



**Royal
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**Section 15 Appendix 15.2
Northern Gateway
Archaeological Appraisal**

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**A Cultural Heritage Desk-Based
Assessment of
Northern Gateway, Teesside**

November 2005

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1 NON-TECHNICAL SUMMARY

- 1.1 AOC Archaeology Group was commissioned to undertake this desk-based assessment by Royal Haskoning on behalf of their client PD Teesport, in advance of the proposed development of a container terminal at Teesport. The proposed development area contains the remains of a number of 20th century structures, including industrial remains relating to its use as a docking terminal some of which remain in use today. The proposed development area is located almost entirely on land reclaimed from the Tees during the 20th century. Cartographic evidence has demonstrated that the area on which the proposed development site now stands once formed part of the intertidal zone of the River Tees and as such retains the possibility of preserving remains associated with the early settlement on the banks of the Tees and use of this zone. Furthermore the remains of several ships known to have been wrecked within the vicinity of the proposed development site does not rule out the possibility of uncovering remains associated with the former maritime use.
- 1.2 It is not considered that any of the industrial remains still extant within the development area merit preservation *in situ*. The ground breaking works associated with the container terminal, intermodal rail terminal, road modification and offices and workshops are proposed within an area of made and reclaimed ground and as such it is unlikely that they will disturb any previously unknown archaeology and thus no further mitigation will be required in these areas. However the construction of the deep water berth to a depth of 16 m CD has the potential to disturb peat and alluvial deposits that may preserve evidence of early use of the Tees and as such should be subject to further investigation. A programme of archaeological coring is required to assess whether hitherto unknown buried archaeological deposits exist on the site, especially prehistoric remains associated with early use of the estuary and medieval and later remains that may survive as evidence of early trading in Teesport.

2 INTRODUCTION

2.1 Development site

2.1.1 Location and extent

The development site is centred on NGR NZ 5573 2390 and lies within Redcar and Cleveland Borough Council boundaries. Redcar and Cleveland Borough Council forms part of Teesside County Council. The proposed development covers a land area of over 50 ha and is located on reclaimed land within the industrial area of Teesport bounded by the River Tees to the north, by the Pot Ash terminal and warehouses to the west, by a car depot to the south and by the Teesside works to the east.

2.1.2 *Geology and soil*

The underlying solid geology of the region in which the development area is situated consists of Jurassic shales (Jarvis *et al* 1984, 5). The drift geology covering the development area is predominantly head and till with boulder clay and peat common (Jarvis *et al* 1984, 10-13). The proposed development area is overlain by alluvial silt material dredged from the river channel.

2.1.3 *Topography*

The proposed development is located on low-lying reclaimed land less than 50m OD surrounding Tees Bay. Although the reclaimed nature of the land has rendered it almost entirely flat, the site has undergone a certain amount of landscaping in the 20th century in the form of the creation of large earth and rubble revetment banks created as part of the reclamation process.

2.2 **Development proposal**

2.2.1 *Developer*

AOC Archaeology has been commissioned by Haskoning UK Ltd, on behalf of the developer PD Teesport, to prepare this Archaeological Desk-Based Assessment (ADBA) to inform an Environmental Impact Statement. This ADBA has been prepared to a brief prepared by the client and approved by Tees Archaeology.

2.2.2 *Nature of development*

The proposed development is for a container terminal and will comprise the following main features:

- A new quay face of 1000 m in length, with proposed quay deck level of -0.9 m CD (+6.15m OD);
- A deep water berth alongside the quay dredged to 16 m CD
- Deepening of the approach channel by 0.4 m from to -14.1 m CD, with deepening from 10.4 m CD to 14.5 m CD for the final (approximately) 1 km of the approach to the proposed terminal;
- Realignment of the approach channel in the vicinity of the proposed terminal dredging of the two vessel turning areas in the river.
- A container terminal covering a total area of approximately 50 ha
- A new intermodal rail terminal
- Modification to the Teesport Estate roads to provide vehicular access to the new terminal
- Entrance and exiting gateways to the terminal
- Offices, workshops and ancillary buildings.

2.3 Government and local planning procedures

2.3.1 National Planning Policy Guidelines

PPG 16 on *Archaeology and Planning*, DoE, 1990; The implications of the Ancient Monuments and Archaeological Areas Act 1979 with regard to local government planning policy are described within the Planning Policy Guidelines (PPG16). The planning guidance expresses a general presumption in favour of preserving heritage remains *in situ*. Their ‘preservation by record’ (ie excavation and recording, followed by analysis and publication, undertaken by qualified archaeologists) may prove acceptable, albeit a less desirable alternative.

