characteristic pattern of streets and narrow lanes. 20th century housing, for example the Garths, obscures the medieval burgage plots, the boundaries of which were reflected in post medieval development. Part of the coast can be seen to have been eroded by the sea by comparing the 1719 Fawcett plan with the 1846 Murray plan (Summers, 1858, p 75). In the post medieval period very large quantities of ballast were dumped in the area beside St Peter's church and there were also ballast hills at North Hylton, Southwick, Ayres Quay and Lookout Hill (Clay, Millburn and Miller, 1984, p15). The extent to which land was reclaimed from the river or eroded by the sea is not clear

and this is an area which requires further research and archaeological enquiry. It can be suggested that earlier deposits are likely to be preserved beneath deep layers of ballast.

5.1.4 Archaeological Evidence

Excavations at Wylam Wharf in 1994 (TWHHER event no. 1517) found 18th and 19th century cellaring had truncated deposits. However ballast dumps presumed to be on the foreshore were found to have been revetted by a rough rubble structure. The excavation report mentions a black silty clay containing strips of leather and wood on the north side of this revetment but that it and only the topmost courses of the revetment could be examined due to water levels (Griffiths, 1995, p 5). This appears to be tantalising evidence that earlier waterfront deposits have been preserved beneath extensive ballast dumping. Any further archaeological examination in the area should be equipped to deal with the conditions so that full recording of this important resource may be carried out. The excavation report mentions 17th and 18th century slipways and wharfs and 17th century industrial activity indicating a post medieval sequence of construction and use of the waterfront area. The industrial activity was represented by a cone shaped pit, 0.50m deep and 1.40 m wide cut into the sand ballast. Its primary fill was charcoal and coal overlain with lime and chalk. The sand around the pit was discoloured by burning. The remains of a sandstone and brick sluice was also found lined with bricks and filled with coal, charcoal and mortar and broken brick (TWHHER report no. 1994/22). Other interventions in the same area do not add significantly to the available information. Excavations at Low Street (TWHHER event no. 1520) in 1996 encountered cellaring and ballast dumps and a stone lined pit of unknown function.

The results of excavations in Bishopwearmouth are limited to the demonstration of specific area of truncation. Excavations at Low Row/Woods Lane (TWHHER event no. 1515) found that relatively modern cellars had truncated deposit to a depth of 3.50m below ground surface and recorded no deposits of archaeological interest. Excavations at Crowtree Road (TWHHER event no. 1518) also found truncated deposits due to cellars. An archaeological evaluation carried out in the Crowtree terrace area of Bishopwearmouth (TWHHER event no. 1519) also found that modern cellaring and drainage structures had truncated archaeological deposits. No significant archaeological horizons were identified, only a worn cobble surface was found.

Important areas within the historic cores of Sunderland and Bishopwearmouth have been redeveloped in the post medieval period, in the 19th century and more recently causing extensive removal of earlier deposits and post medieval stratification. The extent of cellaring is difficult to establish, since cellars were often later filled in and a new construction built on the site of an older cellared building. Archaeological investigations have encountered unexpected cellars, which have not been recorded on building plans. However, in the area where cellaring has not occurred important urban stratigraphy is likely to remain. Ballast dumping may

have increased the level of preservation of early deposits beneath the dumps. Areas of earlier foreshore and waterfront may in particular have been preserved in this way. The difficulty of assessing the extent of destruction together with the importance of the remaining urban stratigraphy, demonstrates the need for archaeological investigation.

5.2 Sunderland and Bishopwearmouth - Components

5.2.1 Parish Boundaries

In 1715 new parish boundaries of Sunderland were drawn up. The western boundary was formed by Back Lane, later Sans Street, continuing north to the Wear via Russell Street. The river from that point to its mouth formed the northern boundary, and the low water mark at the coast, to a burn on Hendon beach the eastern. The boundary then ran north west along the western edge of the Town Moor. It probably followed the course of an ancient stream which has now disappeared. When the boundary reached the parish church, Holy Trinity, it turned west along the southern back lane of the township, which later became Coronation Street. It did not follow the back lane exactly but, towards the west end of it, turned north a little way and then west again to bisect Maud's Lane, Flag Lane, Walton's Lane and Playhouse Lane. One possible explanation for this curious feature is that the township/parish boundary here follows the boundary of an old garden attached to a windmill, and that this mill and its garth were regarded as being in Bishopwearmouth (Clay, Miller, Milburn, 1984, p 31).

Bain discusses the boundary between Sunderland and Bishopwearmouth and suggests that there is a natural topographic boundary between the two running along Woodbine Street, where the south side of the street is on a much lower level than the north side. The south side houses have cellars and there are none on the north side (Bain, 1901, p 25).

Randell discusses the parish boundary markers of the borough of Sunderland, listing four,

- a) No. 26 Covent Garden Street, Bishopwearmouth
 - b) The old smithy, Sans Street, 4 doors from Coronation Street
 - c) Octagon Cottage, near South Hudson dock, East Hendon Road
 - d) Upper part of Harrison's Ice House - (this was in Low Street)
- (Randell, 1901, p 1-16) also (Clay, Miller, Milburn, 1984, p 31).

5.2.2 Harbour and Piers

Initial improvements to the harbour were prompted by the 1665-7 Dutch War but it was economic reasons which motivated the significant improvements which were made in this period to the navigation of the river and the facilities of the harbour. The first grant to build a pier (TWHER 4445) was in 1669 when Charles II allowed

Edward Andrew the right to charge tonnage on vessels entering the harbour. He was also given the right to build a pier and light houses, to control the casting of ballast and to keep the harbour clear of shoals and sand-banks (Robinson, 1900, p 1-14). The site of this pier has not been located (McCombie, 1997, p 14).

A programme of planned improvements began after the River Wear Commissioners were formed and in 1718 asked James Fawcett to survey the harbour, which, except for some earlier attempts to deepen the channel known as The Stell, was in its natural state. The first construction project was for a pier (TWHER 4446) on the south bank of the river. Skempton interprets the amount spent by the commissioners during 1719-1720 as representing the building of the substantial quay wall running about 250 feet south-west to the Custom's House (Skempton, 1975, p 105-125).

When work began on the South Pier (TWHER 2867), with a tidal lighthouse and tide gauge in around 1723, it was very different from Fawcett's plan. It was designed and executed by William Lellam. By 1727 the pier was 800 feet out from the shore, and was completed around 1730, extending in a north-easterly direction, a distance of 1,000 feet. The pier was to provide shelter and direct the river current and ebb tide towards the channel. By the standards of the time it was a major piece of maritime construction (Skempton, 1975, p104-106). Joseph Robson recommended the lengthening of the pier in 1755, and between 1757 and 1762 the new portion, of about 320 feet was completed. However the foundations were damaged in the great flood of 1771, which also destroyed the bridge at Newcastle. The extension to the South Pier was originally joined to the original structure at an angle of 150 degrees, but the junction was rebuilt, to give a more gradual transition, sometime between 1786 and 1792. In 1793 the decision was made to build a temporary extension to Robson's pier by using stone filled timber frames (some of which were re-used from the North Pier). By 1810 a further 250 feet had been added to the South Pier (Skempton, 1975, p 111 and Milburn and Miller, 1988, p 13). This original South Pier was largely rooted out and replaced by 1785 as a result of a report by the engineer John Smeeton in 1780(5). This stage of development is reflected in the Eye plan 1785-1790 (Figs 16-18) which depicts an "Old Pier" on the south bank of the river and a partially constructed "New Pier".

Improvements to the river channel and harbour recommended by Fawcett took a long time to actually be realised. Fawcett had recommended a north pier and further harbour improvements in 1718, and later in 1736 when Isaac Thompson surveyed the harbour and River Wear, further extensive recommendations were made. This was followed by another report with a set of recommendations by Charles Labelye in 1748, which was important in determining an overall strategy for subsequent improvements (Skempton, 1975, p 107-108). From 1749 the south channel of the river was deepened and consolidated into one channel. A three storey building on the quay was converted into a dwelling house for the River Wear Commissioner's engineer, Joseph Robson in 1755. He continued the dredging work, and cut through various rock outcrops, allowing deeper keels to have access

to the harbour. He supervised the extension to the south pier, in 1757-1762. While other improvements had been recommended it was not until circumstances forced the Commissioners into action that work began on the North Pier (TWHER 2715). The North Pier is shown on the Eye Plan (Figs 16-18). In a letter in 1816 Matthew Shout wrote “ In the winter of 1785 the entrance to the harbour was warped up by a large sand bed.... a temporary wooden pier was erected..... and in a few months there was a deep and spacious channel..... The Commissioners commenced the building of a permanent Pier of stone”. The results of the storm in 1785 forced action to begin on building the North Pier. By 1786 Robert Shout had constructed a row of stone filled carcasses and by 1787 a length of c.1000 feet had been built. Work then began on a masonry structure, and by 1793 c. 700 feet of this was completed and a stone buttress was added to prevent damage by erosion. Two jetties were recommended at this stage, but not built until 1806. Work began on lengthening the pier in 1799 and by 1801 c.100 feet had been constructed (Skempton, 1975, p 108-119).

5.2.3 Market (TWHER 4414)

The High Street had served as a market area since Bishop’s Morton’s charter of 1634. The wealthier butchers had their shops in the lower part of their houses on the south of the High Street, near The Shambles, and stalls can be seen projecting from houses opposite on the Eye Plan (Figs 16-18) which also shows specialist areas for bakers, seed merchants, vegetables, poultry and dairy produce (Clay, Miller, Milburn, 1984, p 61). The Eye Plan also shows stalls of a butchery market in the middle of the High Street between Church and Union Street and a market cross (TWHER 79) in the High Street opposite Union Street. The O.S., citing Corder’s Mss, says: “A market cross with pedestal 3 ft high, situated at the end of Union Street and High Street was mentioned in 1726 and is shown on a plan circa 1790. During clearance to the area in 1809 the cross was believed to have been thrown on to a rubbish heap”. Mitchell states that the cross is supposed to have been destroyed during the Civil War but he gives no source for this. A fish market (TWHER 4413) is shown on the Eye plan (Figs 16-18) on the quayside.

5.2.4 Sunderland Town Moor (TWHER 4356)

The burgesses of Sunderland were granted right to the Town Moor in Bishop Puiset’s borough charter 1180-1183:

“Every burgess has the same liberty to take timber and firing as the Burgesses of Durham enjoy and they shall enjoy the common pasture as we originally granted in them and caused it to be perambulated”

In 1634 it was specified that each of the 12 freemen occupying a house had commonage for 2 horses and 4 cows, and each of the 18 stallingers for 1 cow. (Clay, Miller, Milburn, 1984, p 49). In 1718 it had been divided into 3 - Great Moor, North Moor and Intake. Three of its boundaries seem fairly clear, the river Wear to the north, the sea to the east and Robinson’s Dene to the south (Garbutt, 1819, p 144). In addition to pasture, it had a multitude of other uses including net drying, sports

and preaching. In 1800, leave was given to build a vessel near to the north battery (Clay, Miller, Milburn, 1984, p 49). The tithe apportionment of 1843 refers to brick making and brickyards in the vicinity of the moor, which may have made use of clay dug from the moor (McCombie, 1997, p 8). It was steadily reduced in size, through the 18th and 19th century, by various encroachments including the sea, the barracks (TWHHER 2870) in 1794, railway sidings in 1836, the docks (TWHHER 2874) in 1850, Hendon Lodge, Holy Trinity Church (TWHHER 4421), Gray National Schools and a network of streets. By Act of Parliament in 1853 the Freemen handed over their assets to the Trustees of an Orphan Asylum to be built on the Moor.

5.2.5 Defences (Fig 7)

5.2.5.1 Civil War Camp (TWHHER 24)

Sunderland received a Parliamentary garrison in 1642 and remained loyal to Parliament throughout the Civil War (Mackenzie and Ross, 1834, p 262-263). In March 1644 the Scottish army established a temporary camp on the open ground between Sunderland and Bishopwearmouth. According to Summers it had originally straddled High Street, but by 1795, when the ground was levelled for building, was visible only in West Pann Field, between Pann Lane (NZ 396 573) and the Rectory Park (NZ 392 570). "Two trenches and mounds of earth called the 'big dyke' and 'little dyke', then partially existed", running between 235 High Street and the north end of Lambton Street, and then to 125 High Street (Summers, 1858, p 412-414). In 1815 a cannon ball (TWHHER 1990) was found on the site of 223 High Street.

A cannon (TWHHER 28) was dredged from the river Wear near the spot where the Scottish army of General Leslie crossed in February 1644, when his soldiers camped in the Panns Field, Sunderland, March 4th 1644 (Mitchell, 1919, p 60). It is now displayed in Barnes Park. Although Mitchell implies the cannon was Civil War in date, Barbara Harbottle states in the HER entry that this seems highly improbable, and it is more likely that it is 19th century, and was perhaps being used as ship's ballast when it was lost.

5.2.5.2 Gun Batteries (TWHHER 4415- 4419)

Gun Batteries were built in a number of places to defend the harbour. In 1742 a battery of four guns (TWHHER 4417) stood near to the river entrance where the south dock is today, at the extreme north east of Coney Warren. In 1745 another battery (TWHHER 4418) of four guns was built on a stretch called Jockey Dike Nook to the south east of St John's Chapel. This battery was washed away in 1780. The threat posed by Napoleon in the later 18th century prompted a reassessment of coastal defences. Two batteries are depicted by Rain on the Eye Plan (Figs 16-18). One of them was the four gun battery on a bank behind the South Pier, known as the John Paul Jones Battery (TWHHER 4415), later known as the Black Cat

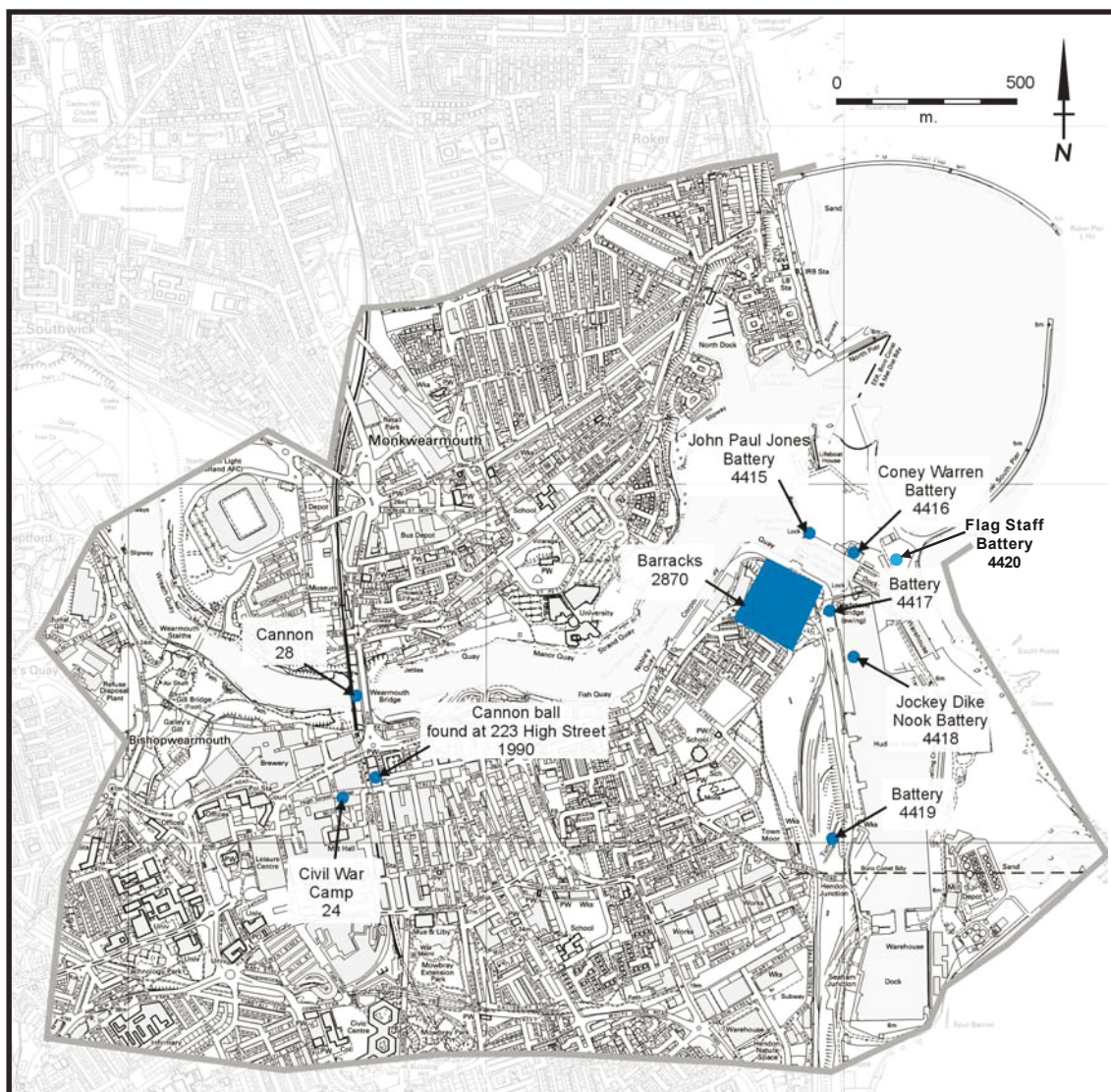


Fig 7. Post Medieval Defences

Battery, and was built in the 1770's. In 1783 another walled battery with six guns (TWHER 4416) was built on the Coney Warren near to the present day Barrack Street. Much of this was eventually washed away and the rest was demolished by the Sunderland Dock Company in 1848. Another battery was built to the east, known as Flag Staff Battery (TWHER 4420) and is shown on the Eye Plan (Figs 16-18). It was swept away in 1808 (Clay, Miller, Milburn, 1984, p 37). At the south end of the moor was another gun platform (TWHER 4419), erected in around 1783 and later destroyed by the sea. Other sources for these batteries are; Summers, 1838, p 76-85, and McCombie, 1997, p 15.

5.2.5.3 Sunderland Barracks (TWHER 2870)

In response to the Napoleonic threat in the late 18th century, volunteer regiments were set up and barracks (TWHER 2870) were constructed. In Sunderland, men were first housed in rented accommodation (Patterson, 1904, p 36), but purpose-built barracks were constructed in 1794, close to the harbour. A hospital for 80 patients was also built a short distance to the south. The 1st edition OS map shows a ball alley, hospital and magazine within the site.

5.2.6 *Places of Worship*

Sunderland Parish Church, Holy Trinity (TWHHER 4421, listed grade I)

One of the encroachments on the town moor was its use, in 1719, to build a new parish church for Sunderland with open ground on three sides, as it appears on the Eye Plan (Figs 16-18). It was designed by William Etty (Pevsner, 1983, p 450) and constructed in brick in a modern Classical style. The Eye Plan (Figs 16-18) shows a west tower, which is shown with a spire in a drawing dated 1728, a long nave and a circular chancel, which was added in 1735. William Etty was responsible for much of the interior design. A new set of windows were installed in 1803 when the roof was rebuilt and small round windows were removed (Clay, Miller, Milburn, 1984, p 33). The churchyard was enlarged in 1783, 1819 and 1846, virtually all the gravestones have been removed from the churchyard (Clay, Miller, Milburn, 1984, p 33). A substantial rectory building (TWHHER 4422), which has since been demolished, was located to the north of the church and is shown on the Eye Plan (Figs 16-18).

St John The Evangelist Church, Chapel Street (TWHHER 4423)

A church was built in 1764-69, on land known as Lee's Close. The promoter of the church, John Thornhill, also designed it and was later buried there. The church was brick and of similar style to Holy Trinity of which it was a daughter chapel until it acquired parish status in 1875. When the barracks was built close by, it became the garrison church. It was demolished in 1972 and its organ is in Sunderland Museum (Clay, Miller, Milburn, 1984, p 35 and Pevsner, 1983, p 450).

Sunderland High Street Quaker Meeting House 1 (TWHHER 63)

A Quaker Meeting House was established in Sunderland in the mid 17th century, probably by William Maude who had come from Wakefield to set up as a draper. The house lay on the north side of High Street, "on the west of Numbers Garth up to the curtain, formerly Maude's Court" (Corder, undated, a, p 101). It is shown on the Eye Plan (Figs 16-18) with a school behind it. In 1670 William Maude, traditionally the founder of the Sunderland Quakers, and Richard Willson bought ground in "the Pan field" for use as a burying place for the Quakers (Corder undated, b, p 479). It was a more convenient site for them than the one then in use at West Boldon. It is clearly marked on the Ordnance Survey first edition (Figs 23-24). It was probably behind or next to the probable site of the first meeting house. The first burial according to the register is dated 1657. This meeting house survived until 1688 when it was destroyed in a riot, not being rebuilt until 1718, and in 1778 the exterior was rough-cast. The Quakers finally left these premises in 1822 when they were sold to be rebuilt as shops. The burial ground remained the property of the Society of Friends (Mackenzie and Ross, 1834, p 293). Corder, probably writing in the 1930s, said, "Quite recently sanction was obtained to disinter the bodies in the graveyard and hand the site over to the same firm (Alderson & Co.) to extend their

premises". It is not clear just what happened at this time since, in 1991, on the removal of a concrete slab before roadworks, more bodies were found and duly removed. Wooden coffins and coffin handles were reported on this occasion. The Home Office had no information about exhumations in c.1922. Those removed in 1991 have been reburied in Bishopwearmouth Cemetery (pers. com. Brian Gill, site engineer, 1991).

Corn Market Chapel or Salem Chapel (TWHHER 4424)

This was built in around 1711 and is shown on the Eye Plan (Figs 16-18) as "Meeting House" between Low Street and High Street (later Half Moon Lane, on Woods 1826 map - Figs 20-22). Salem Chapel, commonly called Corn Market Chapel, is described at this location with the date 1827 by Bain (1904, p 50-59). Corn Market Chapel is wrongly located at 199 The High Street by Mackenzie and Ross, (1834, p 294).

Maling's Rigg Chapel, Independent Chapel (TWHHER 4425)

A room in Ropery Lane was hired in 1777 and then shortly after a chapel was built which was enlarged c. 1796 (Mackenzie and Ross, 1834, p 295). Hyslop states that it was built in 1778 (1909, p 23) and illustrates the front elevation (1909, p 51-53). The chapel became a Presbyterian Chapel and was later incorporated into a tobacco factory in the 19th century and was partially destroyed by fire in 1843 (Hyslop, 1909, p 57-58).