2.3.2 Local Plan

The policies pertaining to cultural heritage in *The Redcar and Cleveland Local Plan* (Adopted June 1999) are as follows:

‘Proposals for the alteration extension or conversion of any Listed Buildings should seek to preserve its character and setting. As a building of special architectural or historical interest. Any development of a listed building or affecting its setting should take account of the guidance at Appendix 2. Each proposal will be expected to:

- a) *Preserve the character of the existing building by having due regard to form, scale, grouping, detailing and use of materials*
- b) *Respect existing hard and soft landscaping including trees, hedges, walls, fences and open areas;*
- c) *Normally respect traditional plot boundaries*
- d) *Any internal alterations to a Listed Building shall likewise preserve the character and special interest of the building* POLICY ENV 10

Consent will not normally be granted for development proposals which adversely affect the site or setting of a Scheduled Ancient Monument POLICY ENV 14

Where development proposals are likely to affect sites of known or possible archaeological interest, the local planning authority will normally require an archaeological assessment and evaluation to be submitted as part of the planning application POLICY ENV 15

Where Planning Permission is given in respect of a site and in situ preservation is not justified, the developer will be required to make adequate provision for archaeological investigation and recording to take place before, or where necessary during development’ POLICY ENV 16

Structure Plan

The Tees Valley Structure Plan (Adopted 2004) covers the districts of Hartlepool, Darlington, Middlesbrough, Stockton, and Redcar and Cleveland, but excludes the North York Moors National Park. Policies (ENV 10, ENV 11, ENV 12), within the structure plan closely follow those described in the local plan above.

2.3.3 *Planning considerations pertaining to the site*

The unitary authority of Redcar and Cleveland are advised on archaeological matters by Tees Archaeology. There are a number of structures in the study area that are designated as listed buildings. The Local Plan Section 2.35 covers elements such as demolition, alteration and setting. The redevelopment at Teesport will not directly involve any listed buildings and is far enough removed from the nearest Listed Buildings so as not to affect its setting as required in Policy ENV 10 (above).

There are no Scheduled Ancient Monuments located within the study area.

2.4 Restrictions on reporting

This assessment will be based upon data obtained from publicly accessible archives as described in the *Data Sources* in Section 4.2.

3 AIMS AND OBJECTIVES

- 3.1 The aim of this study is to identify the cultural heritage value of the site proposed for development at Northern Gateway, Teesport. The evidence presented and the conclusions offered will provide a comprehensive basis for further discussion and decisions regarding the future of this site and for the formulation of a mitigation strategy, should this be required.
- 3.2 This study will focus upon assessing both the cultural significance of any upstanding industrial remains on site and the potential for survival of sub-surface archaeological features within the same development area. The archaeological significance of the site will be assessed by examining a variety of evidence for remains in and around this area, within a radius of 1 km from the edge of the development site. Based upon the cultural heritage value thus identified, and the nature and scale of the proposed redevelopment, a mitigation strategy will be proposed that is compliant with national and local planning policies.

4 METHODOLOGY

4.1 Standards

- 4.1.1 The scope of this environmental impact assessment meets the requirements of current planning regulations set out in *PPG16* (1990).
- 4.1.2 AOC Archaeology Group conforms to the standards of professional conduct outlined in the Institute of Field Archaeologists' Code of Conduct, the IFA Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology, the IFA Standards and Guidance for Desk Based Assessments, Field Evaluations etc., and the British Archaeologists and Developers Liaison Group Code of Practice.
- 4.1.3 AOC Archaeology Group is a Registered Archaeological Organisation of the Institute of Field Archaeologists. This status ensures that there is regular monitoring and approval by external peers of our internal systems, standards and skills development.

4.2 Data sources

The following sources of data were consulted during this assessment:

- Museum of Hartlepool, Museum Service (Clarence Road, Hartlepool):
For old Ordnance Survey maps (1st & 2nd Edition, small- and large-scale) and pre-Ordnance Survey historical maps;
- Sites and Monuments Records (curated by Tees Archaeology, Hartlepool):
For data pertaining to archaeological sites, Listed Buildings and Scheduled Ancient Monuments and World Heritage Sites within the study area.
- Teesside Archives (Middlesborough) For tithe and enclosure maps pertaining to the proposed development area.
- National Monuments record (Swindon): For vertical aerial photographs.

4.3 Report structure

- 4.3.1 Each archaeological or historical site, monument or building referred to in the text is listed in the Gazetteer in Appendix 1. Each has been assigned a 'Site No.' unique to this assessment, and the Gazetteer includes information regarding the type, period, grid reference, SMR number, statutory protective designation, and other descriptive information, as derived from the consulted sources, for each Site No.

- 4.3.2 Each archaeological or historical site, monument or building referred to in the text is plotted on the location map at the end of this report, using the assigned Site No.'s. The area proposed for development is shown outlined (see Figure 1).
- 4.3.3 Features of potential archaeological or historical significance located up to 2 km beyond the site proposed for development have also been assessed. The aim of this is to predict whether any similar types of archaeological remains may survive on the development site, which are currently buried and unknown.
- 4.3.4 All sources consulted during the desk-based assessment, including publications, archived records, photographic and cartographic evidence, are listed in the References in Section 9.

4.4 Copyright and confidentiality

- 4.4.1 AOC Archaeology provides an exclusive licence to the Client in all matters directly relating to the project.
- 4.4.2 AOC Archaeology assigns copyright to the client upon but retains the right to be identified as the author of all project documentation and reports as defined in the Copyright, Designs and Patents Act 1988. As such AOC Archaeology is providing an exclusive licence to Haskoning UK Ltd in all matters directly relating to the project AOC Archaeology will advise Haskoning UK Ltd of any materials supplied in the course of projects which are not AOC Archaeology's copyright.
- 4.4.3 AOC Archaeology undertakes to respect all requirements for confidentiality about the Client's proposals provided that these are clearly stated. In addition, and where commercial factors require it, AOC Archaeology further undertakes to keep confidential for the time being any conclusions about the likely implications of such proposals for the historic environment. It is expected that Clients respect AOC Archaeology's and the Institute of Field Archaeologists' ethical obligations not to suppress significant archaeological data for an unreasonable period.

5 ARCHAEOLOGICAL AND HISTORICAL EVIDENCE

5.1 Prehistoric (10000 BC - AD 43)

- 5.1.1 There are no known sites of prehistoric nature within the proposed development area. A Neolithic stone axe head is reported to have been found within the assessment area during dredging of the river (**Site 21**) in the wider vicinity a submerged forest is known to exist in close proximity to Hartlepool on the north bank of the Tees. Finds from this forest include Mesolithic flints comprising a saw, a pick and several oval scrapers. Neolithic and Bronze Age finds are also known from the area (CCAS 1983). It is important to note that during the

Mesolithic period and into the Neolithic the landscape of this region would have existed in a period of flux as the terrestrial area now occupied by the North Sea was gradually inundated and the proposed development area transformed from terrestrial land into an intertidal zone. Furthermore estuaries were often favoured by prehistoric peoples for settlement due to their accessibility to natural resources of the sea and proximity to usable fertile land. For example, the submerged forest and intertidal landscape of the Severn Estuary in Wales has yielded a rich and well preserved record of prehistoric activity in this zone (Bell et al 2000).

5.2 Roman (AD 43-410)

- 5.2.1 According to Heaviesides (1905, 106) the earliest mention of the Tees in documentary records is in the year AD 343 when an '*irruption of the Picts and Scots was repulsed by the Emperor Constants*'. No finds or sites of Roman activity are known within the study area.

5.3 Early Medieval (AD 410-1000)

- 5.3.1 There are no documentary records that mention the Teesport area during this period, however early medieval activity in close proximity to the proposed development area is demonstrated by the find of an early medieval spearhead (**Site 5**). The spearhead consisted of a leaf shaped blade and closed socket and was found at a slag tip in the 1930s on the site of an old blast furnace.

5.4 Medieval (AD 1000-1600)

- 5.4.1 Teesside first appears in historical archive sources in the early 13th century. The Tees has been commercially important since the 13th century when a crossing point was needed on the trade route between Durham and York. The importance of the medieval salt panning industry to the wider Teesside area is demonstrated by the former concentration of salt mounds located north-east of the proposed development area at west Coatham marsh (**Sites 6-16**). Documentary references to the salt industry can be found in 15th and 16th centuries but by 1650 the salt pans are described as having long since been washed away by the tide in places (RCHME 1993). The existence of these salt mounds was noted on the First Edition Ordnance Survey maps but none of these now remain. In close proximity to these salt mounds are two possible moated sites (**Site 22**) now reported to have been destroyed.
- 5.4.2 The earliest cartographic evidence available for the proposed development area is too schematic and small scale in nature to provide any detail about the Tees and proposed development area. For example, Janszoon Waghenaer's map of 1584 (**Figure 2**) shows the side u-shaped estuary of the Tees, the inscriptions are in Dutch but Hartlepool, Stockton and Redcar are clearly marked. Numerous windmills and church towers are marked on the south bank of the Tees probably as useful navigational tools.

5.5 Post-Medieval (AD 1600-1900)

- 5.5.1 From 1666 the Turners of Kirkleatham held the rights to all anchorage and groundage dues from shipping from Redcar to Cargo Fleet. Until the late 17th century the area around the Tees remained largely agricultural in nature and the proposed development was located within the Tees channel. The intertidal nature of the proposed development area is demonstrated by Dobson's map (1762), which shows the area to be largely infilled with sand and mud.
- 5.5.3 Moves to reclaim mud and sand of the intertidal zone on the south bank of the Tees are demonstrated on Mowbray's plan of 1779. The plan shows the embankments made by Lowthers of Wilton in 1723 to prevent high tides from overflowing onto West Coatham Marsh so that it could be used as pasture. The plan shows the windpump and sluices in place that were used to drain East Coatham Marsh. A flagon (**Site 18**) thought to be post-medieval in nature was found in close proximity to the proposed development during dredging.
- 5.5.4 The construction of the low level Victoria Bridge at Stockton in 1770 cut Yarm off and the trade moved down river. In 1810 following a campaign by the newly established Tees Navigation Company, an act was passed allowing the creation of a cut through the Mandale loop of the river (a distance of 3 miles) making the River more easily navigable. Following the opening of the Mandale cut the number of vessels navigating the Tees increased and the Tees navigation Committee erected a number of lighted buoys through the channel so that it could be navigated by night as demonstrated on Johnson's map of 1854 (**Figure 3**). Further alterations to the course of the channel occurred in 1855 with the construction of the 'Jack in-the Box' which shut off the north and middle channel so that all water was diverted through the south channel (Pattenden 2001). The straightening and channelling of the Tees during the 19th century will have directly affected the proposed development area transforming the Tees from a wide braided into a single deep channel, thus the extent to which the sand and mud banks were inundated by water would have decreased even prior to the construction of reclamation banks.
- 5.5.5 The first edition Ordnance Survey map (**Figure 4**) depicts the Middlesborough to Redcar railway roughly following the line of the present day railway. Land north of the railway line is located within the River Tees and several beacons and buoys marking the navigation passage through the channel are marked. The majority of the surrounding area is shown to be agricultural on this map although the beginnings of extraction and refining industries are notable for example at Eston Iron Works and Furnace Row. As the industries of the Tees expanded a number of additional railway lines, sidings and stations were added in close proximity to the proposed development area and further improved the industrial infrastructure (Crow 2000). Examples of such stations are located within the study area at **Sites 3, 4 and 5**.