Wesleyan Methodist Chapels (TWHHER 4426, 4427 and 4428)

A meeting room in Wood Street was used and then moved to Ettrick's Garth (TWHHER 4426), next to the building subsequently used as a theatre on Society Lane, later Playhouse Lane. In 1758 a chapel (TWHHER 4427) was built at Number's Garth, this is shown on the Eye Plan (Figs 16-18) as a Methodist meeting house, just north of the first Quaker meeting house. In 1790 a larger chapel (TWHHER 4428) at the foot of Sans Street enlarged in 1809 and 1824 with east and west wings are dwelling houses for preachers (Mackenzie and Ross, 1834, p 296 also Clay, Miller, Milburn, 1984, p 59).

Syngogue (TWHHER 4429)

This was located in Vine Place and had a burying ground at Hetton Staiths (Daiches, 1914-15, p 79)

Baptist Chapel, (TWHHER 4430)

This was situated in Sans Street and was built in 1798 (Mackenzie and Ross, 1834, p 297).

Bishopwearmouth, St Michael's Church (TWHER 161)

In 1704 the church was restored and in 1806 remodelled.

5.2.7 Bishopwearmouth Rectory (TWHER 418)

The rectory was sited at the north end of Bishopwearmouth, on the north side of High Street West, in extensive gardens and is shown on the Eye Plan (Figs 16-18). In the rectory grounds there was also a tithe barn (TWHER 40), plus a coach house and harness room, the two latter surviving into the 20th century. Drawings by Grimm show the rectory as a rambling L-shaped building with windows ranging in date from medieval to the seventeenth or eighteenth centuries. This would support the view of later writers that the early rectory was extensively rebuilt in the late 17th century or later, after it had suffered war damage in 1642. A Glebe Terrier of 1792 describes it as being built of stone and brick with a blue slate roof with twelve rooms and it appears to have been very well maintained in the 18th century (Clay, Miller, Milburn, 1984, p 25). It was finally demolished in 1856. Its staircase was placed in the new rectory, St Michael's House on Gray Road and a door arch was re-erected at the Manor House, Athenaeum Street. Part of the archway, which had originally led to the stables, is said to be the fragment re-erected in Mowbray Park (Clay, Miller, Milburn, 1984, p 25). This arch is listed grade II (TWHER 1992). There is a further medieval arch set into a nineteenth century wall on West Sunnyside, which is supposed to have been resited from the outbuildings of the rectory. This too is listed grade II (TWHER 4798).

Rectory Park (TWHER 5011)

The land behind the rectory down to the river Wear was part of the glebe land belonging to the rectory. They included rights of access to the Wear and this area is shown as "Quarry Banks" on the Eye Plan (Figs 16-18), and a quay is shown. (This is later the terminus of a waggonway bringing coal from Newbottle collieries (TWHER 2832). The Eye Plan (Figs 16-18) shows a large walled enclosure adjoining the formal garden to the north of the rectory described as "Park" and is known as Rectory Park

5.2.8 Wells

Monk's well (TWHER 37)

This was located "About 200 yards to the north-west of the church, in a garden, there was, a few years ago, an ancient well, formerly known by the name of the Monk's Well, which, according to tradition, belonged to the monastery. It is now built over; but remains of it may still be traced in the walls of a house lately erected on its site" (Mackenzie and Ross, 1834, p 275 n).

Castle Well (TWHER 38)

“Dr Collingwood...writes, that ‘near the dock and staith of Lord Durham was formerly a well of excellent water, from which the shipping was supplied, and known to the older inhabitants by the name of the Castle Well’.” (Mackenzie and Ross, 1834, p 275 n.) Mitchell refers to “The ancient well in the district...for centuries known as the Castle Well”, but does not locate it (Mitchell, 1919, p 19). The grid reference has been calculated by the O.S. in a low lying grassy area on the south bank of the River Wear at the bottom of a deep gorge known as the ‘Galley’s Gill’. There is no trace of a well at this position.

Spa well (TWHER 4432)

This well was located on the Town Moor, 70 yards west from the moor edge. In 1718 it was covered with a brick arch. The spa remained until the beginning of the 18th century when it was washed away by the sea (Summers, 1858, p 74).

5.2.9 Buildings (Fig 8)

Many 18th century houses were divided into tenement apartments, some of which were cleared at the end of the 19th century to be replaced by improved dwellings. Some buildings have been destroyed by war damage and replaced by public housing, for example, The Garths, pioneer flats for the North East Housing Association of 1939-40. Thus there are few remaining standing buildings of the post medieval town of Sunderland. A few blocks remain of Prospect Row and Silver Street and in James William Street built in 1871-8. There are also a few 18th and early 19th century survivals behind the church in Church Walk, for instance the Donnison School, now a cottage (TWHER 4767, listed grade II). The original part of the school was built in 1798 for poor girls, and additions were made in 1827. Next door in Trafalgar Square are the Merchant Seamen’s Almshouses of 1840 by William Drysdale (TWHER 4766, listed grade II). The Assembly Garth Seamen’s Houses of 1727, which unfortunately have been demolished, also formed three sides of a Square (Pevsner, 1983, p 455). Phoenix Lodge in Queen Street East (TWHER 4797, listed grade I) is the oldest surviving Freemason’s Hall in the country. It was built in 1785 by John Bonner and retains a completely original interior. In Church Lane East there are two houses left of a once grand row of early 18th century dwellings (Walker, 1983, p 25). They are much altered and are now warehouses (TWHER 4795 and 4796, listed grade II*).

Another important 19th century building which survives, is located on the north side of the High Street East. No. 197 High Street East, the former Sunderland Exchange (TWHER 4791, listed grade II) by John Stokes was constructed in 1812-14. It is stuccoed and plainly classical, and originally had a clock turret and with an arcade between the end pavilions (Pevsner, 1983, p 456).

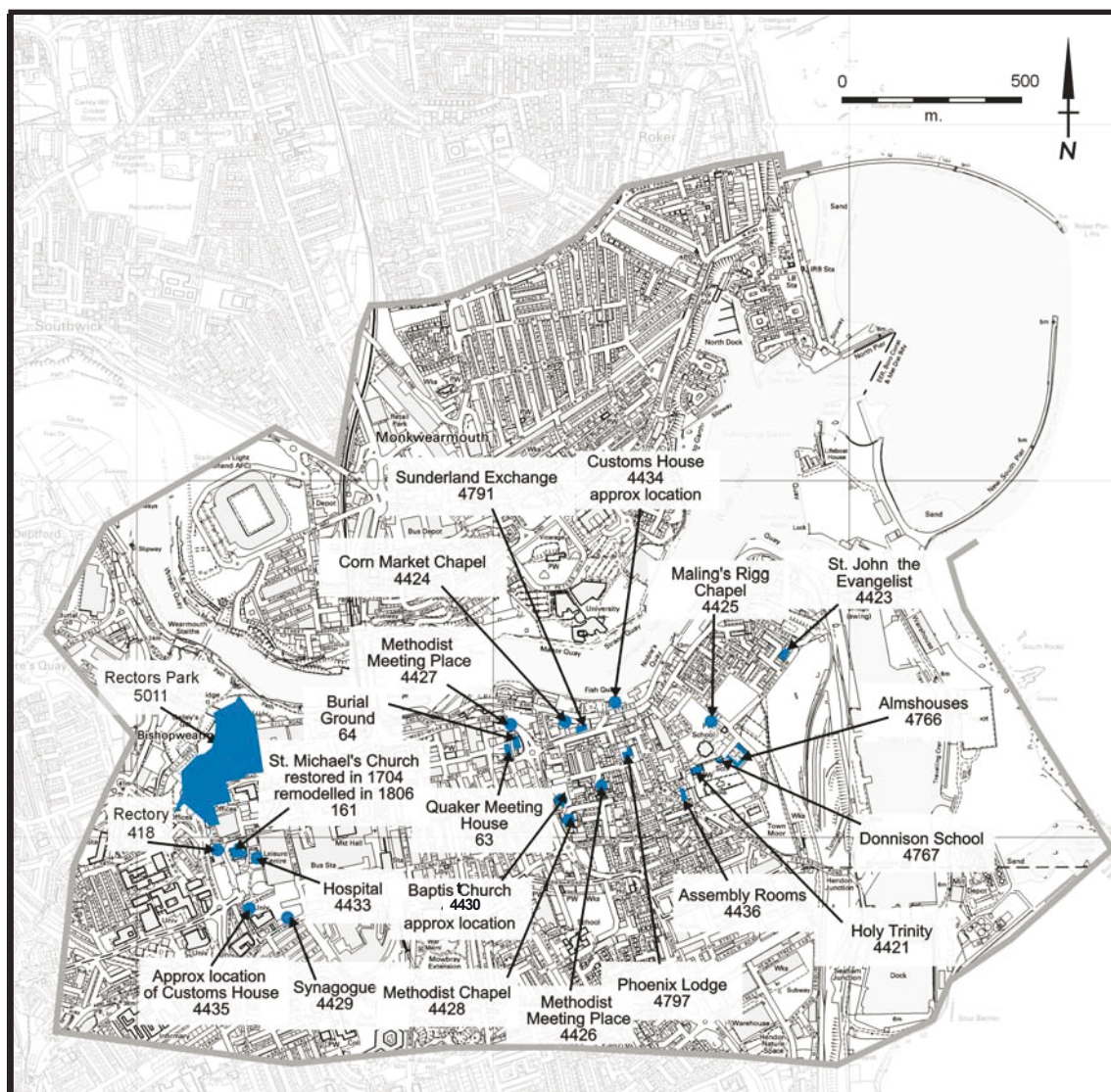


Fig 8. Post Medieval Buildings

Hospital TWHER 4433

The Eye Plan (Figs 16-18) shows The Hospital House, east of St Michael's Church which was a set of almshouses built in 1727 (Clay, Miller, Milburn, 1984, p 25).

Customs Houses (TWHER 4434 and 4435)

In 1715 new parish boundaries of Sunderland were drawn up and a new town of Sunderland was to be established, beginning at the east end and continuing to Chapel Hill, the whole being divided and cut into 12 equal parts. On No. 4 allotment on the Banks, a house was built and occupied for many years as the custom house (TWHER 4434; Robinson, 1903, p 19). The first customs house was on Bishopwearmouth Green. This was replaced in the 18th century by another in Low Street (TWHER 4435). Shown on the Eye Plan (Figs 16-18), and established in 1784. Nearby was the Customs House Coffee House, an important feature in the commercial life of the 18th century town, relating to the development of the trade to the Americas (Clay, Miller, Millburn, 1984, p 19).

Assembly Rooms (TWHHER 4436)

The Assembly Rooms were to the west of Holy Trinity church and are shown on the Eye Plan (Figs 16-18) as the Assembly Room itself with a range of buildings to the south and a square or green in front, a wall and railing with a gate lay to the east. A later range of buildings was built on the north side and both ranges were almshouses for. In the 18th century the assembly rooms had been taken over by the Trustees of the Sunderland Muster Roll as charity for disabled sailor and their dependants (Clay, Miller, Milburn, 1984, p 33).

5.2.10 Ferry (TWHHER 4441)

Before the bridges, the Panns Ferry (TWHHER 4441) was a boat for cattle and horses. On the north side the landing was just below Beamish Drop and on the south side the landing was just below Fenwick's glass house (TWHHER 4409). Before there was a glass house there was a little quay called "Molly Linton's Quay" (Middlemiss, 1902, p 1). The road to the Pann Ferry and the ferry itself are shown on the Eye Map (Figs 16-18).

5.2.11 Wearmouth Bridge (TWHHER 4978)

The existing Wearmouth Bridge is the third bridge on this spot. The first was built between 1793 and 1796, designed by Thomas Wilson. This bridge had 6 ribs, each of 105 cast iron voussoir blocks, held together by wrought iron straps and cast iron tubes. The 1796 iron bridge was sponsored by Rowland Burdon of Castle Eden who was already involved with turnpiking the road from Wearmouth to Stockton. The bridge had to span the cliffs, not the banks, a formidable task for 18th century technology (Corfe, p 1973, p 55). Unequal thermal expansion led to bracing of the structure in 1805 and in the 1850s, it was substantially rebuilt by Robert Stephenson, with new spandrel work and decking. While it survived the old bridge had had the largest cast iron span at 236 feet.

5.3 Post Medieval Monkwearmouth

The form and components of Monkwearmouth are discussed here briefly but the post medieval industries of Monkwearmouth are discussed alongside those of Sunderland and Bishopwearmouth (see pages 37-41).

5.3 Urban Form, Monkwearmouth (TWHHER 51)

5.3.1 Documentary Evidence

At the Dissolution of the Monasteries, Thomas Whitehead was granted "the cell of Wearmouth and all messuages, houses, buildings, barns, stables, dovecotes, ponds, vineries, gardens, orchards and lands belonging to it" by Henry VIII (Moses, 1962-3, p 54-83). In 1641 the size of the Manor of Monkwearmouth was 600 arable, 100 meadow, 200 pasture, 300 moor, 8 cottages and lands called Ladye Lands. In 1703 the estate of Monkwearmouth passed to Sir William Williamson (see Monkwearmouth Hall, TWHHER 423), and the estate included the whole township of The Shore (Surtees, 1820, p 7-8).

5.3.2 *Cartographic Evidence*

A survey of the manor of Monkwearmouth, part of the possession of Sir William Williamson was made by William Lewin in 1714 and copied by Robson in 1825 (Sunderland Museum). This map shows the field boundaries, but does not mark buildings other than the church. It shows a windmill (TWHHER 4480) to the north of St Peter's Church, and a ropewalk (TWHHER 4482) and quay (TWHHER 4481) and Sank Banks "ballast hills". It is difficult to relate this map accurately to Woods (Figs 20-22), or the 1st edition OS, and it cannot be used as a base to define boundary of the manor, further work is required for this to be achieved. Burleigh and Thompson's map, dated 1737, (Fig 15) shows a row of buildings to the east of the church and various buildings running along the riverside to the south of the church. The Eye Plan (Figs 16-18) does not show the full extent of Monkwearmouth but it does depict the north bank of the river. Industrial activity in the form of shipbuilding yards, "raff" yards, block makers, quaysides and warehouses figure prominently along the riverside. Hutchinson describes Monkwearmouth thus "this place is very greatly increased in Buildings, population and wealth within the last twenty years. There are now five carpenters' yards constantly employed for ship-building; which with the dependant articles of manufactory engage a multitude of workmen" (Hutchinson, 1787, p 636). The southern ends of streets running at right angles from the riverside are also depicted on the Eye Plan (Figs 16-18) and appear to be lined with buildings. Comparing the 1737 map with the later map indicates that Monkwearmouth's riverside area developed considerably during the second half of the 18th century, responding to similar triggers for economic prosperity as Sunderland on the south bank of the Wear.

5.3.4 *Archaeological Evidence*

Archaeological recording of post medieval deposits in Monkwearmouth is limited to an archaeological evaluation at the Strand Slipway of the former North Sands Shipbuilding Yard in 1990 and 1991 (TWHHER event no. 1516). This evaluation found that there was extensive dumping of ballast around Monkwearmouth church to a depth of c.3m. The partial clearance of this ballast and the industrial developments of the 20th century have blurred the original contours of the ground, leaving the church in a hollow, in some places some 4m below the nearby ground surface (Speak, 1991). 19th and 20th century building, clearance and landscaping in Monkwearmouth has undoubtedly truncated earlier remains and make it difficult assess what may remain.

An Archaeological Assessment of a site at Bonner's Field (TWHHER event no. 1875) concluded that this part of Monkwearmouth has had a long history of industrial usage, with a ropeworks, shipyard, Bonner's raff yard and a brewery (TWHHER 2734) depicted on 18th century mapping historic mapping. Stafford Abbs Brewery, shown on Rain's Eye Plan (Figs 16-18) of the 1790s may have surviving foundations beneath the existing brewery building. A watching brief will be carried out during development on the site to investigate these early industries.

5.4 Post Medieval Monkwearmouth - Components

5.4.1 *Monkwearmouth Hall (TWHER 423)*

The medieval east and south ranges of Monkwearmouth priory were adapted to form an L-shaped building or hall. It passed from the Widdringtons to the Williamsons, and after 1735 it became the parson's house. Though the hall could have dated from the 16th century, Surtees suggested it had been built in the reign of James I. He went on thus: "It formed three sides of a square with the church. The kitchens, which fronted to the East, and closely adjoined the church, were lofty and spacious, with large square windows, divided by stone mullions and transoms: these had very probably formed part of the Monastic offices. A large dining room was panelled with dark oak, on which were painted landscapes and hunting-pieces; the staircase also was of dark oak. Several of the out-offices were probably reared out of the remains of the Monastic buildings" (Surtees, 1820, p 7). A drawing by Grimm, 1704 in the British Museum shows monastic buildings forming the east side of the courtyard, with a sunken path in front at the south of the church. An estate map shows an L-shaped building, which seems to follow the lines of the east and south medieval ranges. The evidence from both is confirmed by excavation (Cramp, 1969, p 28). After it was destroyed by fire in 1790 (Newcastle Courant, 17/ and 24/04/1790) rebuilding of the site was completed c. 1854 but until the 1962-3 demolition, the Hallgarth Square area probably preserved some of the outlines of the hall precincts (Cramp, 1969, p 28). Very little of this area has been excavated, but in a small test area it is clear that Jacobean re-constructions were intensive and obliterating (Cramp, 1976b, p100-107).

There is some indication that on the north bank of the Wear, some land was reclaimed from the river. It has been stated that the river previously flowed in a more northerly course to within 150 yards of the church and close to the Hall gardens, but by 1849 the distance had increased to 420 yards by reason of the tipping of ballast from inbound colliers. A grant of 1672 includes some wharves as one of the perquisites of the manor and in 1710 the Williamson's right of way to use the ferry and the quarry probably reflect the continuation of medieval or even pre-Conquest custom (Cramp, 1969, p 28 and Moses, 1962-3, p 77). describes the fire of 1790.

5.4.2 *Monkwearmouth Church (TWHER 422, listed grade I)*

In the 18th century the dominating position of the main church of the former monastery was still clear (Cramp, 1976c, p10). A print dated 1787 shows the church standing in open country beside the adjoining harbour, but already partly surrounded by mounds of dumped ballast. Thereafter the story is one of neglect and decay, until 1855, when the doorway of the west porch was rediscovered by excavation and a general repair was begun in 1866 (Taylor and Taylor, 1965, p 433).

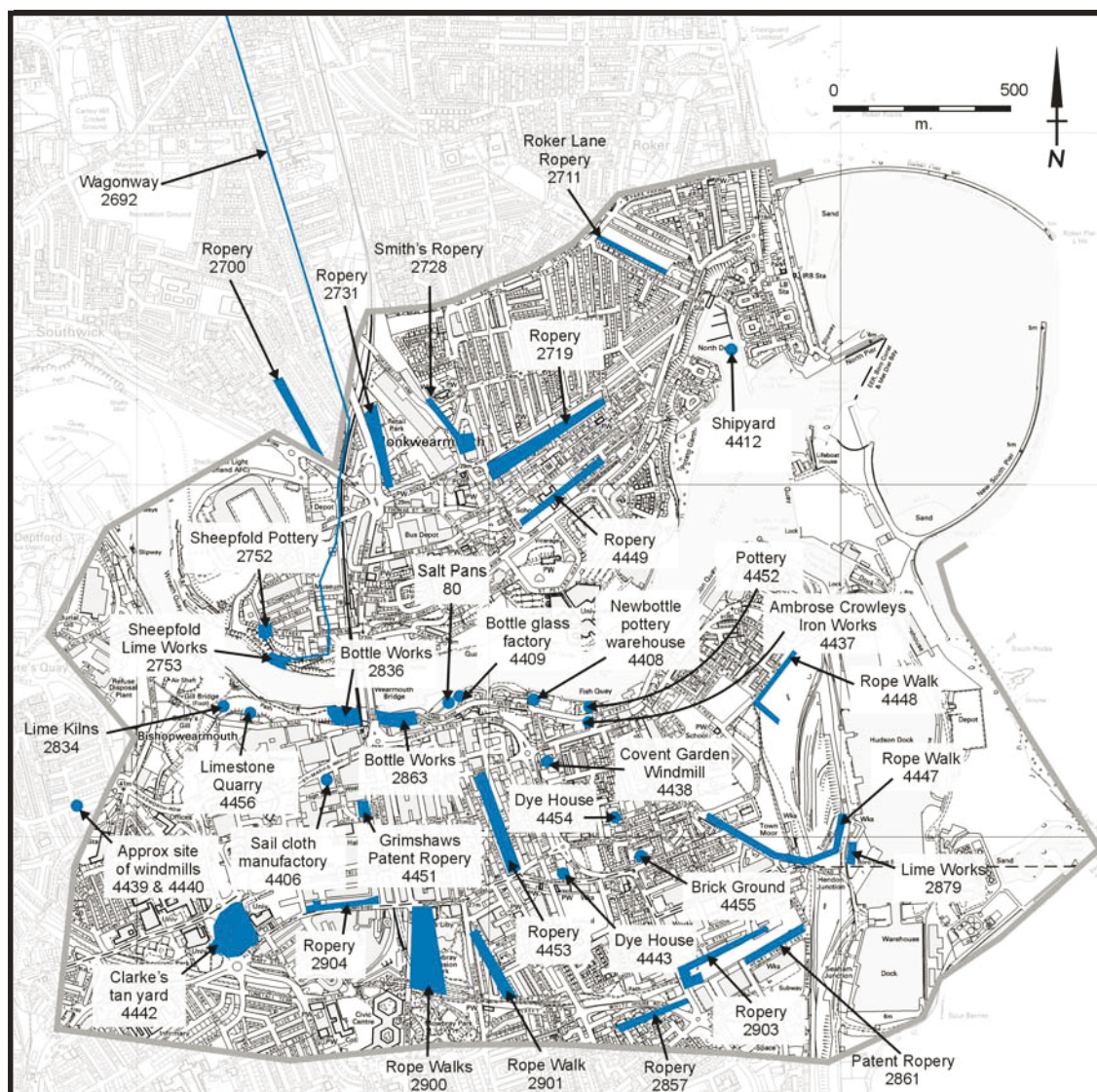


Fig 9. post Medieval Industries

5.5 Post Medieval Industries (Fig 9)

5.5.1 Historical Background

The Elizabethan Commissioners report in 1565 suggests that Sunderland relied almost entirely on fishing and was not flourishing despite its borough status. In the late 16th and early 17th centuries, Sunderland experienced an upturn in economic fortunes. The salt panning industry was already established in Sunderland and it provided an incentive for a localised coal industry since approximately 6 tonnes of coal were needed to create 1 ton of salt (Corfe, p 33). Sunderland's development was closely linked with the development of a coal trade on the Wear. The availability of fuel in turn provided one of the main reasons for the lime, iron manufactory and glass industry locating at Sunderland. Other factors influencing the upturn in fortune included the considerable influx of population (Scottish and some foreign merchants) during the years 1600-1630 (Surtees, 1816, p 256) and reformation of the government of the town, particularly, in 1634, and the granting of the Charter of Incorporation. This gave Sunderland a mayor and alderman (instead of a bailiff appointed by the bishop) to run the town in the interests of its principal citizens

(Mackenzie and Ross, 1834, p 261). The circumstances of the Civil War also meant the port of Sunderland increased in importance as during that time the export of coal from the Tyne was interrupted by the Coal Boycott and then the Siege of Newcastle. In 1642 Sunderland received a garrison and remained loyal to Parliament throughout the conflict, partly because of the influence of John Lilburn (Mackenzie and Ross, 1834, p 262-263). Rapid development of the Wear picked up after obstacles to trade were removed after the Civil War. Tyne merchants no longer held a monopoly on all forms of trading or jurisdiction over all ports between Berwick and Whitby and the navigable condition of the river itself began to be improved. These factors triggered industrial activity on the north bank of the Wear in Monkwearmouth. Bishopwearmouth tended to be left on the fringe of industrial activity.