- 5.5.6 Fowler's map of 1881 (**Figure 5**) provides an insight into the process of reclamation in the 19th century in and around the proposed development area. The embankment walls used to keep the tide from flooding the reclaimed area are shown almost complete in several places along the south bank and a new high tide water embankment has been set out. Much of the land behind these banks is shown as reclaimed although they clearly do not extend as far into the channel as the present day bank. The South Gare breakwater at the river mouth is shown to be almost complete.
- 5.5.7 The training wall that were used to channel the Tees on its required course are also visible on Fowler's (1881) map. These walls were typically constructed of slag which was provided free of charge by local iron masters who saw it as a cheap method of dumping their waste. The river channel was dredged and the silts that were removed were used to reclaim the foreshore. By the end of the nineteenth century approximately 2500 acres of foreshore had been reclaimed (Rowe 1999). In 1852 the Tees Conservancy Commissioners were founded to help look after the interests of all river and port users.
- 5.5.8 As the number of vessels in the Tees increased so did the number of those lost to tragedy and inclement weather. The vicinity of the proposed development site is thought to be close to where *The Heckler* (**Site 30**) was lost. A number of other ships are also thought to have been lost in the wider Tees vicinity, thus the possibility that the remains of these wreckages are buried beneath the proposed development site cannot be ruled out. Details of these wrecks can be found in the site Gazetteer located at the end of this report. The wreck located at Seaton Sands located north of Tees Mouth has been afforded official protection. In addition to the site of wrecked vessels, the assessment area also includes the site of the former Tees floating hospital (**Site 23**). The hospital was established in 1895 to treat members of sea crews arriving on the river who had infectious diseases.

5.6 Modern (post-1900)

- 5.6.1 Clarke's map of 1906 (**Figure 7**) shows a considerable amount of dry land to have been built up on the south bank some of which includes parts of the proposed development area. The extent to which land had been reclaimed by this time is significant when one considers that the original high water mark was located at the line of the Middlesbrough to Redcar railway. This map also shows the expansion of the towns lining the banks of the Tees presumably in response to the growth of industry. Later Ordnance Survey maps consulted for the (see **Figures 8 and 9**) area show the progressive reclamation of land in and around the proposed development area.
- 5.6.2 As a major port and industrial centre, Teesport was a bombing target during World War II and a number of features formerly located on and around the proposed development area are a testament to British defence efforts during this time. **Site 1** formerly located partially within the proposed development site was a

former World War II bombing decoy site. This consisted of a fire based decoy which involved lighting fires to represent sites already under attack and thus divert the enemy fire away from the real target. Remains of other types of bomb decoy, for example those intended to represent a furnace glow and railway marshalling yards were also located on the reclaimed land in close proximity to the proposed development area. The last known reference to these sites was in 1943 and it is unlikely that they will have survived within the proposed development site as most are now reported to have been built over (Dobson 1996). A number of other World War two defences survive within the study area and consist of pill boxes located within West Coatham Sands (**Sites 19 and 20**).

- 5.6.3 Aerial photographs consulted from 1946 - 1971 provide a valuable insight into the progress of land reclamation on the vicinity of the proposed development site. These photographs show the proposed development area to be underwater although some of land further north appears to have been recently reclaimed as demonstrated by a grid like pattern of banks and drains. Within the outline of these recently reclaimed fields a darker area showing a dendritic outline can be identified confirming the alluvial origins of the deposit. These photographs also show the Tees dock to have been constructed although the land further east and north on which the proposed development is located is still in the process of reclamation and remains largely underwater. Photographs from 1971 show land either side of the Dabholm Gut to have been recently reclaimed as it continues to display alluvial dendritic patterns. The Dabholm Gut is shown to be longer than in its present form and it extends further south to meet to railway line. In 1965/66 the Tees Dock was constructed and opened. An act of parliament in 1966 established Tees and Hartlepool Port Authority as the controlling body for the river.
- 5.6.4 The Tees Barrage was built in 1995 to control water levels on the River Tees and has increased prospects for its navigability. In recent years the proposed development has remained largely unoccupied although maps consulted from 1990 show it to have been partially occupied by the Nissan UK factory until its removal later in the 1990s. A site visit confirmed that a certain amount of dumping has occurred on site. The process of reclamation is still in its final stages of completion as demonstrated by the partially water filled area in the north-east of the site. The Barrage and 14 miles of Tees Navigation are now operated by British waterways

6 DEVELOPMENT IMPACT AND MITIGATION

6.1 Direct impacts

- 6.1.1 The proposed development will impact upon the remains of 20th century structures, industrial buildings and the remains of other demolished structures that survive within the development area. The precise impact of the proposed development will entail the demolition of all of the present standing buildings and

earthen and rubble banks used for land reclamation that occupy the development area. However the structural remains that presently occupy the site are 20th century and none have any statutory designations. The site visit confirmed that these structures are modern and unremarkable and relate solely to the later 20th century port operations.