5.5.2 *Salt Industry (TWHHER 80)*

In 1589 Robert Bowes with a partner, John Smith, leased a strip of land which became known as “Panns” just above the fishing village of Sunderland, with the intention of developing the salt industry there. Bowes set up 10 salt pans housed in wooden sheds (Corfe, 1973, p 33). The ten pans, Wearmouth Salt Pans (TWHHER 80), which are mentioned in the survey of 1587 was later occupied by Austin and Sons’ shipyard (Mitchell, 1919, p 53-54). On the Eye Plan (Figs 16-18) the road to Panns Ferry is the Salters Road, running from the Bishopwearmouth Panns, west along the riverbank by the Rector’s Park to Ayres Quay. The workers of the salt pans lived mainly in Pann Lane (Clay, Millburn and Miller, p 13).

5.5.3 *Glass Industry*

In the post medieval period the salt industry was replaced by the glass industry with glassworks taking over the sites of earlier salt pans. A bottle glass factory (TWHHER 4409) is shown on the Eye Plan (Figs 16-18) where salt pans had previously been located. Bain describes how “7 dwellings of workers, salters were chiefly in Pann Lane and later on where glass houses took the place of salt pans, more houses were erected on Low Street” (1910, p 7). The Tyne monopoly on glass making held by Robert Mansell ceased at the time of the Civil War allowing the industry to develop in Sunderland. Sunderland Glass Company (TWHHER 2863), which may also have been known as Bishopwearmouth Panns Glasshouse, opened in around 1696 and opened three glass houses making bottle and window glass (Sunderland Glass Museum). The works closed in 1883 and became part of Austin’s Shipyard. The bottle works and Austin’s Dock, or Shipyard Yard are shown on T.M Hermy’s watercolour of The North and South Quaysides from the Wear Bridge, 1882 (reproduced in HER, 1984, p 20).

In 1765 John Hopton opened Bishopwearmouth Glasshouse later to become Horne and Scott’s Bottle Works (TWHHER 2836) by the west side of the Wearmouth Bridge. It produced table glass and was subsequently run by Hilkiah Hall and in c.1809 was taken over by Laing, Horne, Scott & Co, producing bottles

and plate glass. It closed in 1877 and was demolished to make way for the railway bridge.

5.5.4 *Brick Works (TWHER 4455)*

A brick ground (TWHER 4455) is shown on the Eye plan (Figs 16-18) on the western edge of the Town Moor. This area was later built over. Subsequent brick fields are located further away from the medieval core of the town.

5.5.5 *Lime Industry*

Lime production was an important industry during the whole of the post medieval period. In the 18th century Sunderland was the only exporter of lime between the Humber and the Forth (Clay, Miller, Milburn, 1984, p 49). The Bishopwearmouth Limekilns (TWHER 2834), on the north side of Rector's Park, are shown on the Eye plan (Figs 16-18). Another set of kilns is shown on the opposite side of the Wear on the northern bank which is probably the same works as is shown on the 1st edition OS map as Sheepfold Lime Works (TWHER2753). Three lime kilns shown on the Town Moor adjacent to the coast on the Eye Plan (Figs 16-18) probably continue as a lime works in the 19th century (TWHER 2879). It seems likely that limestone was quarried from the Town Moor (McCombie, 1997, p 7) and limestone quarries (TWHER 4456) are shown on the Eye Plan (Figs 16-18) in the Rector's Park. The Parliamentary survey of 1647 mentions "those quarries of limestone within all and every the wastgrounds within Bishopwearmouth and all the lime pits..... and also to build and erect therupon two limehouses for the laying and keeping of lime in" (Clay, Miller, Milburn, 1984, p 51).

A wagonway (TWHER 2692) took limestone from Fulwell Quarry (TWHER 2691) to the Sheepfold Lime Works on the Wear (TWHER 2753). Features along the line included a turntable (TWHER 2693) and an engine (HER 2694). It seem likely that the turntable gave access to a battery of lime kilns (TWHER 2695). On 1st edition OS map the wagonway appears to run through a short tunnel to the south of Monkwearmouth Station. The line was probably laid between 1790 and 1800. It was abandoned in 1870 when a link with the N.E.R was built.

5.5.6 *Iron Industry (TWSMR 4437)*

In circa 1682 Sir Ambrose Crowley began an iron manufactory (TWHER 4437) in a house in Low Street known as the Wear Ice Warehouse. It became his Anchor and Chain Works in 1682 (Mackenzie and Ross, 1834, p 267, and Robinson, 1903, p 18, and Robinson, 1900, p 4, and VCH Durham, p 281). Robinson locates the works at the foot of Russell Street and describes it as a stone fronted house. Crowley did not stay long in Sunderland however before setting up works at Winlaton in 1691 and later at Swalwell (Robinson, 1900, p 4). The Sunderland manufactory was demolished in 1917 and replaced with the Scotia Engine Works.

5.5.7 Milling (TWHHER 4438, 4439, 4440 and 2896)

There are five windmills represented on the Eye Plan (Figs 16-18). The Post Mill at Covent Garden (TWHHER 4438) was built on the western fringe of Sunderland and this mill along with the two on Hylton Road (TWHHER 4439 and 4440) would seem to occupy the oldest sites (Clay, Miller, Milburn, 1984, p 63). Hendon Windmill (TWHHER 2896) is marked “Old” and “in Ruins” on 1st edition OS map so must have been out of use by 1855. A “Hendon Mill” located on Old Mill Road, was demolished to make way for the railway. A new brick built mill, known as Butterflint’s Mill, was built and burnt down in 1827 (Clay, Miller, Milburn, 1984, p 51).

To the north of the study area is Fulwell Windmill (TWHHER 2697). This is the most complete windmill in the north east, listed grade II*. It is built of magnesian limestone rubble. It was built in around 1821 on the site of an earlier mill (Pevsner, 1983, p 469). Repaired in 1954 by R. Thompson and Sons, and recently fully restored complete with new cap and sails, it is now open to the public.

5.5.8 Tanning

Green Terrace has a long association with tanning probably due to the fact that this area was close to a water supply from The Burn. A tannery is mentioned in the Halmote Court Records in 1706 (Corder, 1929-32, p 48). It survived as Clarks Tannery (TWHHER 4442) until 1860 when it was taken over by Caleb Richardson who established a steam powered flour mill on the site. A tannery was also set up in 1794 north of Clark’s tan yard (Walker, 1983, p 40 and Clay, Miller, Milburn, 1984, p 39). A tan yard is shown on the Eye Plan (Figs 16-18) and a larger yard in the same location on the 1st edition OS map.

5.5.9 Chemical Industry

The first copperas works were established at Hylton Ferry circa 1750 and another in around 1760 at Deptford (TWHHER 2793) (Clay, Miller, Milburn, 1984, p 47). This district, west of Bishopwearmouth, and outside the study area, became an industrial suburb. Two dye houses (TWHHER 4443 and 4454) are shown on the Eye Plan (Figs 16-18) in the area to the south of the medieval burgage plots in Sunderland but must have been demolished by 1826 when Woods surveyed the town (Figs 20-22).

5.5.10 Coal Trade

A staith was constructed on a parcel of waste land “lying beneath Houldeape from the great Cove east to the great Hinging Scarr west and extending from the lowest part of the bank 24 yards into the channel of the Wear “ and granted to John

Lord Lumley in 1600 for a staith for the loading and unloading of coals (Mackenzie and Ross, 1834, p 273). This staith has not been specifically located.

At the start of the 18th century the great potential of the coal trade was not matched by an adequate harbour. An attempt to establish a river improvement commission was blocked by interests of the Tyne coal trade in 1705-1706, but in 1717 the River Wear Commission was established and funded by a levy on coal exported from the Wear (Milburn and Miller, 1988, p 13-14). Improvements in the navigation of the Wear and port facilities led to increase in the coal trade and shipbuilding on both sides of the river. The south channel of the river was deepened by a scheme of boring and the river was consolidated into one channel. From at least 1749 the commissioners were contracting dredging work in the harbour. (A dredger is depicted on the Eye Plan, Figs 16-18). This improvement work helped enable the export of coal to increase. In the period 1751-1790 it rose by 63 percent, although it remained much less than the amount exported from the Tyne. In 1790, 762,964 tons were export from the Wear compared with 1007,600 tons in the same year from the Tyne (Milburn and Miller, 1988, p 13-14). In the early 19th century the rate of increase rose still further.

5.5.11 Shipbuilding

There is evidence of shipbuilding early in the post medieval period but like the coal trade it was not until improvements were made to the navigability of the Wear that the shipbuilding began to feature significantly. In 1635 Sunderland, along with Hartlepool and Stockton was required to provide 1 ship of 200 tons for the state (Whellan, 1894, p 853) and this gave an impetus to the development of shipbuilding

The building of the North Pier in around 1785 resulted in a bank of shingle and sand forming at the site of what would become the North Dock in 1837. The area was immediately utilised by the Williamsons for leasing out to ship builders and timber merchants. This is probably the area shown on the Eye Plan (Figs 16-18) as a ship building yard (TWHHER 4412) on the north bank near the mouth of the Wear (Clay, Miller, Millburn, 1984, p 19).

In the 18th century the south bank of the river in Sunderland became heavily utilised for ship and boat building. Four shipbuilding yards are shown on the Eye Plan (Figs 16-18) and in-between the ship and boat yards a number of "raff" yards are shown, these yards became incorporated into larger shipyards shown on the 1st edition OS map (TWHHER 2864, 2866 and 2722).

5.5.12 Ropemaking

As a shipbuilding town Sunderland had a number of other thriving associated industries including the rope industry. There are numerous roperies, those which can be identified as post medieval are listed here. They are found in Sunderland

and Monkwearmouth and tend to be a little distanced from the river in areas of open ground. A rope walk (TWHHER 4447) which may have belonged to Mr. Burlington is shown on the Eye Plan (Figs 16-18) on the south edge of the Town Moor (Clay, Miller, Milburn, 1984, p 51). Another (TWHHER 4448) is shown along the north western edge of the Town Moor. These rope walks are named on Woods plan of 1826 (Figs 20-22) but are not on the first edition Ordnance Survey map (Figs 23-24). A further ropery (TWHHER 4453) on the western edge of Sunderland is shown on the Eye plan (Figs 16-18), but by Woods's survey in 1826 (Figs 20-22) it has been built over. Woods 1826 map (Figs 20-22) shows two rope walks in Monkwearmouth on the open ground to the north of St Peter's Church which are likely to date from the post medieval period. Monkwearmouth Ropery (TWHHER 2719) is shown which with possibly four rope walks. On the Ordnance Survey first edition map (Figs 20-22) this may have been called Mill House Ropery. South of and parallel to this was yet another ropery (TWHHER 4449), which is not shown on the first edition Ordnance Survey map (Figs 23-24). By the 1820s there were twelve or thirteen rope walks and two patent roperies which used steam engines (Clay, Miller, Milburn, 1984, p 45). These dispensed with the need for a long rope walk.

In 1797 a patent ropery (TWHHER 2799) was established by Grimshaw, West and Co. at Deptford on the Wear (Mackenzie and Ross, 1834, p 319). Grimshaw erected another improved ropery (TWHHER 4451) in South Street, Bishopwearmouth (Mackenzie and Ross, 1834, p 320).

The following roperies were recorded on the 1st edition OS map, they mainly lie outside the area covered by the Eye Plan (Figs 16-18) to the margins of the settlement and while they may be of post medieval date this is not known with certainty:

TWHHER 2728 Smith's Ropery, with a rope walk.

TWHHER 2900 Bishopwearmouth Rope Walks Two rope walks within the same field

TWHHER 2901 Bishopwearmouth Rope Walk next to Wellington Street

TWHHER 2903 Brown's Patent Ropery.

TWHHER 2904 Bishopwearmouth Ropery and Rope Walk

TWHHER 2857 Bishopwearmouth Ropery

TWHHER 2861 Hendon Patent Ropery

TWHHER 2742 Monkwearmouth, Rope Walk

TWHHER 2731 Monkwearmouth Ropery and Rope Walk

TWHHER 2700 Monkwearmouth Ropery and Rope walk

TWHHER 2711 Roker Lane Ropery and Rope walk

Pevsner refers to a ropeworks on Roker Avenue in Monkwearmouth as a group of buildings ranging from the former dispensary constructed in 1873 in hand made brick to a reinforced concrete "box" of c. 1930. To the rear was a long, one-storey traditional rope walk building now mostly demolished (Pevsner, 1983, p 468).

5.5.13 *Sail Making*

A sail cloth factory (TWHER 4406) is shown on the Eye plan (Figs 16-18) in part of Bishopwearmouth which developed in the post medieval period as it extended eastwards along the river bank.

5.5.14 *Block Making*

Another industry associated with shipbuilding developed in this period. Reay's Block Yard (TWHER 4407) is shown on the Eye Plan (Figs 16-18) on the riverside in Sunderland adjacent to "raff" and ship building yards.

5.5.15 *Potteries*

The development of the pottery industry was facilitated by the availability of cheap coal, ballast cargoes and local clay. These factors determined that potteries were located on the riverside because coal to be brought directly to fuel the kilns and finished products could be crated and loaded directly onto ships. Along the River Wear, brown clay was readily available for the manufacture of coarse-ware, but for higher quality wares white clay had to be imported from Devon and Cornwall, but it could be brought at relatively little cost as ballast in returning coal ships. Flint was also imported in a similar manner (Baker, 1984, p 7-8). Flint was ground at a mill located between Newbottle and Fencehouses (possibly TWHER 3164) to supply flint powder to the Sunderland potteries.

There is some discrepancy between dates suggested by different sources for the founding of various potteries, and further research would be required to clarify the history of particular works. A number of important Wearside potteries lie outside the study area of this assessment at North and South Hylton and Southwick and they have not been covered here.

Ball states that a pottery was founded a little to the west of the ferry landing with a branch at Chapel Yard (1906, p 40). Newbottle pottery warehouse (TWHER 4408) is shown on the Eye Plan (Figs 16-18).

A pottery (TWHER 4452) was sited at the mouth of the river Wear on the south bank in 1753 (Baker, 1984, p 8). This was probably the Sunderland or Garrison Pottery, which Ball says was founded c.1750, on the south side of the river, and was also known as Low Ford Pottery. Sunderland or Garrison Pottery was situated at the east end of the town fronting the river Wear near its mouth, and was called Garrison because of its proximity to the barracks established in 1794. However, there was probably a pottery here before 1753. Garrison Pottery is shown on the 1849 lithograph by Thomas Meik "View of an improved entrance to Sunderland Harbour. Woods plan of 1826 (Figs 20-22) shows a pottery on Pottery Bank in the location described above. The Eye plan (Figs 16-18) shows buildings on Bank Street but does not label them as a pottery.

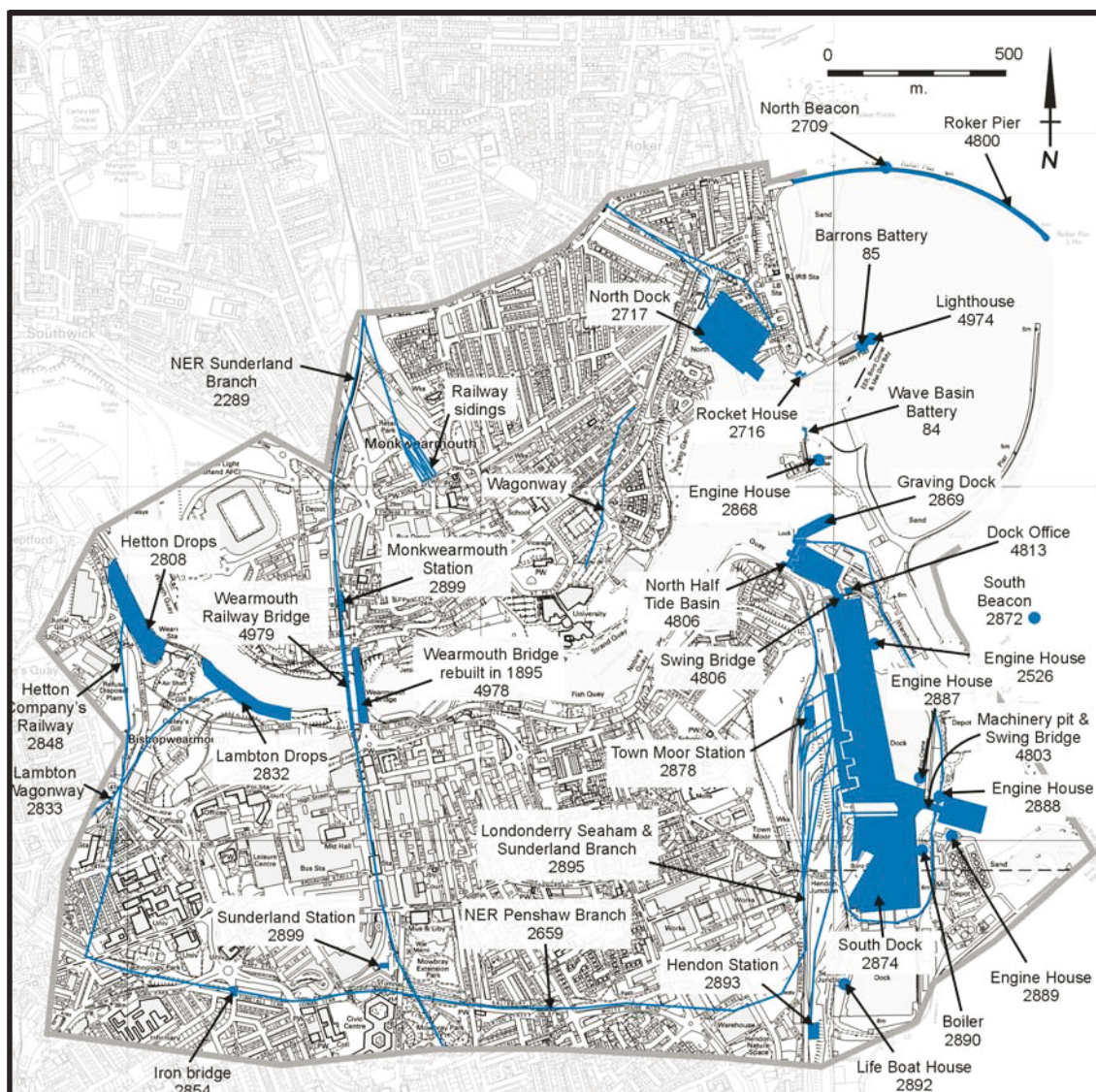


Fig 10. Components of Nineteenth Century Town

Sheepfolds Pottery (TWHER 2752), also known as Rickaby's Pottery was in operation from 1840 (Baker, 1984, p 47). It was located on the north bank of the Wear, and a pottery is shown in this location on Woods 1826 map (Figs 20-22) suggesting that it was of earlier date than Baker suggests. Initially Sheepfold's Pottery had a single kiln with two more being added in 1851. On the death of Rickaby in 1900, it was transferred to Snowdon and Co (Baker, 1984, p 29). Bridge or Jerico Pottery is thought to have been built by Samuel Moore and Co. of the Wear Pottery at Southwick and the name first appears in the 1844 Directory. However a map, dated 1829, shows a pottery already on this site, and the 1828 Directory gives a William Brown, Brown ware manufacturer, Monkwearmouth Shore, which may have been the same manufactory. Like the Sheepfolds Works, the Bridge Pottery was also taken over by C.E Snowdon and Co. in 1900. The firm survived until 1941 as the last remaining pottery on the north side of the Wear (Baker, 1984, p 29).

6 Nineteenth Century Town (Figs 10 - 12)

6.1 Urban Form

In the post medieval period Sunderland had spread west along the High Street, and Bishopwearmouth had spread eastwards. In 1796 the Iron Bridge (TWHER 4978) joined them both to Monkwearmouth to form, in effect, one town although they were not officially incorporated until 1835. The commercial axis of the town altered significantly with the building of the bridge and this had a significant effect on the development of the urban form in the 19th century. The north-south axis became more significant than the old east-west axis along the High Street of the town. After the bridge was completed it not only provided a link but also led to the development of a new commercial and social nucleus in the area separating the older settlements. For example, new terraces were built on the 19 acres of the Fawcett Estate and occupied by those wishing to escape the increasing industrialisation of the older areas of the town (Clay, Miller, Milburn, 1984, p 43, and Pevsner, 1983, p 449, 456). The first houses in the east part of High Street West and at the top of Fawcett Street were built before 1817 and the between there and the river was built over soon afterwards. Fawcett Street was constructed between 1825-1830, Frederick Street and John Street in the 1830s, and Foyle Street in the 1840s (Hyslop, 1929-1932, p 38). These streets were laid out in parallel with uniformly neo-Greek terraces. By the 1870s, commercial premises had appeared in Fawcett Street and High Street West but the other streets remained much as they were built (Pevsner, 1983, p 456). By the 1850s the expansion southwards extended beyond this “estate” and large isolated houses were scattered along the line of Ryhope Road. Bede Tower (TWHER 4759, listed grade II) Nicholson (later Carlton) House, Ashburne House and South Moor had all been added or re-built during the first half of the century. Within a decade or two, the wealthy middle class mid century terraces of Grange Crescent (TWHER 4751, listed grade II), The Esplanade (listed grade II), The Cloisters, Park Place (numbers 1-24 Park Place East and West and the piers at the north end of Park Place are listed grade II) and the Oaks had been built (Corfe, 1973, p 56).

On the north side of the bridge, development took place around the new north-south axis. To the east of Bridge Street, two main new streets are shown as “intended streets” on Woods 1826 map (Figs 20-22). These streets became Dundas and Barclay Street and the 1st edition OS map shows these streets, and others at right angles to them, have been built up.

In Bishopwearmouth an enclosing wall about 7 feet high appears to have been erected alongside Sunderland Loaming on the south from Crowtree Lane to Sunnyside and the wall remained until the development of farm lands to streets in around 1790-1830 (Bain, 1910, p 6). Areas between Bishopwearmouth and Sunderland continued to become infilled in the 19th century. For example, in the area to the south of High Street West, new streets called Middle and South Street, and the streets at right angles to them, are shown on Woods map of 1826 (Figs 20-22).

6.2 19th Century Components

6.2.1 Harbour and North and South Docks

In the early 19th century Sunderland ranked as one of the major ports of Britain. Exports chiefly comprised coal, coke, machinery, fire clay, pig iron and glass bottles (Whellan, 1894, p 853). In 1817, 7000 vessels had sailed from the harbour and about 1 million tons of coal was exported. The minimum depth of the channel was 17 feet and it had been improved to the extent that many vessels preferred to use the Wear rather than the Tyne. Further harbour improvements took place throughout the century. In 1828-29 Robert Stevenson prepared two reports for the River Wear Commissioners in which he considered various options for harbour improvement. There was considerable tension between different interest groups as to what scheme should be adopted and where funding should be found. In 1831 about 85 percent of the coal shipped through Sunderland harbour came from collieries on the south side of the river where many of the business community also lived. A bill for improvement based on the north side of the river was defeated in 1832 (Milburn and Miller, 1988, p 16) but a scheme for the north bank, the North Dock (TWHHER 2717) designed by Isambard Kingdom Brunel was adapted. Historians disagree on the opening date placing it between 1837 and 1840. It had an area of 6 acres with a 1 1/2-acre tidal basin. The York & Newcastle Railway Co. took over the dock in 1847 and they subsequently became part of the N.E.R. but the dock was not large enough and was not a great commercial success. In the 1950's it was partially filled-in, in 1976 a bulk loader for limestone was installed and in the early 1980's it was fitted with facilities for RORO ships the lock gates having been removed earlier in the 20th century to make it tidal. The remaining original dock walls are listed grade II.

In 1846 George Hudson's Newcastle and Darlington Junction Railway bought with it the Durham and Sunderland Railway and the Wearmouth Dock Company. In 1847 Hudson's "group" became the York, Newcastle and Berwick Railway - the basis of the NER formed in 1854 - and it was mainly from this that the finance came for a new dock on the south side of the river. The South Dock (TWHHER 2874) was constructed between 1846-1850 and initially covered 21 acres using a scheme designed by RWC Engineer, John Murray. The Dock was served by the dock railway (TWHHER 2538) and drops (TWHHER 2875). Soon afterwards a further 13 acres added with had a southern outlet into Hendon Bay, completed in 1855, which was entirely independent of the river and was protected by a series of groynes. The dock was built largely on reclaimed land. The opening of the dock is shown in M. Thompson's painting of 1850. By 1856, it had been enlarged to 66 acres and between 1864 and 1868 the Hendon Dock was added. All the docks had access to the sea, initially using a unique sluicing system, which was replaced in 1878-8. These improvements allowed the export of coal to rise by 56 percent between 1851-1858. In 1889 two million tons of coal passed through the dock. In 1857 the River Wear Commission took over the Sunderland Dock Co. and undertook works to widen and deepen the southern outlet and sunken rocks at the nar-

rows were removed. A chain and anchor testing works was added and a sea lock, 480 feet long and 90 feet wide, which was opened in 1880. By 1928 5 million tons of coal was being exported from the dock. (Milburn and Miller, 1988, p 17, and Whellan, 1894, p 852, and Bowling, (ed) 1969, p. 70-77).

However, despite the improvements, ships were still grounding by the south pier and so from the 1870s an intensive dredging programme was undertaken. Murray had started to remove rock outcrops in the 1830s, and new rock breaking equipment allowed a more comprehensive approach to be taken. By 1882, considerable stretches of the river and harbour still had a covering of only 4 feet at low water, but by 1914 the channel had been deepened to a minimum of 18 feet. The River Wear Dredging Books record the process in detail (Milburn and Miller, 1988, p 18).

In addition to improvements in access to the river there are a number of other features associated with the harbour and piers which should be mentioned. Between 1801-02 a fine octagonal lighthouse was built in stone near the end of the North Pier (TWHHER 4974) which became one of the symbols of the town. The original lights were replaced in 1814 by nine Argand lamps with 18 inch reflectors. The lighthouse was moved when the North Pier was extended by John Murray in 1841 (Skempton 1975, p 108-119 and Milburn and Miller, 1988, p 14, Summers, 1858, p 74). Details of the removal are provided by Whellan, 1894, p 852. Before 1816, two cottages for lighthouse keepers were built on the North Pier. Between 1832 and 1843 substantial rebuilding work was done by John Murray using stone from quarries on Sunderland Fell. The Roker Pier (TWHHER 4800, listed grade II) was built in 1885, lessening the importance of the North Pier, but during its construction, changes in tidal patterns caused splits in the roundhead of the North Pier necessitating the removal of its octagonal lighthouse. North Pier Rocket House (TWHHER 2716) on the North Pier was probably associated with the adjacent pilots lookout and lifeboat house (TWHHER 2712). There is another life boat house at Hendon (TWHHER 2892).

There are many other features associated with the docks and harbour, which cannot be adequately covered here:

TWHHER 2526 Engine House

TWHHER 2709 North Beacon on the south-east extremity of Roker Rocks

TWHHER 2868 Engine house

TWHHER 2872 South Beacon on the South Rocks.

TWHHER 2887 South Dock Engine house

TWHHER 2888 South Dock Engine house

TWHHER 2889 Engine house and boiler house

TWHHER 2890 South Dock Boiler

TWHHER 2891 Pier and lighthouse

TWHHER 2869 Graving dock

TWHHER 4803 Machinery pit (listed grade II)

TWHER 4804 Swing bridge (listed grade II)
 TWHER 4805 North Tide Basin (the wall and pier are listed grade II)
 TWHER 4806 Swing Bridge (listed grade II)
 TWHER 4813 Dock office (listed grade II)

6.2.2 *Wagonways and Railways*

As new technology made it possible to sink deepened shafts the Durham coalfield expanded and the establishment of wagonways and railways from the early 19th century made it possible to transport coal over distances to shipping points. 18th century improvements to the river Wear enabled the rate of increase of coal export from the Wear to rise by allowing direct access to the riverside. In 1815, Nesham and Co. began to move coal directly by wagonway to the Rector's Gill from their Philadelphia Pits and there it was loaded straight into colliers thus eliminating the use of keels (Milburn and Miller, 1988, p 15). This wagonway was replaced by the Newbottle Wagonway. By the 1820's the Lambton and Hetton Staiths were playing a major part in the transformation of Sunderland a coal port. The two colliery lines developed numerous branches drawing in the output of an ever-increasing number of pits (Corfe, 1973, p 81). The Newbottle Wagonway, later known as the Lambton Wagonway (TWHER 2833) after the line was sold to John Lambton in 1822, ran from Newbottle collieries to new staiths built just above the Wear Bridge (Corfe, 1973, p 80). The northern terminus was at Lambton Drops (TWHER 2832) on the Wear. Its southern end lay outside the county. This line was built in 1815 by the Nesham family to replace an earlier one from Philadelphia to the Penshaw Staiths.

In 1822 the Hetton Coal Company opened a line to move coal from Hetton Colliery (TWHER 2989) to its riverside staiths, Hetton Drops (TWHER 2808), by means of Hetton Colliery Railway. The Hetton Company's Railway (TWHER 2848) was the first line engineered by George Stephenson (Milburn and Miller, 1988, p 15) and it used locomotives, stationary engines and self-acting inclines. It was the first line in the world designed for locomotives, which worked the first 11/2 miles from the colliery. With the exception of a short run from Silksworth to the staiths, the line closed in 1959. At over 8 miles long it was also the world's longest railway when it opened.

By 1830 the extension of the Durham coalfield and the introduction of direct carriage by rail to the river were reflected in the fact that the colliers of Hetton and Newbottle accounted for 53 percent of the total exports through Sunderland. In 1839 following the linking with the Brandling Junction Railway connecting the Wear with Sunderland and South Shields the first shipment of coal was made (Milburn and Miller, 1988, p 16).

From 1836, the N.E.R, Durham and Sunderland Branch railway (TWHER 2895) also brought coal to Sunderland from the collieries. The line crossed the Town Moor to reach its northern terminus at South Dock Drops (TWHER 2875). The Town Moor Station (TWHER 2878) was built near the High Street in Prospect Row.

This later became a goods station. A second station was built further south in 1858 beside the docks. The line was opened to Haswell in 1836 and extended to Shincliffe in 1839. It was taken over by the Newcastle & Darlington Junction Railway in 1846 and was still using rope haulage in 1858. The line was shortened to Pittington in 1931 and closed in 1953.

Dock railways were built to serve both the North and the South docks. The South Dock Railway system (TWHHER 2538) served the South Dock and associated sites. The first edition Ordnance Survey map (Figs 23-24) shows a number of stationary engines which may have provided power for the lines. The South Dock engine house (TWHHER 2526) for instance, was probably associated with the South Dock railway system. The North Dock Branch (TWHHER 2708) ran from the N.E.R. Sunderland Branch (TWHHER 2289) to the North Dock (TWHHER 2717) and Creosoting Works (TWHHER 2713). This line was opened in 1837 by the Wearmouth Dock Co.

The N.E.R. Sunderland Branch (TWHHER 2289), originally the Brandling Junction Railway from Sunderland to Monkwearmouth, opened in 1839. Its southern terminus was Monkwearmouth Station (TWHHER 2751), on North Bridge Street. The station was opened in 1848. The architect was Thomas Moore and it is one of the finest small monumental stations, in neo-Greek style, with a massive ionic portico. A cast-iron footbridge of 1879 linked the platform to a goods shed, but has since been demolished. After 1879 the railway bridged the Wear and the station declined in importance. It now functions as a museum and retains its booking office of 1866 (Pevsner, 1983, p 468). The station is listed grade II*.

The Monkwearmouth railway sidings (TWHHER 2725) linked the N.E.R. Sunderland Branch to some coke ovens (TWHHER 2726), a timber yard (TWHHER 2729) and firebrick works (TWHHER 2730).

Monkwearmouth Wagonway (TWHHER 2721) ran from a point near to a brick field (TWSMR 2718) to the North Dock, but its function is unclear.

The Londonderry, Seaham and Sunderland Railway (TWHHER 2894), with stations at Hendon (TWHHER 2894) and Ryhope (TWHHER 2957) was opened in 1852 by the Marquis of Londonderry as the Seaham and Sunderland Railway. It was a public railway carrying passengers and freight and remained independent until taken over in 1900 by the N.E.R. It was designed for locomotives, with passenger traffic starting in 1855.

The N.E.R. Penshaw Branch (TWHHER 2659) had a station at Hylton (TWHHER 2660). This line was opened, from Penshaw to Hendon Junction, in 1852 by the York, Newcastle and Berwick Railway, which became part of the N.E.R in 1854. Sunderland Station (TWHHER 2899) was situated on a short spur of this line. The Bishopwearmouth Iron Bridge (TWHHER 2854) was built to carry Tunstall Lane over the railway.

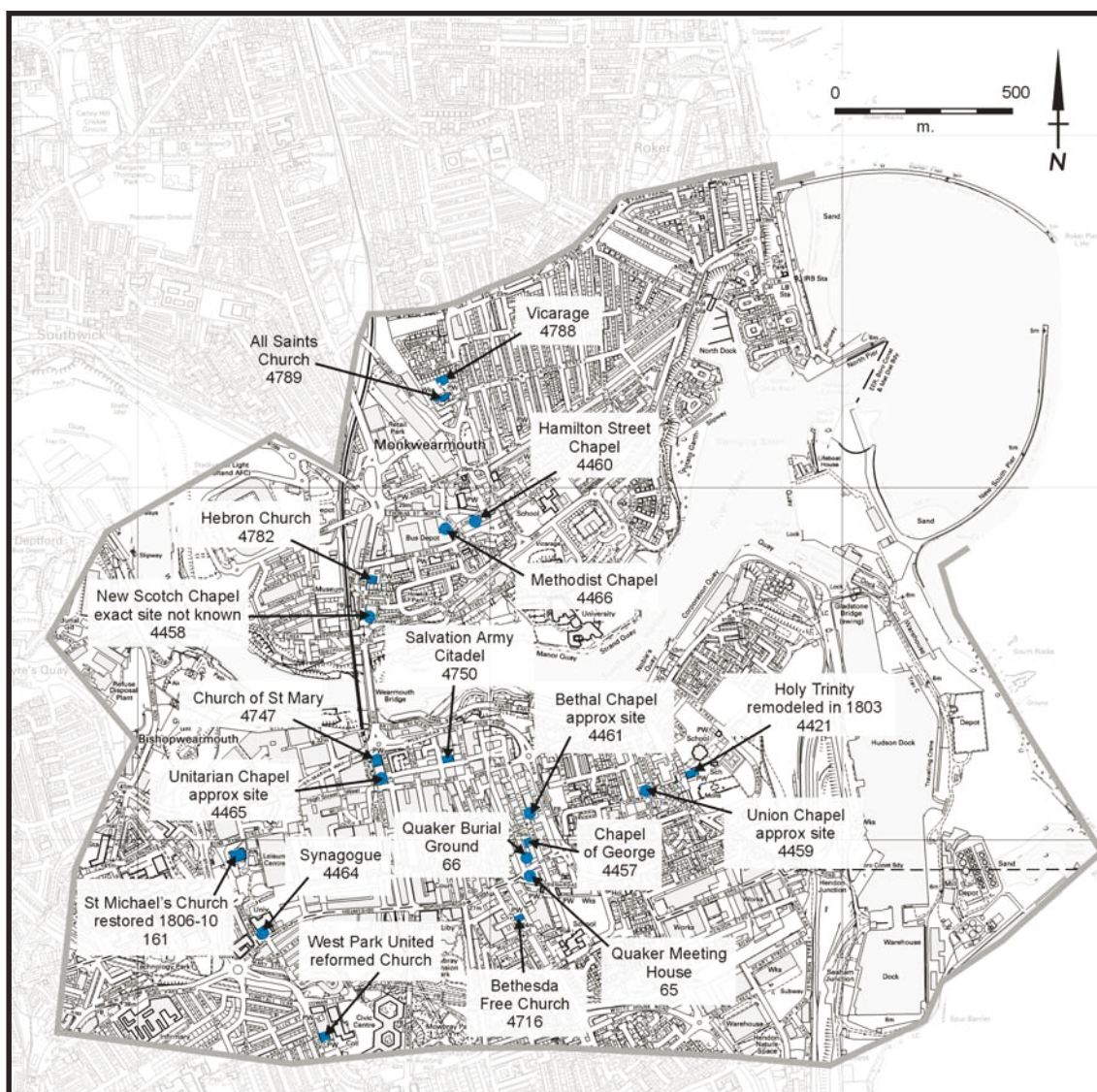


Fig 11. Nineteenth Century places of Worship

6.2.3 Bridges

Wearmouth Road Bridge (TWHER 4978) listed grade 2

The original bridge of 1793 was extensively rebuilt by Robert Stephenson in 1859. Although this bridge was replaced by a third bridge in 1929, some of the balustrade from Stephenson's bridge has been incorporated, along with further 1856 fabric into the cast iron overthrow at the north east end. The surviving bridge is listed grade II (Department of National Heritage, Listed Building Description).

Wearmouth Railway Bridge (TWHER 4979) listed grade 2

Wrought iron box girder bowstring bridge giving a single span of 91.44m at 26.2m above high water. It opened in 1879 for the Monkwearmouth Junction Railway of the NER. Its engineer was Thomas Harrison. The bridge was built to link Monkwearmouth Station with a new Central Station in Sunderland. The line then led south to rail tunnels totalling 914.4m in length. It was said to be the largest hog-back iron girder bridge in the world when built. The bridge is listed grade II (Department of National Heritage, Listed Building Description).

6.2.4 Places of Worship (Fig 11)

Bishopwearmouth, St Michael's Church (TWHHER 161, listed grade II*)

The church was restored in 1806-1810 by Dr. Robert Grey. The nave and aisles were un-roofed, interior arches and pillars were removed. The outer walls of the aisles were raised, a gallery erected on the north and south sides in addition to the existing western gallery. The chancel arch was taken down (stones being numbered) and 24 feet was added to the western part of the nave, and the chancel arch rebuilt in its present position. The western tower was taken down and rebuilt, the southern porch was removed and a western door was added under a new tower. In 1849-50 north and south transepts were added, John Dobson was the architect. In 1872 the interior was renovated, in particular 6 inches of concrete was placed over the floor, sealing in the vaults below. 1874-5 the chancel was restored, two roofs were removed and replaced.... and a new vestry was added, later became the organ chamber and a further new vestry was built in 1887 (Mckitterick, 1923). Fordyce describes the church before its 1806 restoration and states that growth in population made enlargement of the church desirable. This work meant that any bodies removed in the churchyard were placed in adjacent graves, and a large oblong grave c. 8ft. deep was made at the south side of the vestry (Fordyce, 1857, p 428-35).

In 1810 "a new burial ground was purchased, and being enlarged by a parcel of the bishop's waste". The churchyards was so overcrowded that in 1849 the Board of Health forbade all funerals except in the vaults, of which there are now 53 (Fordyce, 1857, p 428-35). A burial board was set up in 1854 and in 1855 they bought glebe land from the rectory for a cemetery on the north side of Chester Road (TWHHER 5010).

Sunderland Nile Street Quaker Meeting House 2 (TWHHER 65)

The Quakers built a meeting house at the corner of Nile Street and Borough Road in 1822 or 1823 (demolished 1979) to succeed the earlier one in High Street. The building seems to have consisted of an L-shaped block on the corner or the two streets with a yard separating it from another which fronted onto Norfolk Street. It had a steam driven central heating system. Its burying ground was on its north side until 1856 or 1857, and other buildings came to be arranged around it, a library, lecture room, women's meeting room and caretaker's cottage. In 1859 on the adjacent site to the west, on the corner of Borough Road and Norfolk Street, the Quakers built a school which, with later alterations in 1911, still stands. There is a architects drawing for the alterations showing the use of the existing building when it was a school, (Tyne and Wear Archives, 269/4510-4523, 119, ground plans and elevations and Sunderland Museum exhibition display boards and Walker, 1977-79, p 81).

Sunderland Nile Street Quaker burial ground (TWHER 66)

The burial ground (2) associated with this meeting house lay immediately north of the meeting house, along the west side of the houses fronting the west side of Nile Street it was in use between 1823 and 1 May 1856 (or 1857?), when it was closed by Order in Council. The ground stretched over 530 yards, though the area used for interments was 184 feet x 34 feet. In 1850 the Society agreed to place stones over the graves with names in full and date of death inscribed on them. From 1858 the Quakers used the Chester Road (Bishopwearmouth) Cemetery.

Holy Trinity (TWHER 4421)

The Post Medieval church was remodelled in 1803.

Presbyterian Chapel, No. 19 Villiers Street (TWHER 4457, listed grade II)

Built in 1825 and formerly known as the Chapel of St. George. The building is now used as a business training centre. Designed by James Hogg (Mackenzie and Ross, 1834, p 294, Pevsner, 1983, p 451 and Department of National Heritage, Listed Building Description).

New Scotch Church, Monkwearmouth, (TWHER 4458)

Built in 1826-7 at the north end of the bridge. The congregation previously met in the Park Chapel which was built 1778 (Mackenzie and Ross, 1834, p 295).

Union Chapel, Coronation Street, (TWHER 4459)

Built in 1822 (Mackenzie and Ross, 1834, p 295).

Hamilton Street Chapel, Monkwearmouth, (TWHER 4460)

Built in 1827 (Mackenzie and Ross, 1834, p 296).

Bethel Chapel, Villiers Street (TWHER 4461)

Built in 1811 and improved in 1826 (Mackenzie and Ross, 1834, p 296). Pevsner gives the date of construction as 1817 and altered in 1826. It is now demolished (Pevsner, 1983, p 450).

Flag Lane Chapel, Primitive Methodists, (TWHER 4462)

Built in 1824 (Mackenzie and Ross, 1834, p 297).

Enon Chapel, Ballast Hills Monkwearmouth, (TWHHER 4463)

Built in 1808 (Mackenzie and Ross, 1834, p 297).

Synagogue, (TWHHER 4464)

This was a house at the bottom of Vine Street, formerly the residence of John Lilburn (Mackenzie and Ross, 1834, p 297).

Unitarian Chapel, Bridge Street, (TWHHER 4465)

Built in 1830, now demolished (Pevsner, 1983, p 450).

Methodist Chapel, Whitburn Street (TWHHER 4466)

Built in 1826, now demolished (Mackenzie and Ross, 1834, p 296 and Pevsner, 1983, p 450).

Bethesda Free Church, Tatham Street (TWHHER 4716, listed grade II)

This church dates to 1844-5. It is brick built with limestone rubble returns and ashlar dressings and Welsh slate roof. Inside luted iron columns survive, mostly now cased in. The building was paid for by the minister Arthur Augustus Rees, on land bought from a local Quaker family, Cable Wilson (Department of National Heritage, Listed Building Description).

Church of St Mary, Bridge Street (TWHHER 4747, listed grade II)

Roman Catholic Parish Church by I. Bonomi 1830-35. Chapels date to 1850 with 1980s alteration. The west front is sandstone ashlar, the rest is of limestone rubble with ashlar dressings. The roof is of Welsh slate (Department of National Heritage, Listed Building Description).

Hebron Church, North Bridge Street (TWHHER 4782, listed grade II)

Formerly known as the Free Church of Scotland. Dates to 1891-2 by W.L. Newcombe on the site of the 1827 Scotch Chapel by John Dobson. This church is built of rock faced sandstone with granite shafts and ashlar dressings and a Lakeland slate roof (Department of National Heritage, Listed Building Description).

All Saints Church, Fulwell Road (TWHHER 4789, listed grade II)

Parish church dating to 1847-9 by John Dobson, built of coursed squared sandstone with ashlar dressings. The roof is of Welsh slate with stone finials. The church has a stone spire (Department of National Heritage, Listed Building Description).

All Saints Vicarage, Fulwell Road (TWHER 4788, listed grade II)

The vicarage dates to circa 1849 and is by John Dobson. It is built of brick with painted ashlar dressings, Welsh slate roof and brick chimneys (Department of National Heritage, Listed Building Description).