- 6.1.2 The majority of the proposed development area has been reclaimed during the past 150 years and has been subject to disturbance from industrial use and dumping. With the exception of the area proposed for the deep sea berth it is unlikely that further development will disturb any hitherto unknown archaeological remains.
- 6.1.3 Whilst the development will have a limited impact on the majority of the proposed site it is possible that the ground breaking works and dredging required to construct the new quay could disturb buried peat deposits associated with the early intertidal occupation of the site. Furthermore as the use of the Tees as a port from at least the medieval period has been demonstrated and several ships are known to have been lost in the area, the possibility of uncovering maritime archaeology associated with this use cannot be ruled out.

6.2 Indirect impacts

- 6.2.1 Indirect impacts include potential visual effects on the settings of protected buildings and monuments. There are no Listed Buildings or Scheduled Ancient Monuments located within 2 km of the site. The nearest listed buildings are located in Redcar and are shielded from the development area by mature trees, industrial factories of the Tees and topography. There are therefore unlikely to be any overall adverse visual impacts of the development on cultural heritage sites as the proposed development is consistent with current land-use in the surrounding area.

6.3 Mitigation of significant impacts

- 6.3.1 Since none of the building remains within the development area are Listed and as they are all of 20th century construction it is proposed that these structures do not require Historic Building Recording prior to demolition.
- 6.3.2 With the exception of those works proposed within the Tees Channel, the proposed development is located almost entirely on reclaimed land and made ground and as such will have limited impact on any archaeological remains buried within this area. No further archaeological works are recommended in this area.
- 6.3.3 It is possible that the proposed dredging works and channel straightening will impact upon buried sediments within the Tees Channel which have the potential to preserve important information relating to early use of the channel as well as sea level change and the environment. To mitigate against the destruction of such

sediments it is recommended that borehole data from the channel is examined to assess whether hitherto unknown buried archaeological or palaeoecological remains exist within the Tees channel. If borehole data indicates the existence of suitable sediments, further sampling and environmental assessment of these sediments would be required. The specific sampling strategy would be discussed in detail during the preparation of the Written Scheme of Investigation by the archaeological contractor.

7 CONCLUSIONS

- 7.1 There are no known sites of cultural heritage value currently located within the proposed development area. The archaeological remains potentially present within the proposed development area are limited to possible buried and previously unknown subsurface remains possibly associated with maritime use of the River Tees and early exploitation of the intertidal zone. Such sites have the potential to be of moderate to major cultural heritage value depending upon the state of the preservation environment within the Tees Channel.

8 ACKNOWLEDGEMENTS

- 8.1 We would like to offer our thanks to the staff at the various archives consulted, including those at the Teesside Archives, Middlesborough and to Peter Rowe at Tees Archaeology Sites and Monuments Record, for advice offered during this study.

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1849 Johnson, J *Chart of the Tees from Stockton to the Sea*

1851 Johnson, J *Chart of the Tees from Stockton to the Sea*

1857 Ordnance Survey 1st Edition, 6 inch to 1 mile

1881 Fowler, J *Plan of the River Tees from Stockton Bridge to the Sea*. Tees Conservancy Commissioners

1899 Ordnance Survey 2nd Edition, 6 inch to 1 mile

1906 Clarke, J *The River Tees from Stockton to the Sea*. Tees Conservancy Commissioners

1919 Ordnance Survey 3rd Edition, 6 inch to 1 mile

1930 Ordnance Survey 4th Edition, 6 inch to 1 mile

1938 Tees Conservancy Commission. *River Tees Stockton to the Sea*

1966 Tees Conservancy Commission. *River Tees Stockton to the Sea*

2003 Ordnance Survey Landplan, 1:10 000

APPENDIX 1: SITE GAZETTEER

A gazetteer of the sites, monuments and buildings of archaeological or historical significance located during the desk-based assessment is presented below. The location and extent of each, to the best accuracy currently available, is shown on the Location Map in Figure 1 at the end of this report. Each site number is unique to this assessment and corresponds to the numbering on the Location Map. A selected extract of descriptive information is included below for each Site No.

Site No. 1
 Name: Brand Sands QL/QF Site
 Type of remains: Bombing Decoy Site
 Grid reference: NZ 5590 2360
 SMR ID no: 4365
 Description: Former WWII bombing decoy QL/QF site. QF component was a fire based decoy. Fires were lit to represent sites already under attack thus diverting the enemy fire away from the real target. QL site was designed to replicate furnace glow and railway marshalling yards of the Cleveland Ironworks. The first reference to Brand Sands QL site is 2nd October 1942, to QF it is 1st May 1943. The last reference to both sites is 1st May 1943 (Dobson 1996). The site is now built over

Site No. 2
 Name: Eston Grange (Grangetown)
 Type of remains: Railway Station
 Grid reference: NZ 5490 2180
 SMR ID no: 4360
 Description: Station at Grangetown formerly known as Eston Grange opened November 1885, replacing Eston Junction Station (SMR 4358) to the West. The name change to Grangetown occurred in 1902, bringing it in line with the community which it served (Crow 2000) A well built ashlar subway is the only survival of the station (RCHME 1993).

Site No. 3
 Name: South Bank
 Type of remains: Railway Station
 Grid reference: NZ 5266 2112
 SMR ID no: 4359
 Description: A station was opened at South bank in 1882, on the site which it occupied for the next 102 years. Today's station is approximately 750 yards east of the former site. Not to be confused with SMR 4358 (**Site 4**). The Station is now disused and is superseded by the modern South bank (Crow 2000).

Site No. 4
 Name: Eston Junction
 Type of remains: Railway Station
 Grid reference: NZ 5386 2137
 SMR ID no: 4358
 Description: Former station at Eston junction. The station was sited on the Middlesborough-Redcar railway at the junction with the Eston railway between south bank and Grangetown. The station was built in 1850 at the time of the construction of the Eston Branch. The Station was substantial. One of three to have the name of Eston Station. The station was renamed South Bank in December 1877 but for only five

years

Site No. 5
Name: Warrenby
Type of remains: Spear
Grid reference: NZ 5650 2450
SMR ID no: 239
Description: Early Medieval iron spearhead with leaf shaped blade and closed socket. Length 36cm and blade width 3.1cm. Socket and blade have been made separately with a hammered joint. The tip of the spear is missing from a recent break. There are the remains of the shaft in the socket. The spear was found at a slag tip in the 1930s on the site of an old blast furnace by Mr G E Dickinson of Redcar.

Site No. 6
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5681 2358
SMR ID no: 3750
Description: Sub triangular salt mound marked on O.S 1st edition Map. Not now extant

Site No. 7
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5736 2380
SMR ID no: 3751
Description: Large ovate salt mound marked on 1st edition O.S. Map Not now extant.

Site No. 8
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5736 2380
SMR ID no: 3752
Description: Large ovate salt mound marked on 1st edition O.S with a trig point on the summit. Not now extant.

Site No. 9
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5714 2400
SMR ID no: 3753
Description: Marked on 1st edition O.S. Map Not now extant.

Site No. 10
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5714 2400
SMR ID no: 3754
Description: Ovate salt Mound marked on 1st edition O.S. Map Not now extant.

Site No. 11
Name: West Coatham Marsh

Type of remains: Saltmound, Medieval
Grid reference: NZ 5748 2382
SMR ID no: 3755
Description: Ovate salt Mound marked on 1st edition O.S. Map. Not now extant.

Site No. 12
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5744 2391
SMR ID no: 3756
Description: Ovate salt Mound marked on 1st edition O.S. Map Not now extant.

Site No. 13
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5760 2412
SMR ID no: 3758
Description: Ovate salt Mound marked on 1st edition O.S. Map Not now extant.

Site No. 14
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5763 2406
SMR ID no: 3757
Description: Salt mound marked on 1st Edition O.S. two sub-circular mounds with a bridging causeway. Not now extant

Site No. 15
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5739 2418
SMR ID no: 3759
Description: Small sub-circular saltmound marked on 1st edition O.S. Map Not now extant.

Site No. 16
Name: West Coatham Marsh
Type of remains: Saltmound, Medieval
Grid reference: NZ 5670 2340
SMR ID no: 3749
Description: Ovate salt Mound marked on 1st edition O.S. Map Not now extant.

Site No. 17
Name: Grangetown
Type of remains: Signal Box 20th century
Grid reference: NZ 5524 2211
SMR ID no: 4782
Description: Signal box dating to 1954. this box operated a panel frame dating to 1984. The box is still in use and stands on the side line NE of Grangetown Station

Site No. 18
Name: River Tees

Type of remains: Pottery
Grid reference: NZ 5338 2291
SMR ID no: 651
Description: Found in Tees by Mr Watkinson whilst Dredging. Stone ware flagon. Cracked there is a whole in the side where it was hit by the bucket of the dredger.

Site No. 19
Name: Coatham Sands Pillbox
Type of remains: Pillbox
Grid reference: NZ 5660 2605
SMR ID no: 1828
Description: Rectangular pillbox with extension at either end. Land use is sand and dump for British Steel waste. In excellent condition in 1997

Site No. 20
Name: Coatham Sands Pillbox
Type of remains: Pillbox
Grid reference: NZ 5660 2619
SMR ID no: 1829
Description: 3m square Pillbox of brick and concrete in a poor state of repair, bricks inside the pillbox are marked 'Carlton' 'LBC' 'Calder' and others are unmarked. Large entry port on W side appears to be modern addition land use is sand dunes and dump for British steel waste.