Former Salvation Army Citadel, Lambton Street (TWHER 4750, listed grade II)

This dates to 1891. Built in bright red brick with terracotta and ashlar dressings and Welsh slate roof in the style of a medieval fortress. Inside some nineteenth century stucco ceiling detail survives (Department of National Heritage, Listed Building Description).

West Park United Reformed Church, Stockton Road (TWHER 4778, listed grade II)

Former Congregational Church, built 1881-3 by J.P. Prichett. The church is built of coursed rock-faced stone with ashlar dressings and red granite shafts and Lakeland slate roof. Inside much of the Gothic-style detail survives, including cast-iron piers and stair balustrade, six-panelled doors, dumb waiter, chimney-pieces and original heating system vents.

6.2.5 Defences

Wave Basin Battery (TWHER 84)

The general anxiety about the defences of the UK led to the River Wear Commissioners giving the War Office in 1860 a site for the erection of a battery (TWHER 84) on the south side of the River Wear, next to the Wave Basin. The precise date of construction is unknown, but the battery was certainly finished by 1882. Barbara Harbottle notes that it is unique in the north east, being the only surviving RML battery between the Humber and Berwick, and in good condition. It is listed grade II

Barrons Battery (TWHER 85)

An emergency battery of two 12-pdrs emplaced in August 1940, one on each of the inner pier heads. Initially B Battery, 509 Coast Regt, later 265 Coast Bty RA. This was a difficult command due to the need to detour several miles through Sunderland to get from No. 1 Gun on the north pier to No. 2 Gun on the south pier. Despite this, during a 1941 tour of inspection, it is described as a 'good battery' with a note that it lacked a command post and overhead covers. Placed in care and maintenance April 1944, abandoned December 1944

6.3 Industries (Fig 12)

Sunderland became increasingly industrialised during the course of the 19th cen-



Fig 12. Nineteenth Century Industries

ture. This activity continued to be focused on both banks of the river. Trades and industry already developed in the post medieval period are seen to continue and develop in the 19th century. The area becomes densely occupied by industry and it should be notes that a completely comprehensive survey is not possible within the time constraints. The main industries are dealt with summarily. Further research would enable a more comprehensive coverage. The expansion of the industrial town extends beyond the boundaries of the historic core and therefore important industrial sites fall outside the boundaries of the assessment area.

6.3.1 Coal

Monkwearmouth Colliery (TWHER 2743), later known as Wearmouth Colliery was favourably situated on the north bank of the Wear in close proximity to the railway. It comprised two pits, Maudlin and Hutton seams, sinking commenced in 1826 and took nine years. (Whellan, 1894, p 854). When it started producing coal in 1835 this was the deepest mine in the world. OS 1st edition map shows the colliery

linked to Pemberton's Drops (TWHHER 2746) by a wagonway (TWSMR 2745). In 1914 it was the only pit in the County Borough and was still in operation in 1985.

TWHHER 2830 Bishopwearmouth Coal depot, probably related to the Lambton Wagonway and Lambton Drops (TWHHER 2832 and 2833).

TWHHER 2831, Bishopwearmouth Coal depot, located between the Hetton and Lambton Drops. It is not clear from the first edition Ordnance Survey mapping (Figs 23-24) how it related to these sites.

TWHHER 2880 South Dock, Coal Depot in the South Dock, possibly associated with the nearby Lime Works (TWHHER 2879).

6.3.2 Shipbuilding

This is a huge topic, which cannot be adequately covered here. The Archaeological Practice of the University of Newcastle have completed an assessment of the Tyne and Wear shipbuilding industry which has been used to enhance the Tyne and Wear Historic Environment Record ("Shipbuilding on Tyne and Wear - Prehistory to Present", The Archaeological Practice, 2002). The following information has been taken from this assessment:

TWHHER 2720 North Dock Shipbuilding Yard - shown on the Ordnance Survey first edition map (Figs 23-24) including a saw pit and small associated building. By the second edition the yard had expanded. By 1921 a slipway had been added at the southern end of the site. There is now little evidence for the presence of a shipyard in the area, but discrete features may survive.

TWHHER 2722 North Sands Shipbuilding Yard (J.L. Thompson and Sons Ltd) - set up by Robert Thompson and his three sons in 1846. Robert senior died in 1860 and the business passed to his son, Joseph Lowes Thompson. The name of the shipyard was changed to J L Thompson in 1871, soon after which the yard's first iron ship, the *Celsus*, was launched. In 1882 the yard achieved the highest output of any on the Wear. It expanded across the North Sands area and included the construction of Manor Quay (TWHHER 2733), providing space for the construction of larger vessels. By 1888 all of the yard production was steel. The yard later lost its pre-eminence to Laing's and then Doxford's yards over the 1900s, but in 1907 it still launched 12 ships. The yard continued to be busy during World War One and then saw little construction during the Depression years up until 1935. Business picked up again during World War Two, during which the yard produced 40 vessels. Over the twentieth century, the North Sands Yard amalgamated with other adjacent companies to form the Doxford and Sunderland Shipbuilding and Engineering Co. Ltd. The last ship was launched in 1979. The yard was entirely demolished in 1986 in advance of residential development. Little evidence of the area's use for shipbuilding remains.

TWHER 2723 John Crown and Sons Shipbuilding Yard - a yard formerly owned by a John Candlish was acquired by Luke Crown and his son, John, in 1847. The yard concentrated on building and repairing colliers and coasters. Work dried up at the beginning of the Depression, and the yard was finally forced to close in 1938. Work began again during World War Two. In 1946 the yard was taken over by J L Thompson (SMR 2722), although it continued to work largely independently until 1958. In 1960 a giant new berth was installed. The yard was demolished in 1986.

TWHER 2733 Manor Quay - an extension of J L Thompson's North Sands Yard (SMR 2722). Opened in 1884 for the fitting out and repair of vessels. Demolished in the 1980s.

TWHER 2744 Raven's Wheel Shipbuilding Yard - two small adjacent shipyards are shown on the Ordnance Survey first edition map (Figs 23-24) to the south of Raven's Wheel. They had adjacent timber yards, cranes and smithies. By the second edition map the yards had closed. This area has been landscaped with no visible evidence remaining of the former shipbuilding industry.

TWHER 2747 Wreath Hills Shipbuilding Yard - shown on the Ordnance Survey first edition map (Figs 23-24) between Wreath Quay and Pemberton Drops. It had closed by the time of the second edition map, replaced by a secondary version of Wreath Quay, which had been displaced from its original position by a marine engineering works. No evidence of the shipyard survives today.

TWHER 2754 Robert Thompson's Bridge Dockyard - present by the 1820s. By the middle of the nineteenth century it included an asymmetric graving dock.

TWHER 2864 S P Austin and Son Ltd Shipbuilding Yards - in 1846, Peter Austin moved his shiprepairing business on the North Sands to Bishopwearmouth Panns. Two building berths were soon established along with a patent slipway. In 1860 the company began trading as S P Austin and Son. Wood construction ceased in 1869, to make way for iron. A 300ft long graving dock was added in 1870. Hutchinson's Yard immediately downstream was acquired in 1871, eventually along with all the land as far as the Scotia Engine Works (TWHER 5442). The yard continued to prosper until the Depression. In 1932 only two colliers were launched. Work picked up during World War Two however, when twenty six colliers were built. Austin's yard merged with Pickersgill's Southwick Yard in 1954 (TWHER 2771). It closed in 1964. Today the graving dock constructed in 1870 still survives. The only other surviving evidence for the shipyard is the revetting and river walls.

TWHER 2865 Hutchinson's Docks - Shown on Wood's plan of Sunderland 1826 with three graving docks or tidal docks without gates. By 1855 these docks had been consolidated in stone and gates had been added. By the end of the nineteenth century the yard had been acquired by S P Austin (TWHER 2864). Two of the graving docks were removed, and the third reduced in size. Little evidence survives today.

TWHER 2866 Liddle's and Pott's Shipbuilding Yards - Shown on Wood's plan of Sunderland 1826. Pott's Yard included a dry dock. Slipways had been added by 1826, suggesting that the yards were involved with ship repair as well as construction. By the 1870s the yards had been subsumed by the Scotia Marine Engine Works. No visible evidence remains.

TWHER 2886 John Haswell's Shipbuilding Yard - this timber building yard lay on the coast to the east of South Dock, launching vessels into its south entrance. During the 1860s the yard was worked by a John Haswell. In the 1870s the yard was divided between Bartram's and Sunderland Shipbuilding Co. Ltd (TWHER 4694).

6.3.3 Iron Industry

TWHER 2732 Smithy
 TWHER 2741 Smithy
 TWHER 2748 Clark's Foundry
 TWHER 2735 Duxfields's Foundry
 TWHER 2749 File manufactory on Richmond Street
 TWHER 2898 Bridge Wharf Foundry
 TWHER 2825 Bishopwearmouth Iron Works
 TWHER 2873 iron foundry at South Dock
 TWHER 2876 smithy at South Dock
 TWHER 2881 smithy at South Dock
 TWHER 2882 smithy at South Dock
 TWHER 2883 smithy at South Dock
 TWHER 2884 smithy at South Dock

6.3.4 Glass Industry

The glass industry flourished on the Wear and in the 1860's there were 20 companies on Wearside. James and John Hartley's Works at Deptford on the south bank of the Wear took out a patent in 1836 for rolled plate glass and by the 1860's Hartley's works was producing 1/3 of all sheet glass in England. Hartley's Wear Glass Works closed in 1874 (Sunderland Glass Museum). A print of the Glass Works in Trimdon Street (TWHER 2817) shows 8 glass cones and several chimneys, the works opened in 1837 flourished until 1880's and closed in 1896 (Corfe, 1973, p 93). Jobling took over a struggling Wear Flint Glass Works in 1885, which began production of Pyrex (Sunderland Glass Museum).

6.3.5 Potteries

In the late 18th and early 19th century pottery-making flourished on Wearside, but then a decline set in. Sunderland potteries could not match Staffordshire pottery for quality or price. Of the original potteries only Bridge Pottery and the Ball Brothers Deptford Pottery carried on into the 19th century, closing down in 1914 and 1918

respectively. The Wearside pottery established in 1913 carried on until 1957. Economic advantages of siting close to shipping facilities were increasingly irrelevant. Ball's Deptford pottery, re-sited in 1861 and the Sunderland Pottery Co. were adjacent to the Sunderland-Penshaw-Durham railway which opened to good traffic in 1852, each was served by a siding for the delivery of coal and clay.

6.3.6 Brick Industry

TWHER 2859 Brick field
 TWHER 2860 Brick field
 TWHER 2862 Brick field
 TWHER 2897 Brick field
 TWHER 2828 Brick field - the Ordnance Survey first edition map (Figs 23-24) shows a clay mill and three clay pits within the site.
 TWHER 2710 Brick field, with clay pits
 TWHER 2718 Brick field
 TWHER 2730 Firebrick manufactory and brick kiln

6.3.7 Lime Industry

TWHER 2827 Limestone quarry with a lime kiln
 TWHER 2879 South Dock Lime Works

6.3.8 Timber yards

TWHER 2729 Timber yard with railway sidings TWHER 2725
 TWHER 2736 Timber yard
 TWHER 2737 Timber yard
 TWHER 2738 Stone and timber yard.
 TWHER 2750 Two timber yards
 TWHER 2871 Timber yard
 TWHER 2885 South Dock Wood Preserving Works
 TWHER 2713 North Dock Creosoting Works
 TWHER 2714 Submarine Telegraph Works

PART II - ARCHAEOLOGICAL STRATEGY

7 Research framework

Decisions on the future management of the various archaeological sites and deposits likely to be affected by re-development in the historic town centre need to be informed by an appreciation of the importance of the archaeology encountered. That will be largely determined by their potential to add to our knowledge and understanding of the history of the town, its dependant hinterland, and, in certain circumstances, to contribute to national and international research themes.

To assist in assessing the RESEARCH POTENTIAL of the archaeological resource, it is helpful to draw-up a framework within which archaeological work should be undertaken, and to define (as far as possible, and in the light of present knowledge) in what parts of the town the differing research questions will come into play. As the results of new work are absorbed, new and more detailed questions will be formed, which can be brought into the research framework periodically, perhaps every five years, when the Unitary Development Plan is reviewed.

7.1 The Prehistoric Period - Fig 2

7.1.1 *Potential for Survival of Prehistoric Deposits*

Early landscape surfaces will survive only where modern ballast-dumping has protected deposits from later disturbance, principally on the river sides. Where deposits survive, they will be well-preserved and possibly water-logged.

7.1.2 *Research Agenda*

* what was the prehistoric land-use of the area, and to what extent was there permanent settlement and exploitation of marine resources on the banks of the river? To achieve these aims, the archaeological elements of development briefs along the riverbanks will be structured to collect data on the character of deposits which might survive below the medieval and later overburden. Trial trenching will be designed to identify and characterise early landscape surfaces.

7.2 The Roman Period - Fig 3

7.2.1 *Potential for Survival of Roman Deposits*

There is every indication that Sunderland was a place of importance in the Roman period, but the exact character of that importance has not been discovered. Deposits on the riverbank would almost certainly be water-logged allowing for good survival of environmental material, and have the potential to yield significant information relating to the early settlement of Sunderland, but will probably be overlain by alluvial sand and ballast.

7.2.2 *Research Agenda*

- Was there an early fort located on the mouth of the Wear
- What was the nature, economic base, date and duration of Roman period occupation in the Sunderland area ?
- Are there recognisable Roman roads linking the river-mouth/coast with the cultivated hinterland ?

Archaeological Assessment and Evaluations across the mouth of the river and on the river banks will be structured to test the possibility that deposits of this period survive. The line of roads will be checked by trial trenching whenever possible.

7.3 Early Medieval Sunderland - Fig 4

7.3.1 *Assessment of Potential Survival of Early Medieval Deposits*

A clearer understanding of the archaeology of the Saxon monastery must await the publication of the excavations. The possibility that secular occupation survives around the precinct must be examined when development affects this area, but the presence of masking overburden, from ballast-dumping, makes the recognition of early occupation very difficult.

7.3.2 *Research Agenda*

- Where was the location and what was the character of earlier and contemporary settlement around the monastery at Monkwearmouth ?

7.4 Medieval Sunderland - Fig 5

7.4.1 *Potential for Survival of Medieval Deposits*

Excavation has demonstrated that where below ground remains have not been truncated by later development, they may lie within a metre of the ground surface. There is evidence of good survival on plots not truncated by modern building.

7.4.2 *Research Agenda*

- What was the date of the establishment of the major streets ?
- Is there evidence of centralized planning or standardization in burgage plot size and layout ?
- How were the tenements used, how were the buildings constructed and how did building traditions change through time ?
- What was the date, character and extent of the precincts of the religious foundations and how were the boundaries defined ?
- What was the date of the establishment of the quayside, how was it constructed, by what agency and what commercial and industrial activities were located on the riverside ?
- What economic and industrial activities were taking place in and around the river and its hinterland, how did these change through time and what was the town's relationship with that rural but increasingly industrialized hinterland ?

- What impact did the growing port have on the surrounding environment ?

7.5 Post Medieval Sunderland Figs 6-9

7.5.1 Potential for Survival of Post-Medieval Deposits

The important post medieval industries were often occupied into the modern period, and have been subject to intensive and destructive renewal of production facilities. Any understanding of the archaeology of this period must involve the integration of archaeological, industrial and documentary research.

7.5.2 Research Agenda

- what was the later development of the street and tenement plan?
- what were the later histories of the religious and secular institutions?
- Can we define the locations of industrial activity already established through documentary sources, e.g staiths.
- How can archaeology improve our understanding of the site-specific development of industries located, predominantly, along the riverside.

To these ends where the opportunity arises archaeological briefs and specifications will direct archaeological contractors to consider:

- the value of intensive documentary research to identify site usage along the riverside to recreate the time-deep overlay of industrial activity,
- the potential for excavation within the identified historic core for evidence of the small scale industrial, commercial and residential nature of the pre-industrial town
- the potential role of building recording in the identification of early domestic and small scale manufacturing activity in the post- medieval town.

7.6 Nineteenth Century Sunderland - figs 10-12

7.6.1 Potential for Survival of Deposits

The intensity of industrial activity, while offering the potential to yield information relating to the industrial development of the town, has often led to the removal of most above-ground remains of early industrial sites and the truncation of below-ground remains. Nevertheless, important components remain. Documentary and cartographic sources have the potential to substantially add knowledge of the early industrial development of the town.

7.6.2 Research Agenda

- What was the chronological order and relative spatial position of the layers of industrial development.
- To what extent does archaeological evidence for the early shipbuilding industry survive and how does this fit within the wider context of the industry in the North-East?
- To what extent can the intensive study of individual structures and complexes shed light on the early chemical industry, particularly the salt, lime, and glass industries? Glass is well covered but more attention needs to be concentrated on the sites and processes rather than the products. How do the ranges of lime kilns along the river compare with national typologies?
- What archaeological evidence survives of the rope industry, which was particularly important in Sunderland? When did mechanical methods replace traditional roperies, and what was the inter-relationship between the shipping and mining rope markets?
- Specific concentrations of upstanding remains of port facilities and docks require recording and research, in particular the South/Hudson Docks, the original Brunel entrance to the North Docks and the Old North Pier.
- To what extent do surviving remains of the railway systems illustrate and expand upon the history of the subject, as recovered from documentary research?
- How did the the coal trade influence the development of the town and how did collier-bourne ballast-dumping influence the history of the river?
- To what extent do vessels lost on the river and in the approaches to the Wear survive as wrecks or debris scatters?

In pursuit of these aims, archaeological briefs and specifications will be structured to:-

- pursue research to form a more complete picture of the changing elements in the development of the town and to establish the palimpsest of industrial activity
- enhance the understanding of the surviving heritage through recording
- examine the potential for archaeological activity to study and record the subsumed layers of development.

8 The Existing Statutory framework

The management of archaeological sites and deposits, both known and suspected, is achieved through a number of different legislative measures, concerning both archaeological monuments and planning law. These operate at a national level for the most important sites (Scheduled Ancient Monuments) and at a local level for sites thought to be of lesser (local or regional) importance. Sites of local and regional importance are managed through a combination of planning law and policy guidance notes.

8.1 Scheduled Ancient Monuments

The most important archaeological sites in England are listed and protected under the terms of the Ancient Monuments and Archaeological Areas Act, 1979. Consent is required from the Department of Culture, Media and Sport (who act on the advice of English Heritage) for any works carried out on or in the vicinity of a Scheduled site. The main criteria for Scheduling is the importance of the monument measured against national criteria.

After consideration of the importance of other sites in the town, it is not suggested that any new sites be recommended to the Secretary of State for the Environment for Scheduling. The survey has suggested that important monuments may await discovery (if extant) including the putative Roman settlement, and any continuation into the period of the Saxon monastery. Any coherent structures of this type would almost certainly merit the preservation in situ accorded to sites of national status, should they come to light in the future. Of suspected sites in the HER, any structures associated with the tenth century “South Wearmouth” would come into this category, as would remains of any secular buildings around the monastery.

8.2 Listed Buildings and Conservation Areas

Those archaeological monuments which incorporate substantial above-ground fabric and are deemed to contribute to the quality of the built environment can be listed under the terms of the Planning (Listed Buildings and Conservation Areas) Act 1990. These enhance the powers of the Local Planning Authority and can indirectly preserve buried deposits by preventing development which would be permitted elsewhere. The Conservation Areas and listed buildings within the study area are shown on Fig 1. The listed buildings are catalogued in appendix 1.

The study area also includes one park, Mowbray Park, which is included on the Register of Parks and Gardens of special historic interest in England. Roker Park, which lies just outside the study area, is also on the Register.

8.3 Planning Policy Guidance and the Unitary Development Plan

The principal burden for the protection and management of archaeological sites

falls upon the Local Authority, and is effected through Planning Policy. Sunderland has a comprehensive approach to the preservation and enhancement of the built and natural environment which is detailed and made widely available through the City of Sunderland Unitary Development Plan. Archaeological issues are the subject of Policies B11-B17 (Sections 10.57-10.67). Policy B15 is not relevant to urban areas.

POLICY B11 THE CITY COUNCIL WILL PROMOTE MEASURES TO PROTECT THE ARCHAEOLOGICAL HERITAGE OF SUNDERLAND AND ENSURE THAT ANY REMAINS DISCOVERED WILL BE PHYSICALLY PRESERVED OR RECORDED.

Policy B11 is rooted in the view that the archaeological heritage is an enormously important asset to the city and should be actively managed to ensure that it is passed in good order down to succeeding generations in good order.

POLICY B12 THERE WILL BE A PRESUMPTION IN FAVOUR OF THE PRESERVATION OF SCHEDULED ANCIENT MONUMENTS AND OTHER NATIONALLY IMPORTANT ARCHAEOLOGICAL SITES. PLANNING PERMISSION FOR DEVELOPMENT WHICH WOULD HAVE AN ADVERSE EFFECT ON THEIR SITE OR SETTING WILL BE REFUSED UNLESS EXCEPTIONAL CIRCUMSTANCES PREVAIL.

The only Scheduled Ancient Monument (SAM) in the study area, the Anglo-Saxon monastery of Monkwearmouth, is covered by this policy. Scheduling reflects the importance of this monument and the need to ensure that it is preserved for posterity.

POLICY B13 THE COUNCIL WILL SEEK TO SAFEGUARD SITES OF LOCAL ARCHAEOLOGICAL SIGNIFICANCE. WHEN DEVELOPMENT ACCEPTING SUCH IS ACCEPTABLE IN PRINCIPLE, THE COUNCIL WILL SEEK TO ENSURE MITIGATION OF DAMAGE THROUGH PRESERVATION OF THE REMAINS IN SITU AS A PREFERRED SOLUTION. WHERE THE PHYSICAL PRESERVATION OF REMAINS IN THE ORIGINAL SITUATION IS NOT FEASIBLE, EXCAVATION FOR THE PURPOSE OF RECORDING WILL BE REQUIRED.

National guidelines reinforce the City's view that archaeological remains constitute a "material consideration" which must be taken fully into account during all stages of decision-making in the Planning Process. It is up to the Applicant in any Planning Application to demonstrate that changes in the present environment do not unnecessarily or inadvertently destroy the physical remains of generations of previous communities.