Site No. 21
Name: River Tees
Type of remains: Stone axe
Grid reference: NZ 5437 2618
NMR ID no: 27759
Description: A Neolithic stone axe head was found in 1892. It was dredged from the River Tees about a mile from its mouth. It was given to the Dorman Memorial Museum Middlesbrough.

Site No. 22
Name: Redcar
Type of remains: Moated sites
Grid reference: NZ 575 243
NMR ID no: 27784
Description: Two possible moated sites. Now destroyed. Earthworks of uncertain type and period.

Site No. 23
Name: River Tees Port sanitary Authority Floating Hospital
Type of remains: Hospital, ship
Grid reference: NZ 536 233
NMR ID no: 1075645
SMR ID no: 2812
Description: Built in 1885 to designs by Head Wrightson and comprised a floating platform on pontoon supporting two wards and an administration block. During World War I the Royal Navy took the hospital over for accommodation. It was sold in 1917.

Ships Known to have been wrecked in the Tees

Site No. 24
Name: Harriet
Type of remains: Sailing Vessel
SMR ID no: 1989
Description: Lost 14 Oct 1886

Site No. 25
Name: Prevoyant
Type of remains: Sailing Vessel
SMR ID no: 2536
Description: Lost July 1854

Site No. 26
Name: Cooper AH
Type of remains: Vessel
SMR ID no: 2571

Site No. 27
Name: Middlesbrough Dock WRE
Type of remains: Wreckage
SMR ID no: 2650

Site No: 28
Name NAB
Type of remains: Sailing Vessel
SMR ID no: 2668
Description: 1921

Site No: 29
Name: Burgomeister Richards
Type of remains: Sailing Vessel
SMR ID no 2773
Description; Lost 11 Aug 1881

Site No: 30
Name: Heckler
Type of Remains; Vessel
SMR ID no: 3119
Description; Lost 18 August 1960

Site No: 31
Name: Lemnos
Type of Remains; Sailing Vessel
SMR ID no: 2774
Description: Lost 1st August 1885

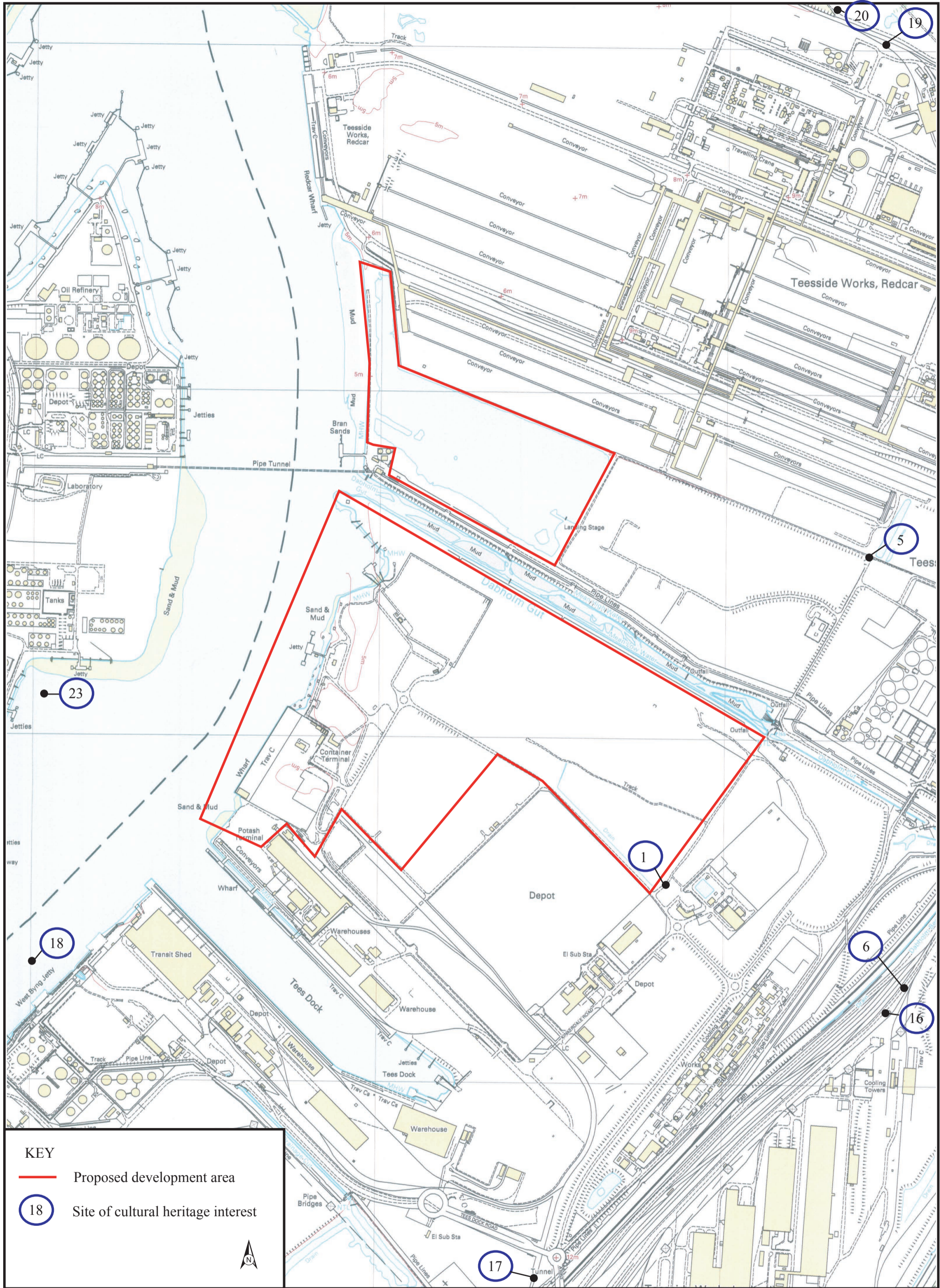
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Figure 1: Location map showing extent of proposed development and cultural heritage sites within 1 km