POLICY B 14 WHERE DEVELOPMENT PROPOSALS AFFECT SITES OF KNOWN OR POTENTIAL ARCHAEOLOGICAL IMPORTANCE, THE CITY COUNCIL WILL REQUIRE AN ARCHAEOLOGICAL ASSESSMENT/EVALUATION TO BE SUBMITTED AS PART OF THE PLANNING APPLICATION. PLANNING

PERMISSION WILL NOT BE GRANTED WITHOUT ADEQUATE ASSESSMENT OF THE NATURE, EXTENT AND SIGNIFICANCE OF THE REMAINS PRESENT AND THE DEGREE TO WHICH THE PROPOSED DEVELOPMENT IS LIKELY TO AFFECT THEM.

It is recognised that archaeological sites consist of buried deposits and structures which are often masked by modern buildings and, unless appropriate measures are taken at the right time, would only be revealed during the process of destruction associated with many urban re-developments. The correct procedure for devising and timetabling an appropriate level of archaeological information gathering and recording is detailed in Planning Policy Guidance Note 16 (DOE 1990) see below, and this is the aim of Policy B14. The aim is not to effect a brake or constraint upon development in historic areas, but to achieve the right kind of development which will fit into and enhance the historic landscape and not wreck it.

POLICY B 16 WHERE ANY HISTORIC SITES AND MONUMENTS ARE DISCOVERED PROVISION WILL BE MADE FOR AN APPROPRIATE LEVEL OF ASSESSMENT, RECORDING AND PRESERVATION (IN ADVANCE OF OR IF NECESSARY DURING CONSTRUCTION) COMMENSURATE WITH THE IMPORTANCE OF THE FIND.

As the information-gathering process progresses during the course of an application with an archaeological dimension, the City will need to be satisfied that any scheme has provision for dealing appropriately with new discoveries. The cost and inconvenience of disruption to development timetables can be minimised by taking effective measure an early stage.

POLICY B 17 THE CITY COUNCIL WILL UNDERTAKE AND ENCOURAGE SCHEMES FOR THE MANAGEMENT, INTERPRETATION AND PROMOTION OF IMPORTANT FEATURES INCLUDING:-

- (i) LISTED BUILDINGS
- (ii) ANCIENT MONUMENTS
- (iii) CONSERVATION AREAS; AND
- (iv) THE URBAN RIVERSIDE

MEASURES WILL INCLUDE THE PROVISION OF INFORMATION BOARDS AND PLAQUES, APPROPRIATE SIGNPOSTING AND IMPROVEMENTS TO ACCESS.

9 Archaeology in the Planning Process

In areas of the town where archaeological deposits are predicted a number of stages are recommended by the Department of the Environment (Planning Policy Guidance 16, DOE November 1990) to ensure that the Planning Department has sufficient information to achieve the correct balance between encouraging urban

re-generation and economic development on one hand, and respecting and preserving the city's rich and varied heritage on the other.

9.1 Pre-Application Discussion

Early consultation with the County Archaeologist and the Industrial Archaeologist is of enormous importance. They can provide an initial appraisal of the likelihood that archaeologically sensitive deposits need to be considered for any specific planning application, and give advice on the steps that may need to be taken at each stage of the process.

Should advanced warning be received, the applicant will need to provide the Planning Authority with information of the likely impact of the scheme on any buried remains. This is estimated from existing records (including this report), historical accounts, and reports of archaeological work in the vicinity, in conjunction with a number of sources which suggest the nature of deposits on the site, like bore-hole logs and cellar surveys. This is presented in a standard format, known as a Desk Top Assessment, prepared by an archaeological consultant on behalf of the applicant, to a specification drawn-up by the County Archaeologist/Industrial Archaeologist, who can also assist by providing a list of organisations which do work of this sort. A Desk Top Assessment must be done to the highest professional standards, by staff who are suitably qualified and experienced in handling the source material (documentary, cartographic, archaeological) and aware of the wider research background for the period under study.

On the basis of the information provided in the Desk Top Assessment, the Planning Authority will determine the need for further work to test whether deposits predicted in the Assessment have survived on this plot. This is usually achieved by trial excavation and is known as a Field Evaluation. This programme will also be defined by the County or Industrial Archaeologist, and may employ a range of survey and analytic techniques besides excavation. Should important remains be brought to light, the preferred option would be avoidance of disturbance (Policy E19) for example by the use of building techniques that ensure minimal disturbance of the buried remains on the site.

With the benefit of the Assessment and Evaluation reports, the Planning Authority can make the appropriate decision (in the context of the Policies set out in the Unitary Development Plan, Section 6.3 above) on whether to give consent to the scheme or not (eg Policy E18), and, if so, what further steps need to be taken to mitigate the destructive effects of the development on the archaeological remains (Policy E20). This will ensure that any remains that will be unavoidably destroyed are archaeologically excavated, analysed and published, so that the site is "preserved by record" if not in fact. The requirements for further work will normally be attached to the Planning Consent as negative conditions, such as the model condition outlined in PPG16 (Section 29):

“no development will take place within the area indicated (this would be the area of archaeological interest) until the applicant has secured the implementation of a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority”

9.2 Archaeological Planning Conditions

The Written Scheme of Investigation is a detailed document which sets out the precise work required, covering the area to be excavated, the volume of deposits to be recorded, the methodology employed, the degree of expertise required, the amount of analysis and research required, finds collection policies, conservation of perishable artefacts, the deposition of finds and archives and the eventual publication of the results. Such programmes are expensive and time-consuming, and represent to the developer a construction cost against which to balance the real benefits of locating in the historic centre of the town.

Clearly, many sites in the urban area will not require the degree of work outlined above. In many cases the small scale of the disturbance associated with the development, or the low probability that archaeological remains will have once existed, or survived on the site, will mean that a much lower level of observation and recording is required. Known as a Watching Brief, this is the time-tabled attendance of a suitably qualified archaeologist employed by the developer at the point when digging is underway. Any archaeological deposits encountered will be quickly recorded and any finds collected, without undue disruption to the construction work. Again, the County Archaeologist will provide the specification for the Watching Brief. Again, a negative condition would be attached “no development shall take place until the developer has appointed an archaeologist to undertake a programme of observations of foundation and construction work to record items of interest in accordance with a specification provided by the County Archaeologist. The developer must contact the County Archaeologist at least three weeks before the proposed commencement of works to allow this process to take place”.

Where standing buildings form a component of the archaeological resource, there may be a need to undertake Building Recording in advance of demolition or renovation. This will not be restricted to Listed Buildings, which are selected mainly on an architectural criteria. Sunderland has a number of outwardly unprepossessing structures which are important in forming a link with past communities and industries, and which will merit recording by qualified archaeologists or building historians to an agreed specification which will reflect the importance of the structure and detail the most suitable recording methodology (eg photographic survey, elevation recording etc).

9.3 Unexpected Discoveries

PPG16 provides advice on the extremely rare circumstance that exceptional and unpredicted remains are encountered while development is in progress. There are powers at the discretion of both the Secretary of State, and the Planning Authority

to intervene to ensure that nationally important remains are protected. The developer can insure against any resultant loss, and would, if all appropriate steps have been taken, be entitled to compensation. In most cases, it has proved possible to achieve a satisfactory conclusion through voluntary negotiation. The best insurance is to take the appropriate steps (Assessment, Evaluation etc) at the right time.

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Appendix 1

Listed Buildings within the study area

Grade I

Church of Holy Trinity, Church Street East 920-1/12/45 (TWHHER 4421)
Phoenix Lodge, Queen Street East 920-1/12/176 (TWHHER 4797)
Church of St Peter, Saint Peter's Way 920-1/12/207 (TWHHER 422)

Grade II*

Church of St George with Trinity and St James with hall, walls and gates
920-1/22/17 (TWHHER 4777)
Church of St Michael, Church Lane 920-1/19/41 (TWHHER 161)
No. 10 Church Street East 920-1/12/43 (TWHHER 4795)
No. 11 Church Street East 920-1/12/44 (TWHHER 4796)
The Empire Theatre, High Street West 920-1/17/111 (TWHHER 4474)
Monkwearmouth Museum of Land Transport, North Bridge Street
920-1/11/160 (TWHHER 2751)

Grade II

Monkwearmouth Railway Bridge 920-1/18/1 (TWHHER 4979)
 Wearmouth Bridge 920-1/18/2 (TWHHER 4978)
 Nos. 3 and 4 Albion Place 920-1/19/4 (TWHHER 4780)
 No. 5 Albion Place 920-1/19/5 (TWHHER 4780)
 No. 3 Athenaeum Street 920-1/20/9 (TWHHER 4822)
 No. 22 Athenaeum Street 920-1/20/10 (TWHHER 1991)
 No. 6 Back North Bridge Street 920-1/11/11 (TWHHER 4784)
 No. 57 Barclay Street 920-1/11/12 (TWHHER 4787)
 No. 58 Barclay Street 920-1/11/13 (TWHHER 4786)
 Museum and Library, Borough Road 920-1/20/18 (TWHHER 4701)
 Lamp standards in front of Museum and Library 920-1/20/19 (TWHHER 4702)
 Church of St Mary, Bridge Street 920-1/18/20 (TWHHER 4747)
 Burdon House, Nos. 1-4 Burdon Road 920-1/20/23 (TWHHER 4704)
 Nos. 3-7 Douro Terrace inc steps and railings, Burdon Road 920-1/22/21 (TWHHER 4703)
 Bede Tower, Burdon Road 920-1/22/22 (TWHHER 4759)
 War memorial with railings and gates, Burdon Road 920-1/20/25 (TWHHER 4718)
 Lamp standard north-east of war memorial, Burdon Road 920-1/20/26 (TWHHER 4819)
 Lamp standard north-west of war memorial, Burdon Road 920-1/20/27 (TWHHER 4818)
 Lamp standard south-east of war memorial, Burdon Road 920-1/20/28 (TWHHER 4820)
 Lamp standard south-west of war memorial, Burdon Road 920-1/20/29 (TWHHER 4821)
 Wearside Masonic Temple with walls and gates, Burdon Road 920-1/22/24 (TWHHER 4809)
 Mowbray Almshouses with forecourt walls and piers, Church Lane 920-1/19/40 (TWHHER 4467)
 Monkwearmouth Branch Library, Church Street 920-1/9/42 (TWHHER 4781)
 Forecourt wall and gate piers to Church of Holy Trinity 920-1/12/46 (TWHHER 4774)
 Caretaker's cottage and attached wall (former Donnison School), Church Walk 920-1/12/47 (TWHHER 4767)
 Forecourt walls, gate and railings to caretaker's cottage, Church Walk 920-1/12/48 (TWHHER 4773)
 Wall to north of Church of Holy Trinity churchyard 920-1/12/49 (TWHHER 4753)
 Merchant Seamen's Almshouses, Trafalgar Square 920-1/12/50 (TWHHER 4766)
 Forecourt wall, pier and railings to almshouses 920-1/12/51 (TWHHER 4774)
 Lampholder in centre of Trafalgar Square 920-1/12/52 (TWHHER 4816)
 Nos. 1-7 Crowtree Terrace 920-1/19/56 (TWHHER 4468)
 Midland Bank, No. 14 Fawcett Street 920-1/18/68 (TWHHER 4743)
 Nos. 21 and 22 Fawcett Street 920-1/20/69 (TWHHER 4719)
 National Westminster Bank, Nos. 51 and 52 Fawcett Street 920-1/20/71 (TWHHER 4721)
 Barclays Bank, No. 53 Fawcett Street 920-1/18/72 (TWHHER 4720)

Lloyd's Bank and attached walls, No. 54 Fawcett Street 920-1/18/73 (TWHHER 4744)

Royal Bank of Scotland, Nos. 64, 65 and 66 Fawcett Street 920-1/18/76 (TWHHER 4739)

Nos. 5-12 Foyle Street 920-1/20/77 (TWHHER 4727)

No. 13 Foyle Street and attached railings 920-1/20/78 (TWHHER 4712)

No. 14 Foyle Street 920-1/20/79 (TWHHER 4177)

Nos. 15-25 Foyle Street 920-1/20/80 (TWHHER 4812)

Nos. 17-29 Frederick Street 920-1/20/82 (TWHHER 4709)

Nos. 32-42 Frederick Street 920-1/20/83 (TWHHER 4710)

Nos. 45-58 Frederick Street 920-1/18/84 (TWHHER 4749)

Vicarage to Church of All Saints, No. 3 Fulwell Road 920-1/4/87 (TWHHER 4788)

Church of All Saints, Fulwell Road 920-1/4/86 (TWHHER 4789)

Magistrates' Court, Gill Bridge Avenue 920-1/17/88 (TWHHER 4802)

Fitzgerald's Public House, No. 12 Green Terrace 920-1/19/93 (TWHHER 4469)

Galen Building with attached steps, walls and railings 920-1/19/94 (TWHHER 4470)

Retaining wall and railing opposite No. 12 Green Terrace 920-1/19/95 (TWHHER 4471)

The Kings Arms Public House, Hanover Place 920-1/10/15 (TWHHER 4757)

Walls and four mooring posts to North Dock Basin 920-1/9/97 (TWHHER 4815)

Remaining walls of North Dock 920-1/9/96 (TWHHER 2717)

Nos. 49 and 50 High Street East 920-1/12/98 (TWHHER 4793)

No.51 High Street East 920-1/12/99 (TWHHER 4794)

Sunderland Exchange, No. 197 High Street East 920-1/12/100 (TWHHER 4791)

Nos. 1-7 High Street East 920-1/17/101 (TWHHER 4472)

Nos. 101, 102 & 103 High Street East 920-1/18/102 (TWHHER 4740)

Hutchinson's Buildings, Nos. 105-109 High Street West 920-1/18/103 (TWHHER 4741)

Nos 110, 111 and 112 High Street West 920-1/18/104 (TWHHER 4742)

Register Buildings, Nos. 114-118 High Street West 920-1/18/105 (TWHHER 4748)

The Bridge Hotel, No. 145 High Street West 920-1/12/106 (TWHHER 4745)

Nos. 170, 171 & 173 High Street West 920-1/12/107 (TWHHER 4779)

No. 176 High Street West 920-1/12/108 (TWHHER 4746)

Nos, 211 and 212 and 214-217 High Street West 920-1/18/109 (TWHHER 4738)

The Dun Cow Public House, High Street West 920-1/17/110 (TWHHER 4473)

The Londonderry Public House, High Street West 920-1/17/112 (TWHHER 4475)

Former Gas Board Offices with walls and piers, Hind Street 920-1/19/113 (TWHHER 4763)

St Mary's Building, Hind Street 920-1/19/114 (TWHHER 4762)

Wall behind St Mary's Building, Hind Street 920-1/19/115 (TWHHER 4761)

Swing bridge with ashlar walls, Hudson Dock 920-1/13/119 (TWHHER 4804)

Machinery pit, Hudson Dock 920-1/13/120 (TWHHER 4803)

Dock Office with hydraulic accumulator, walls and piers, Hudson Dock North 920-1/13/117 (TWHHER 4813)

Swing bridge, lock and walls, Hudson Dock North 920-1/13/118 (TWHHER 4806)

Nos. 11-17 John Street with steps and railings 920-1/20/127 (TWHHER 4724)

Nos. 20-23 John Street with steps and railings 920-1/20/128 (TWHHER 4707)
 Nos. 25-28 John Street with steps and railings 920-1/20/129 (TWHHER 4713)
 Sunderland and South Shields Water Company Offices with steps and railings
 920-1/20/130 (TWHHER 4708)
 Nos. 45, 46 and 47 John Street with steps and railings 920-1/20/131
 (TWHHER 4706)
 Nos. 48-58 John Street with steps and railings 920-1/20/132 (TWHHER 4722)
 County Court with steps and railings, John Street 920-1/20/133 (TWHHER 4705)
 Former Salvation Army Citadel, Nos. 24, 25 and 26 Lambton Street 920-1/18/135
 (TWHHER 4750)
 Greens Public House, Low Row 920-1/19/136 (TWHHER 4476)
 Bonded Warehouse of Thos. Maughan, Low Street 920-1/12/137 (TWHHER 4790)
 Warehouse on Wylam Wharf, Low Street 920-1/12/138 (TWHHER 4792)
 Nos. 2 and 3 Mary Street 920-1/19/139 (TWHHER 4755)
 Sunderland East Community Centre, Moor Terrace 920-1/12/141 (TWHHER 4768)
 Gates, piers and railings to former Orphanage, Moor Terrace 920-1/12/142
 (TWHHER 4769)
 Drinking fountain, Mowbray Extension Park 920-1/20/146 (TWHHER 4824)
 Statue of John Candlish MP, Mowbray Extension Park 920-1/20/147 4811)
 Terrace wall and statues south of Museum & Library, Mowbray Extension Park
 920-1/20/145 (TWHHER 4765)
 Footbridge over cutting, Mowbray Park 920-1/20/148 (TWHHER 4776)
 Nos. 17-23 Murton Street and steps and railings, Murton Street 920-1/14/154
 (TWHHER 4717)
 No. 19 Norfolk Street and walls, railings and area cover 920-1/18/156 (TWHHER
 4732)
 Nos. 31, 32 and 33 Norfolk Street and steps, walls railings and area cover
 920-1/14/157 (TWHHER 4728)
 Hebron Church with attached gates, North Bridge Street 920-1/11/159 (TWHHER
 4782)
 North Half Tide Basin wall and pier 920-1/12/116 (TWHHER 4805)
 No. 29 Olive Street 920-1/19/161 (TWHHER 4756)
 Park Road Methodist Church 920-1/22/168 (TWHHER 4808)
 St George's House with steps, railings and yard walls, Park Road 920-1/22/170
 (TWHHER 4752)
 Forecourt and side railings to St George's House 920-1/22/169 (TWHHER 4807)
 Wheatsheaf Hotel, Roker Avenue 920-1/11/178 (TWHHER 4785)
 "Andover", Roker Terrace 920-1/9/181 (TWHHER 4799)
 Roker Pier and lighthouse 920-1/5/182 (TWHHER 4800 AND 4975)
 Retaining wall to east of former graveyard of St Peter 920-1/12/208 (TWHHER
 1995)
 Borough Social Services Area Office, No. 4 Saint Thomas' Street 920-1/18/209
 (TWHHER 4723)
 Maritime Buildings and balustrade, Saint Thomas' Street 920-1/18/210 (TWHHER
 4823)
 Livingstone's Public House, Silksworth Row 920-1/17/203 (TWHHER 4764)

Nos. 1-9 The Esplanade, Stockton Road with steps and handrails 920-1/22/211 (TWHHER 1997)
 Nos. 1-15 Grange Crescent with steps and handrails, Stockton Road 920-1/22/90 (TWHHER 4751)
 West Park United Reformed Church, Stockton Road 920-1/20/212 (TWHHER 4778)
 Wave Basin Battery, Sunderland Harbour 920-1/9/215 (TWHHER 84)
 No. 64 Tatham Street 920-1/14/216 (TWHHER 4715)
 Bethesda Free Church, Tatham Street 920-1/14/217 (TWHHER 4716)
 Tavistock House, Tavistock Place 920-1/14/219 (TWHHER 4814)
 Balustrade on steps, Toward Road 920-1/20/226 (TWHHER 4775)
 No. 19 Villiers Street 920-1/12/229 (TWHHER 4457)
 Gates and railings in front of No. 19 Villiers Street 920-1/12/230 (TWHHER 4810)
 No. 20 Villiers Street 920-1/14/231 (TWHHER 4729)
 Nos. 29 and 30 Villers Street 920-1/14/232 (TWHHER 4731)
 Drinking fountain, Wellington Street 920-1/10/233 (TWHHER 4758)
 Nos. 28-39 West Sunnyside with steps and railings 920-1/20/235 (TWHHER 4725)
 No. 40 West Sunnyside 920-1/18/236 (TWHHER 1996)
 Nos. 43-48 West Sunnyside 920-1/18/237 (TWHHER 4735)
 Central Buildings, West Sunnyside 920-1/18/238 (TWHHER 4737)
 Custom House, West Sunnyside 920-1/18/239 (TWHHER 4736)
 Medieval Arch, West Sunnyside 920-1/20/240 (TWHHER 4798)
 Post Office and railings, West Sunnyside 920-1/18/241 (TWHHER 4733)
 The Manor House, West Sunnyside 920-1/20/242 (TWHHER 4726)
 Coal Statithe at Wearmouth Colliery, Wreath Quay Road 920-1/11/247 (TWHHER 4726)

Appendix 2

Archaeological Events (Fig 13)

Sunderland

TWHHER event no. 1517

Speak, S., 1993, Wylam Wharf/Low Street, Sunderland, Archaeology/Cultural Heritage, TWHHER report no. 1993/18

Proposals for excavation and strategy for excavation reported on in 1994/22 and historical background. Assessment of the archaeological potential for Wylam Wharf and Low Street, and detailed cartographic history of this area.

Griffiths, W.B., 1994, Wylam Wharf, Sunderland, April-June 1994, Interim Account of Excavations, TWHHER report no. 1994/21

Speak, S., 1995, Phase II Excavation Strategy, Pann's Bank/Wylam Wharf, Sunderland, TWMS, July 1995, in TWHHER report no. 1995/31
 Excavation strategy and design

Griffiths, W.B., 1995, Wylam Wharf, Sunderland, 1994, Excavation Report, TWHER report no. 1994/22

The first major excavation conducted in the historic centre of Sunderland. As such the work revealed much about the post medieval development and pre industrial topography of the riverside, and demonstrated the potential for archaeological preservation in the area generally.

All three trenches appear to have been situated over the foreshore of the original river, the ground having been reclaimed by ballast dumping. It would thus appear that Low Street developed along the original riverbank in the area. Certainly Corder believed the Elizabethan fishing village to have been based around Low Street.

Trench 1 revealed dumps of ballast presumably on the foreshore retained by a rough rubble revetment of probable mid 17th century date. A black silty clay layer containing strips of leather and wood was found on the north side of this revetment. In the late 17th century, a slipway was constructed leading to the river, adjacent to a stone foundation. During the 18th century, the slipway was filled in to current ground level, and the adjacent structure was incorporated into a cellar, which underwent at least one refurbishment and was later infilled prior to the construction of a vault linking the Rose Line Building to the mid 19th century warehouse.

In trench 2, traces of industrial activity were identified. Cut into the sand ballast was a cone shaped pit, 0.50m deep and 1.40 m wide. Its primary fill was charcoal and coal overlain with lime and chalk. The sand around the pit was discoloured by burning. The remains of a sandstone and brick sluice was also found, lined with bricks and filled with coal, charcoal, mortar and broken brick. The third trench revealed a depth of ballast and the remains of a stone wall.

Griffiths, W.B., 1998, Excavations at Low Street/Panns Bank, Sunderland, 1st draft publication

Excavation report of the 1994 excavation, including find reports and a detailed history of the occupation of nearby streets, Bodlewell lane and Low Street.

TWHER event no. 1520

Griffiths, WB., 1997, Archaeological Evaluation Report, Low Street Sunderland, Dec. 1996, TWHER report no. 1997/1

The whole area at the junction of Bodlewell Lane and Low Street was found to have been cellared, contrary to building insurance plans. The trench 6.40m x 6m revealed cellaring which had been filled with loose bricks. Sand, at least 0.50m depth, was encountered beneath the cellar. A rectangular stone lined pit was found cutting the sand. It was filled with brick, plaster wood and glass, but its function was not clear. No undisturbed natural deposits were encountered in the excavation or seen during the subsequent watching brief. The sand was dumped ballast.

TWHER event no. 1521

TWM, 1998, Archaeological Watching Brief at the Bridges, Sunderland, TWHER report no. 1998/34

Watching Brief at a site in Crowtree Terrace. A sequence of 1.80m depth of sandy clay, 1m of sand and crushed sandstone, 0.90m of clayey sand sealed by 1m of modern construction make-up was seen. No significant archaeological deposits were revealed.

TWHER event no 1525.

McCombie, G., 1997, The Development of Sunderland Town Moor, TWHER report no. 1997/5

Assessment providing through historical background to the extent character and use of the moor from the medieval period to the present day. A brief assessment of archaeological potential is given. The report concludes that there is a possibility of prehistoric and Roman evidence having survived on the Moor, especially in those areas which have hitherto not been disturbed. It is unlikely that there will be major medieval structures on the Moor as it is known to have been an area of pasture at that time. There may however, have been medieval industrial sites on the fringes of the moor. The Town Moor was known to have been used for 18th century industries, such as lime-burning and rope-making. While some of these industrial sites will have been destroyed by the construction of the docks and railways, the remaining area of the Moor could still provide information about such activities.

TWHER event no. 1877

Walker, I, Tyne and Wear Museums, 1999, Queen Street Freemasons Hall, Sunderland, TWHER report no. 1999/22

Archaeological evaluation in the cellar of Phoenix Lodge. Trial pits had revealed two sandstone and brick drains and C18 pottery and clay pipes. The Phoenix Lodge was built in 1785 and incorporates foundations of a building of c1740. The site was previously occupied by a bowling green and outbuildings of the C17 Golden Lion inn. Beneath the 1740 wall was a cut or pit containing C14 pottery and fragments of shoe leather.

Bishopwearmouth

TWHER event no. 1515

Speak, S, 1987, Excavations at Low Row/Woods Lane, Bishopwearmouth, TWHER report no. 1988/5

Trial excavation to assess the archaeological potential of the site. The entire area investigated was found to have been either truncated or cellared by relatively modern structures to a depth of c. 3.50m below the modern surface, at which depth natural clay interpreted as flood plain deposits were encountered. No evidence of medieval tenements, allotments, or any earlier features was found.

TWHER event no. 1518

Speak, S., and Snape, M., 1993, Excavations at Crowtree Road Bishopwearmouth, TWHER report no. 1993/12

Three trenches were excavated at the junction of Crowtree Road and Vine Place. The site was within a formal garden in 1790s and no buildings were recorded on the site prior to 1857. However, previously unrecorded cellars were encountered in 2 of the 3 excavated trenches.

In trench 1, at the front of the former building on Borough Road Terrace above the natural brown clay a deposit 0.35m deep of mid-brown sandy soil was found sealed by the floor of a cellar, which had truncated all other deposits.

Trench 2 was in the back yards of Crowtree Terrace, and was not affected by cellars. However, the area appeared to have been terraced, removing earlier deposits. Above natural clay was a levelling deposit 1.60m deep of loose dolomite, sand and gravel.

In Trench 3 a cobble back lane was found. The underlying deposits in this trench were a series of thin layers of sands, gravels and clays, interpreted as naturally deposited by river action. Local knowledge refers to small burn running south into the Wear, and cellars in Borough Road often had to be pumped free of water. The base of a stone lined drain was found, possibly of 18th century date, reused by a more modern service pipe. There was 1.70m depth of top soil and levelling, cut by service trenches.

TWHER event no. 1519

Tyne and Wear museums, 1996, Archaeological Assessment of Bishopwearmouth Sunderland, TWHER report no. 1996/20

Report looks at land south of and parallel to Crowtree Terrace and Crowtree Terrace. "Assessment" here means historical background and suggestion for what archaeological work would be necessary.

TWHER event no. 1306

Tyne & Wear Museums, 1997, Archaeological Evaluation, Bishopwearmouth Sunderland, TWSMR report no. 1997/9

Six trenches were excavated in land south of and parallel to Crowtree Terrace. Modern cellaring and drainage structures had truncated archaeological deposits. No significant archaeological horizons were identified, only a worn cobble surface was found.

TWHER event no. 1522

Nolan, J., 1998, An Early 19th century crypt below 34 Low Row, Bishopwearmouth, NCAS, TWSMR report no. 1998/11
Copies of archive plans and photographic record.

Nolan, J., 1998, An Early 19th c Crypt below 34 Low Row, Bishopwearmouth, NCAS, TWHER report no. 1998/27

Recording following the unexpected discovery of a crypt containing human remains. The building, a church hall was in the process of conversion into a pub. The crypt was recorded before being sealed again.

The report demonstrated that No. 34 Low Row is shown on the 1737 Burleigh and Thompson map (Fig 15). The Woods map of 1826 (Figs 20-22) identifies a burial ground on the former backlands of no. 34 and Dr Grey's (the rector of St. Michael's Church) School. The crypt is of cut and cover construction and therefore could not have been built within a standing building. Thus Dr. Grey's School was almost certainly part of the same building phase as the crypt. The crypt was probably accessed by steep flights of steps close to the rear wall of the school. This method of construction would require the entire site to have been cleared of standing structures. Plans 1817 and 1826 are markedly different, suggest rebuilding between those dates, too early to have originated as a response to outbreaks of cholera in the 1830s and 1840s. The parish churchyard may have been full, and a new area with crypt opened between 1817 and 1826. The burial ground is later extended. It is not known when the last internment took place but it was marked as disused in 1897, on the 2nd edition OS map.

The crypt contained at least 25 burials ranging in date from 1823-1840, there could have been at least double the number. The construction of the crypt suggests that the individuals buried there belonged to the middle classes of society, the poor would not have been able to afford the luxury of crypt burial.

TWHER event no. 1872

Tyne and Wear Museums, 2000, Low Row, Sunderland - Archaeological Assessment, TWHER report no. 2000/25

Assessment of the area between Low Row and St. Michael's Way. The report concludes that it is doubtful whether early medieval or medieval archaeology will survive due to subsequent developments from the eighteenth century onwards, however because of the archaeological importance of the area, the possibility that deposits survive cannot be entirely ruled out. The burial ground and crypt mentioned above are adjacent to this site and may overlap with it. The Church Hall was built on consecrated ground once used as an extension to the cemetery. Human remains could therefore be present within the study area. A Watching Brief will be undertaken during development.

TWHER event no. 1871

Tyne and Wear Museums, 1999, Vaux Brewery Site, Sunderland - An Archaeological Assessment, TWHER report no. 1999/30

Assessment of the Vaux Brewery complex which includes within its boundary anecdotal and minor factual evidence for a Roman presence in Sunderland. Medieval deposits could also be present. A nineteenth century cemetery was once situated within the study area. Although the cemetery was discontinued and the headstones removed, there is no available evidence of any disinternment. There is therefore the possibility that human remains could be present in the study area. Archaeological evaluation will be carried out prior to any development on this site.

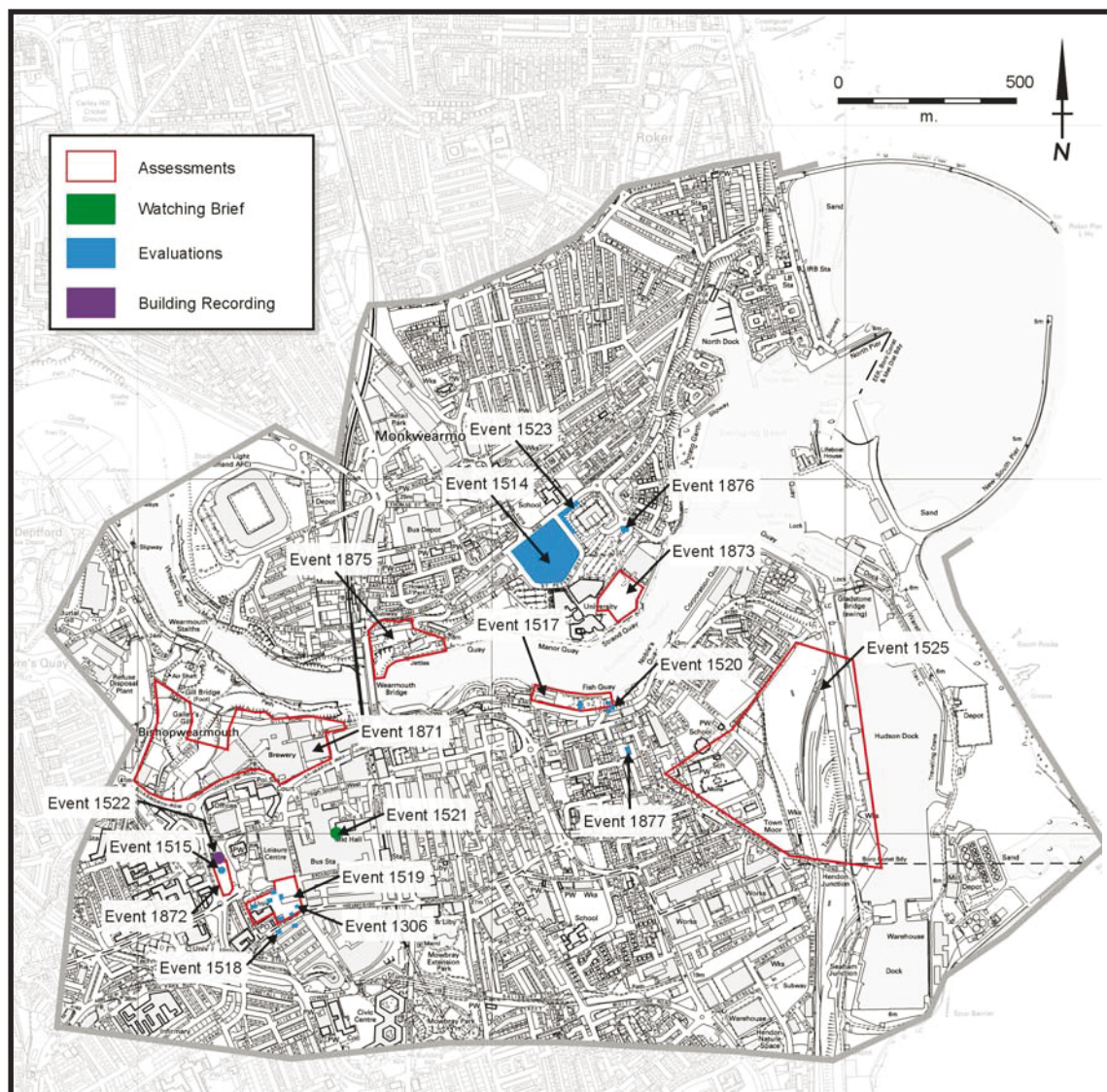


Fig 13. Archaeological Events

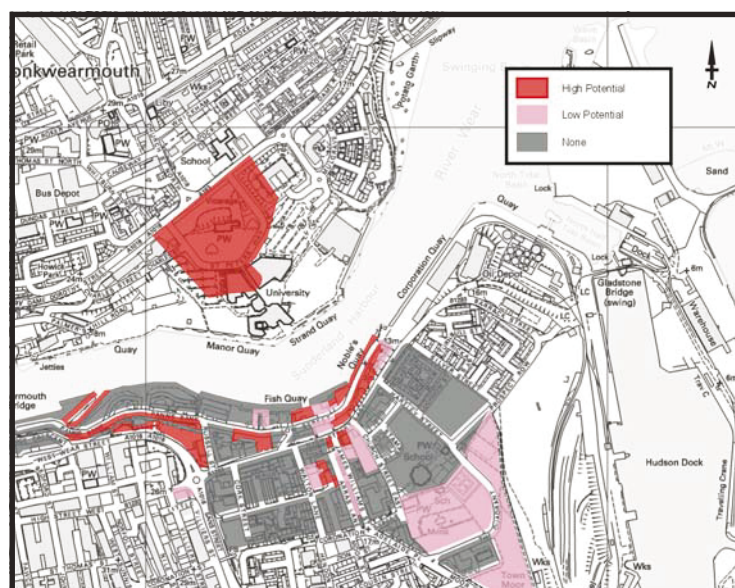


Fig 14. Archaeological potential - where known

Monkwearmouth

TWHER event no. 1514

Excavations by Rosemary Cramp in 1959, 1960, 1961, 1962, 1964, 1966, 1967 and 1971.

Cramp, R., 1969, Excavations at the Saxon Monastic Sites of Wearmouth and Jarrow: an Interim Report, Medieval Archaeology, Vol. XIII, report no. 1969/2

Cramp, R., 1971, Monkwearmouth Monastery, report no. 1971/2

TWHER event no. 1523

Speak, S., 1990, Excavations at North Sands, Monkwearmouth TWSMR report no. 1990/23

Seven evaluation trenches were excavated. Steve Speak states that “Extensive dumping of ballast around the monastery has, by 1704, encroached upon the church to a depth of c.3m. The partial clearance of this ballast and the industrial developments of this century have blurred the original contours of the ground, leaving the church in a hollow, in some places some 4m below the nearby ground surface. The area, at one time known as the Barbary Coast was further cleared of its terraced housing and the adjacent North Sands and Crown Shipyards by 1987, with further landscaping around the church. Excavation in the late 1960’s revealed that the remaining depth of ballast at the east end of the church grounds was still in the region of 2m.” In all the trenches 5m depth of ballast was encountered, and underlying this was clay from which no artefacts or features were discerned. The trenches were too small to ascertain whether the clay had been truncated by landscaping or whether it represented a Roman or Saxon ground level.

TWHER event no. 1873

J.C. Mabbitt, Tyne and Wear Museums, 2001 Saint Peter’s Basin, Sunderland - Archaeological Assessment, TWHER report no. 2001/10

Archaeological Assessment of a site south-east of St. Peter’s Church. The report concludes that prior to 1700, part of the study area was used for ballast dumping and part of it was a tidal area called Ham Sands. Archaeological features will lie below the ballast dumps and are likely to have been severely truncated by nineteenth century and later industrial features. There is a small possibility that in the northernmost part of the site, medieval archaeology could survive below the ballast layers.

TWHER event no. 1875

Tyne and Wear Museums, 2000, Bonner's Field, Monkwearmouth - Archaeological Assessment, TWHER report no. 2000/26

Archaeological Assessment of the area between Bonner's Field and the river. The report concludes that while later developments are likely to have truncated medieval deposits, it could not be conclusively stated that there is no surviving medieval archaeology in the study area. The Bonner's Field area was an important industrial area of Monkwearmouth, with an eighteenth century raff yard, shipyard ropeworks and brewery. In the nineteenth century an iron works was built on the site. Foundations of the brewery may survive beneath the existing modern brewery building. A Watching Brief will be carried out during the development.

TWHER event no. 1876

Tyne and Wear Museums, 1996, Emergency Excavation - Ham Sands, Monkwearmouth - June 1996, TWHER report no. 1996/35

Investigation of site of Sunderland Glass Centre. Beneath the modern overburden there was a deposit of pure sand c3.5m below current ground level. On-site engineers had discovered a layer of wood chippings so TWMS were asked to investigate the site. An area of 5 square metres was looked at. There was a compact layer of wood chippings. Several corroded iron objects were recovered from the top of this surface. Several features were noted cutting through the deposit. The deposit was 0.15m thick. Flint was observed in the sand deposit beneath this indicating that this is a ballast dump. The wood chippings represent the working surface of an C18 or c19 shipyard, almost certainly as recorded on Rain's Eye Plan (Figs 16-18) of 1785. Such yards for timber ships appear to have consisted of large open spaces covered with shavings and chippings from the ships timbers.

Appendix 3

Early Medieval grave markers and architectural fragments from Monkwearmouth

TWHER 88 Monkwearmouth, Anglo-Saxon cross-arm

Fragment of cross-arm, in medium-grained micaceous yellow sandstone. Broken but unworn, finely dressed. Only a fragment of one carved face survives, and part of the edge. "The carved face is edged by a flat band moulding; partly encroaching on this is a deeply moulded rosette-type flower. The centre is chipped away, but curling from it is one long petal which is tucked into the corner of the arm". 10 cm high x 13 cm wide x 5.5 cm deep. Early C8. Found in 1966 in archaeological excavations (Cramp, 1984, Vol I, p 122, plate 107, 590-1).

TWHER 89 Monkwearmouth, Anglo-Saxon cross-arm

Corner of cross-arm, or base, in medium-grained, micaceous red sandstone. Broken but unworn, and finely dressed. Edged with a roll moulding on three sides. 9 cm high x 10.5 cm wide x 9 cm deep. Possibly C8. Found in 1966 in archaeological excavations (Cramp, 1984, Vol I, pt. 1, p 123, Pt 2 plate 107, 584-6, 589).

TWHER 90, Monkwearmouth, Anglo-Saxon grave marker

Lower part of grave marker, in medium-grained, micaceous sandstone. Broken into two joining pieces, but unworn. Edged by a wide flat-band moulding. A (broad): a runic inscription tidfiry, a masculine personal name, divides the face with, above, in relief a roughly shaped loop between 2 uprights and, below, 2 figures holding a rectangular panel above a standing cross. B and D (narrow): two incised grooves enclosing a panel. C (broad): a figure between two broad flat bands, all in relief. The latest solely runic inscription in the area. 31 cm high x 19 to 12.2 cm wide x 6.5 cm deep. First half of C10 Said by Hodges to have been found in 1834 “at a great depth” c. 20 ft from the south side of the church, and within an area of what is called “The Manor House”. See smr many references.

TWHER 91, Monkwearmouth, Anglo-Saxon grave marker

Incomplete grave marker, in fine grained, calcareous red sandstone or siltstone. Broken but unworn. A (broad): the fragment is edged by a fine double grooved moulding, and centrally placed is the left horizontal arm of a cross, with double outlines and a central square. In the upper left quadrant is part of a runic inscription, in the lower left one in Anglo-Saxon capitals. The names are different, and are probably those used before and after entry into the religious life. Cross form is the square-ended type favoured by Monkwearmouth and Jarrow carvers. Face B and bottom F are broken off. Faces C and D, and top E smoothly dressed The smallest surviving name-stone. 10 cm high x 5.7 cm wide x 1.5 cm deep. Last quarter of C7 to first quarter of C8. Found in 1961 in archaeological excavations. See smr many references

TWHER 92, Monkwearmouth, Anglo-Saxon grave marker

Grave-marker, or grave-cover, in medium-grained, massive yellow sandstone. Broken top, side and base; unworn. A centrally placed swding cross in high relief outlined by a raised flat- band moulding, and with a block base. One side of the stone is edged by a roll moulding; at the top are the remains of two wing-like features. In the quadrants of the cross is a Latin inscription in Anglo-Saxon capitals: HIC IN SEPULCRO REQUIESCIT CORPORE HEREBERICH PR(ES)B(YTER) - “Here in the tomb rests Herebericht the priest in the body”. The stone was probably reused. B (narrow) and C (broad) faces plain. D (narrow) and E (top) broken off. 104 cm high/long x 53 cm wide x 18 cm deep. First quarter of the C8. Found in September 1866 during excavations, face downwards below ground, above medi- eval coffin in west porch. See smr many references

TWHER 93, Monkwearmouth, Anglo-Saxon impost/cross-shaft/furniture

Part of an impost, cross-shaft or piece of furniture, in Hartlepool and Roker dolo- mite. Broken and worn in places. A (broad): panel of deeply cut interlace with a broad flat-band moulding. B (narrow) and F (bottom): broken away. C (broad) and D (narrow): plain and covered by mortar. E (top): part of a wide flat-band moulding. On the left there is a fine zig- zag pattern with a pellet in each V of the pattern. 19 cm high x 31.5 cm wide x 25 cm deep. C8 Found in the restoration of 1866 and

first preserved in the vestry.
See smr many references

TWHER 94, Monkwearmouth, Anglo-Saxon panel or frieze fragment
Part of panel or frieze, in medium-grained, massive pale yellow sandstone. Broken and obscured by re-use. Only one face is carved. Framed by a neat flat-band moulding are two figures in deep relief, "in lively motion", probably fighting, with a broken sword falling between them. 22.9 cm high x 34.3 cm wide x 28 cm deep.
C9 Found in the restoration of 1866, and first preserved in the vestry.
See smr many references

TWHER 95 Monkwearmouth, Anglo-Saxon panel fragment
Incomplete panel, in Hartlepool and Roker dolomite. Broken and worn. One corner of an elaborately carved piece. Only one carved face survives, and the back and edges of the stone are plain. A (broad): Edged with a flat-band moulding. Within that a triple roll moulding encloses the outer zone of ornament, which includes both part of a ribbon animal and two registers of encircled pattern. A triple roll moulding also encloses the inner zone, of interlace. Possibly a closure slab for shutting off the sanctuary; or perhaps part of an altar frontal or box shrine. 27 cm high x 24 cm wide x 6.5 cm deep. Last quarter of C7 to first quarter of C8. Found in the restoration of 1866.
See smr many references

TWHER 96, Monkwearmouth, Anglo-Saxon capital
Four conjoining fragments of a capital, in Hartlepool and Roker dolomite. In good condition. Only one face is carved, with a relief spiral which comes to a V-shaped point in the centre. The other faces are dressed smoothly. This seems to be half an Ionic capital, probably set against a wall rather than being free standing. Found in reconstruction levels of the monastic buildings and so could "have been used in one of the openings of these buildings". 12 cm high x 16.5 cm wide x 9 cm deep. Late C7 to early C8. Found in 1966 in archaeological excavations.

TWHER 97, Monkwearmouth, Anglo-Saxon baluster shafts
Thirty five baluster shafts have been found on the site as follows: a-b in c. 1829-30, in the tower of the church, not in situ. c-f were first noticed in 1866. g-ac were found in the 1866 restoration. ad-ai were found in the archaeological excavations at Monkwearmouth 1962-64. Note also 8a-b, not on SMR because in situ. Except the two latter, all are in Hartlepool and Roker dolomite. Sixteen types of profile. Most were definitely lathe-turned; a great variety of groove formulae, but there is evidence for their being produced in pairs. Because of their diversity and small scale, they probably had a variety of functions, e.g. flanking openings, as balustrades or canopy around or above an altar. Last quarter of C7. a-b are whole, 8 have complete profiles, the rest are fragments.
See smr many references

TWHER 98, Monkwearmouth, Anglo-Saxon furniture

Two carved blocks, in medium-grained massive yellow sandstone. Condition of a. is good, of b. slightly damaged. a. Tapering block carved on one broad, one narrow face with a lion in an architectural 'cage', to be seen from side and front. The top has traces of mortar; the back is hammer-dressed. b. Block with lion carved in high relief. They are both left hand sections so are not part of one piece of furniture, though perhaps part of the same suite. Perhaps a. the arm of the abbot's seat, b. arm-end of the clergy bench a. 41.9 cm high x 59.7 cm wide x 21.6 cm deep b. 38.1 cm high x 57.2 cm wide x 21.6 cm deep Last quarter of C7. Found in the restoration of 1866 and first preserved in the vestry.

See smr many references

TWHER 99, Monkwearmouth, Anglo-Saxon animal head terminal

Animal-head terminal, in medium-grained massive yellow sandstone. Unworn and well dressed; broken off at neck. The animal head is three-dimensional, of mammal/reptile type, with short square snout, long slit mouth, lentoid eyes, and with a deeply carved collar round its neck. It was probably meant to be seen in an upright position, perhaps the tip of a column-like feature. 30 cm high x 31 cm wide x 18 cm deep. C8 Found in 1969 in the foundations of a modern wall grounded on a medieval and Saxon wall-line.

See smr many references

TWHER 401, Monkwearmouth, Anglo-Saxon architectural fragment

Architectural fragment, in fine-grained yellow sandstone. Damaged but completely unweathered. Only one carved face survives. Part of a panel of interlace set in bold roll mouldings. On one side the background is flat and chamfered back, on the other it is in a shallow convex curve. The interlace consists of one register of encircled pattern and the outer edge of another. Perhaps part of an interlace fitting of the church. 12 cm high x 18 cm wide x 18 cm deep. Last quarter of C7. Found in 1966 in archaeological excavations, immediately south of the church.

TWHER 402, Monkwearmouth, Anglo-Saxon architectural fragment

Architectural fragment, in Hartlepool and Roker dolomite. Broken but unweathered. Only one carved face survives. "The edge has a broken flange at a recessed level. An interlace is bordered by a wide flat-band moulding which is curved and widens slightly at one end. The interlace consists of a fragment of linked loops but it is not possible to reconstruct the total pattern". 4.3 cm high x 4.3 cm wide x 2.5 cm deep. Last quarter of C7. Found in 1964 in the archaeological excavations.

TWHER 403, Monkwearmouth, Anglo-Saxon architectural fragment

Architectural fragment in Hartlepool and Roker dolomite. Unworn and finely dressed. Two carved faces only survive. A (broad): part of one register of encircled pattern with a roll moulding on one edge. F (bottom). Perhaps part of the same scheme as SMR 401. 6.8 cm high x 8.5 cm wide x 4 cm deep. Last quarter of C7. Found in 1966 in archaeological excavations.

TWHER 404, Monkwearmouth, Anglo-Saxon architectural fragment
Architectural fragment in Hartlepool and Roker dolomite. Fragmentary but not worn. Only two faces are carved. A (broad): fragment of interlace, possibly an encircled pattern. E (top): slightly curving chamfered face, dressed to a smooth polished surface. Could be part of the same piece as SMR 401 and 403. 6.5 cm high x 10.5 cm wide x 5 cm deep. Last quarter of C7. Found in 1966 in archaeological excavations.

TWHER 405, Monkwearmouth, Anglo-Saxon architectural fragment
Architectural fragment, in Hartlepool and Roker dolomite. Condition good. Only one face is carved. A (broad): "The upper plane of the carving is surrounded by a wide flat curving frame edged by a narrow roll moulding. This encloses a curving band of two registers of simple pattern, and on the right, curving in the opposite direction, are two registers of what are possibly meant to be the same pattern although the terminal at the right ends in a single loop. The lower plane of the stone has been broken but is dressed". 5.6 cm high x 8.5 cm wide x 6.5 cm deep. Last quarter of C7. Found in 1966 in archaeological excavations.

TWHER 406, Monkwearmouth, Anglo-Saxon architectural fragment
Architectural fragment, in Hartlepool and Roker dolomite. Broken but unworn. Only two faces are carved. A: "The surviving fragment of the carved face contains part of a straight line pattern; curving away from it is an incised cable border and an outer roll moulding". B: plain. "This and the Tidfirth stone (SMR 90) are evidence for the continued tradition of stone carving on the site after full monastic occupation had ceased, since the incised technique and the straight line meander are more characteristic of the Anglo-Scandinavian than the Anglian tradition. It is not certain whether this is part of a cross-shaft or slab since there seems to be part of a chamfered dressed face behind the outer roll mouldings". 18 cm high x 11 cm wide x 6 cm deep. Last quarter of C9 to first quarter of C10. Found in 1959 in archaeological excavations.

TWHER 407, Monkwearmouth, Anglo-Saxon architectural fragment
Architectural fragment, in medium-grained yellow sandstone. Unworn. Only part of one face survives. It has a flat chamfered moulding enclosing a bold cable. "This is possibly part of an architectural decoration, but it could be part of a slab. The carving is confident but departs from the fine miniature style of what may be considered the earlier pieces". 7 cm high x 5.3 cm wide x 2.5 cm deep. C7-C9. Found in 1962 in archaeological excavations.

TWHER 408, Monkwearmouth, Anglo-Saxon architectural fragment
Cross or architectural fragment in medium-grained yellow sandstone. Worn. Part of a boss with interlace in the centre and a raised grooved edging. This is possibly the centre of a cross, but it could be some architectural decoration. It may be compared with SMR 407. 6 cm high x 8 cm wide x 4 cm deep. C7-C9. Found in 1966 in archaeological excavations.

TWHER 409, Monkwearmouth, Anglo-Saxon architectural fragment
Architectural fragment in coarse-grained carboniferous yellow sandstone. Condition good. This is the corner of a shaft or building stone, with a grooved moulding, and has been recut. There are traces of fine mortar with a soft lime-washed surface covering the surface of the primary paint. This is a dense white covering over-painted with red. Similar plaster painted with red stripes or bands on a white background has been found in the course of excavations at Monkwearmouth and several of the balusters (SMR 97) were painted. This stone is one of the few instances where the paint has been applied directly to the rough surface of the sandstone. 11 cm high x 7.5 cm wide x 3.5 cm deep. Late C7 - mid C8. Found in 1967 in archaeological excavations.

TWHER 410, Monkwearmouth, Anglo-Saxon architectural fragment
Corner fragment, in medium-grained, micaceous reddened sandstone. Worn. The remains of three carved faces survive, edged by a roll moulding. The central part of one is bisected by a deep rounded moulding. It could be part of the end of a cross-arm with an interlace strand surviving on one face. However, the 'strand' is rather heavy in comparison with the edge moulding, so that it is possible that this could be the ridged roof of a small shrine. 5 cm high x 10.5 cm wide x 9 cm deep. C7-C9. Found in 1966 in archaeological excavations.

TWHER 411, Monkwearmouth, Anglo-Saxon architectural fragment
End fragment of curving strip, in Hartlepool and Roker dolomite. Condition good. A: the surface is smoothly polished and deeply incised with 2 parallel lines. D and F: smoothly dressed. This seems to be part of a curving decorative strip. It could relate to some of the other fragments in the same type of stone and finished with a smooth polished surface. 6 cm high x 4.4 cm wide x 2.3 cm deep. Late C7 - early C8. Found in 1966 in archaeological excavations.

TWHER 412, Monkwearmouth, Anglo-Saxon architectural fragment
Architectural feature in Hartlepool and Roker dolomite. Chipped but unweathered. A (broad): cross in high relief. The arms taper sharply towards a large round centre. The upper and both horizontal arms touch the edge of the stone, whereas the lower is attached to a narrow stem. This example, tapering arms and wide centre, can be found in this area on grave-markers of the overlap period. It is identical with Monkwearmouth 28 (built into W gable of tower and not on SMR) and so could be part of C7 church rather than an insertion for consecration of C11 tower. These two stones are clearly a pair, and may be regarded as consecration or dedication crosses, but for original church or rebuilt tower? 36.5 cm high x 30 cm wide x 15.5 cm deep. Date uncertain - late C7 or C11. There is no evidence for its discovery.

TWHER 413, Monkwearmouth, Saxo-Norman grave or coffin cover
Grave- or coffin-cover, in medium-grained massive yellow sandstone. Chipped but unworn. A (top): edged by a wavering grooved moulding. Towards the upper end is a small relief cross, of a type which when found on smaller stones seems to be late. This piece has few diagnostic features but could possibly have covered a

stone coffin. 132 cm long x 42 cm wide x 9 - 10 cm deep. C11 Found under the floor of the chancel during renovation of the heating system in 1969, and associated with a fragment of baluster shaft; probably not in situ.

TWHER 416 Monkwearmouth Church, medieval amphisboena
Medieval amphisboena. "The creature...has a dragon- shaped body which tapers. It is winged, and has a large and well developed head and well defined teeth. A smaller head at the end of its tail is biting what appears to be a staff or shaft of a spear. It is apparent that the stone is only part of a larger piece of sculpture. It is about 20 inches by 18, and is of local sandstone".

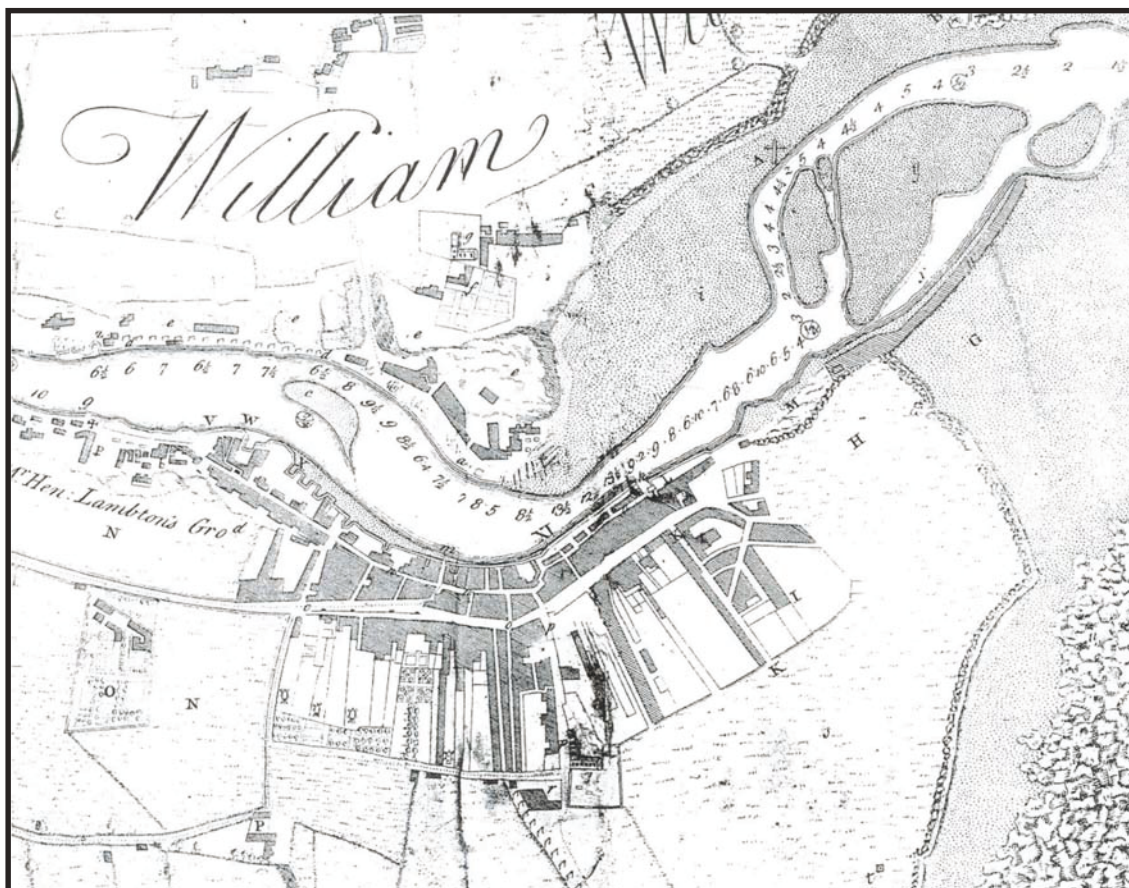


Fig 15. Burleigh and Thompson, 1737

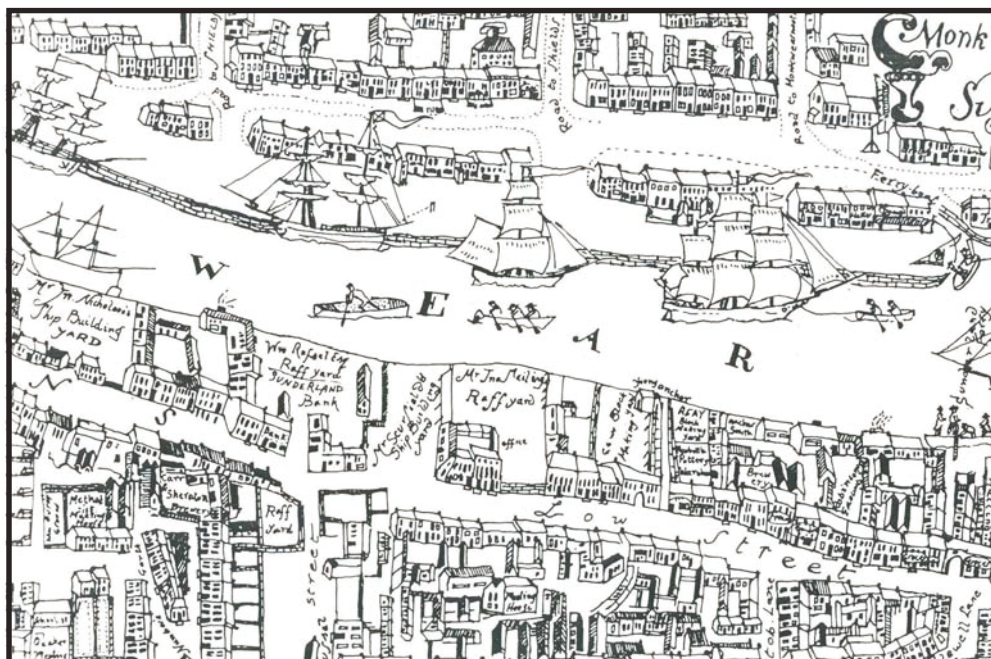


Fig 18 Rain 1787. Sunderland and part of Monkwearmouth



Fig 19 - Robson 1817

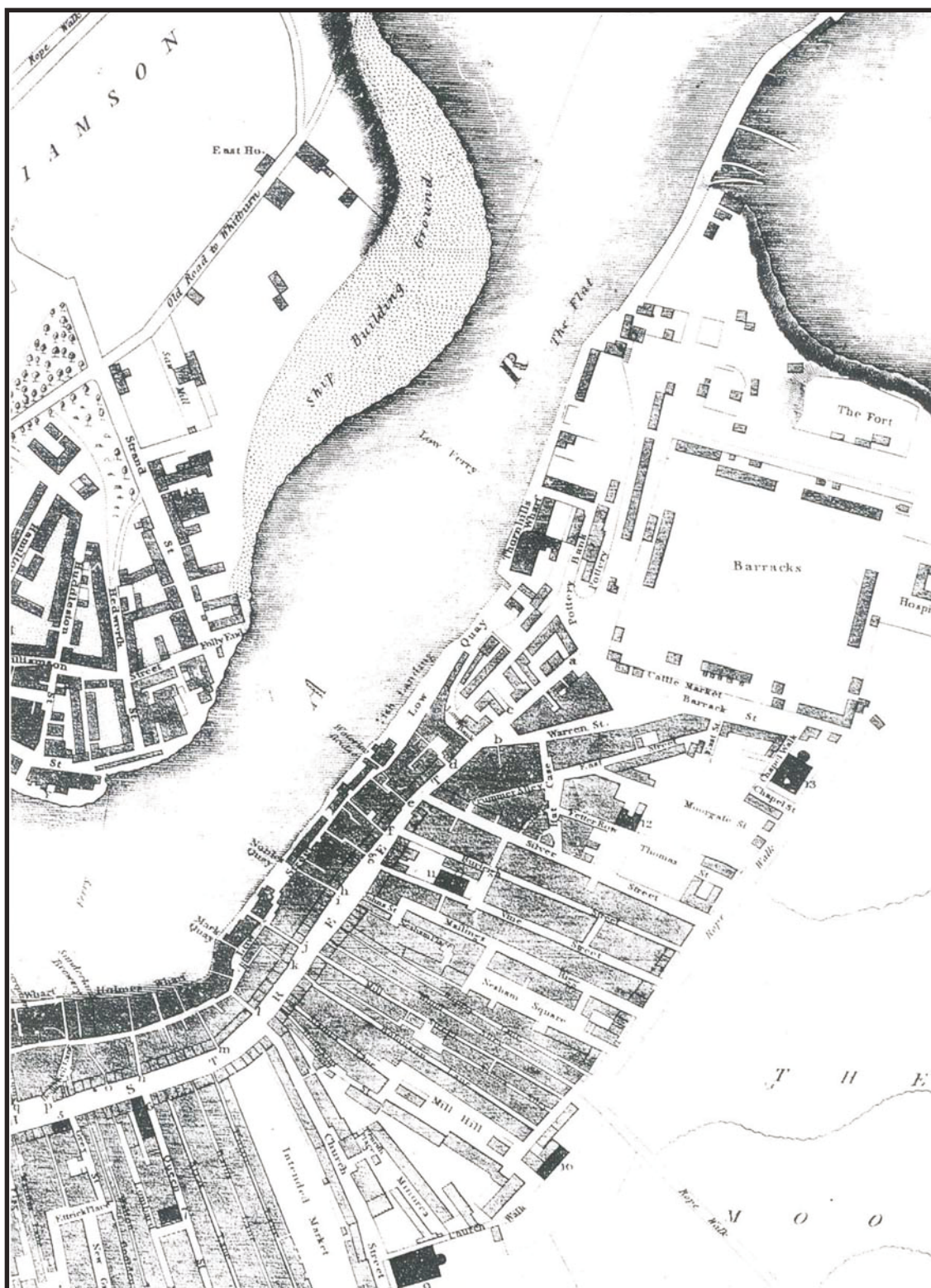


Fig 20 Woods 1826 - Sunderland

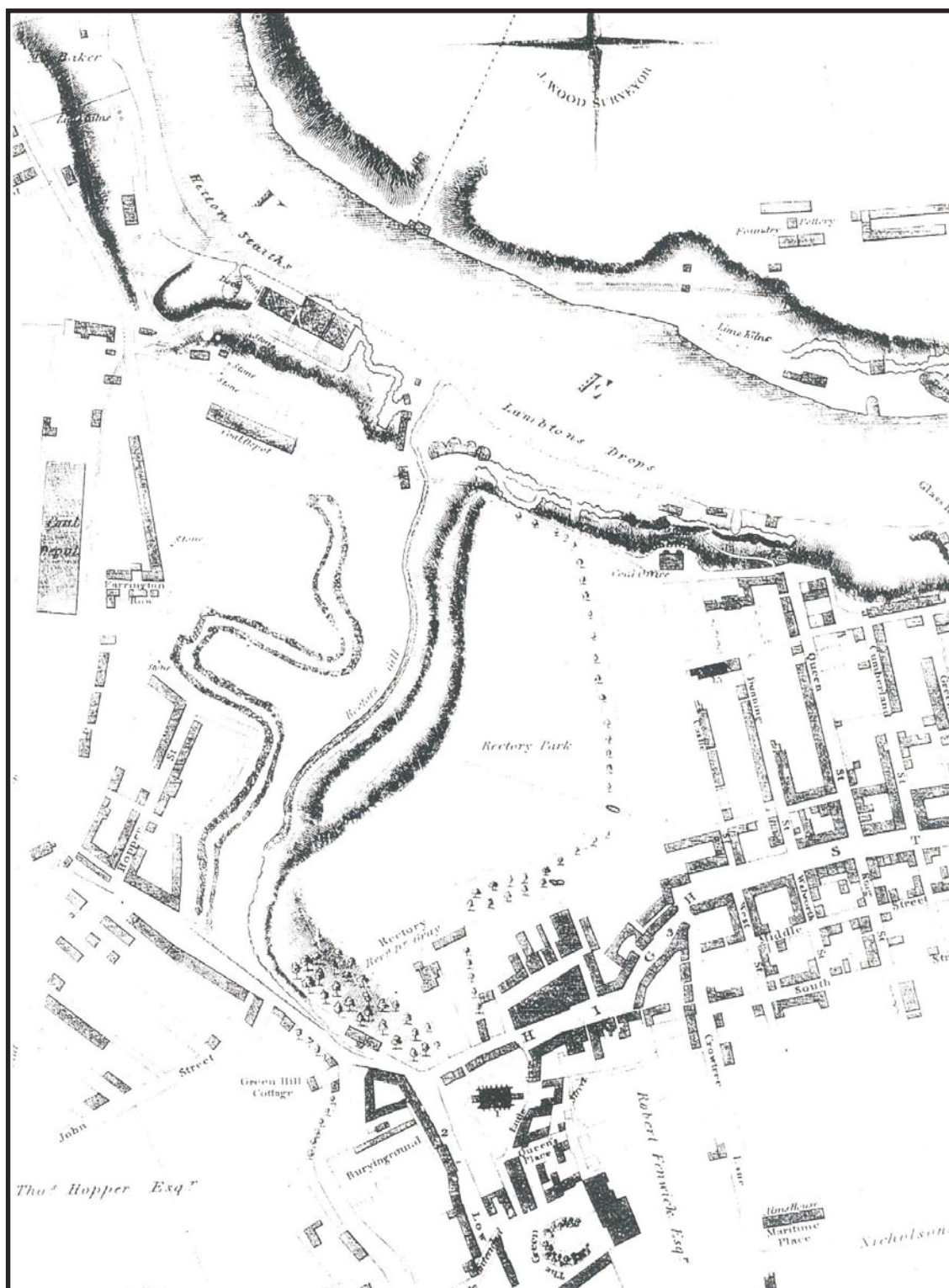


Fig 22 - Woods 1826 - Bishopwearmouth



Fig 23 OS First Edition, 1862



Fig 24 OS First Edition, 1862 - Monkwearmouth and Sunderland