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Figure 2: Location map showing extent of proposed development and cultural heritage sites within 1 km

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Figure 3: Extract from map by Janzoon Wagheraer, 1584

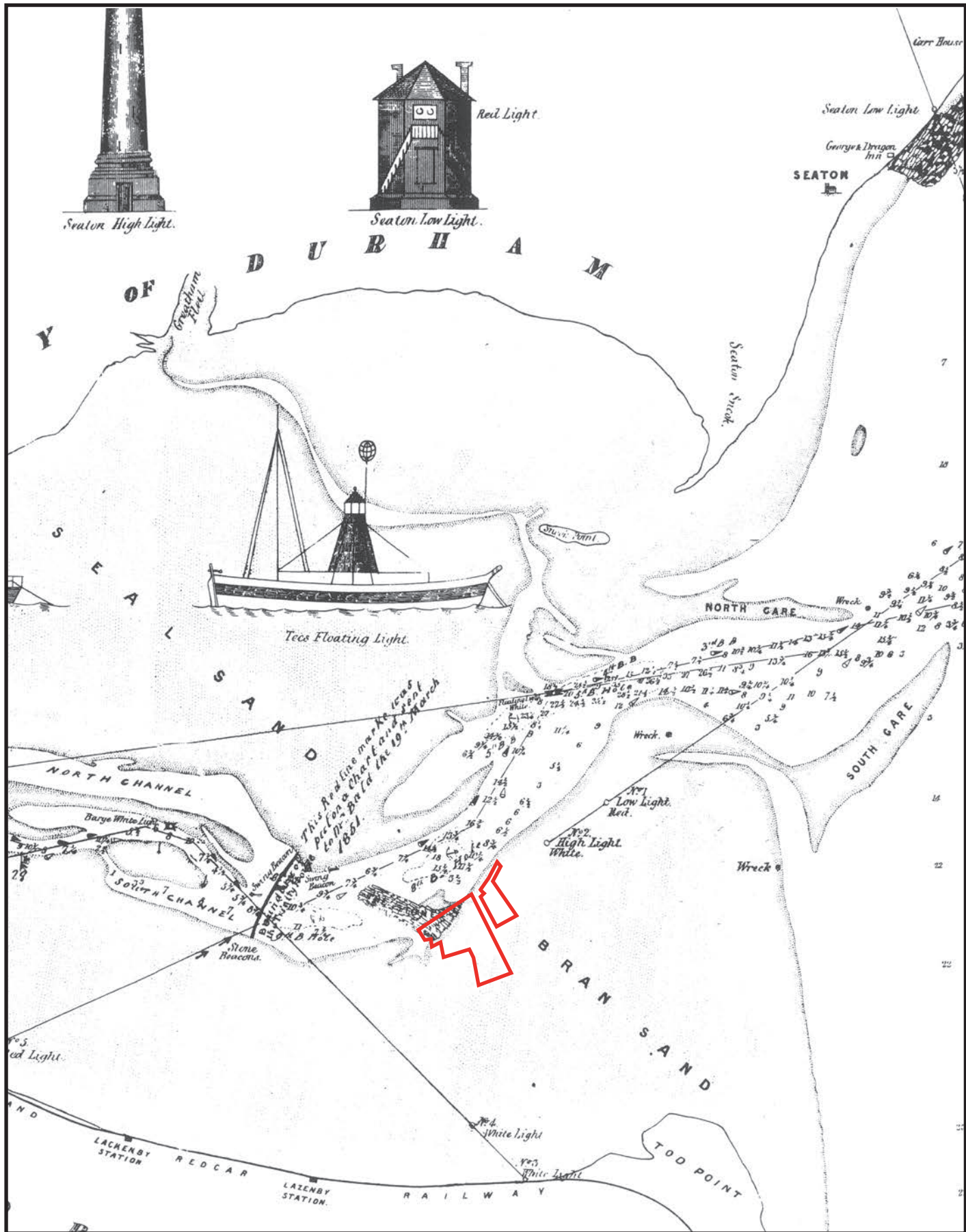


Figure 4: Extract from map by Johnson, 1856

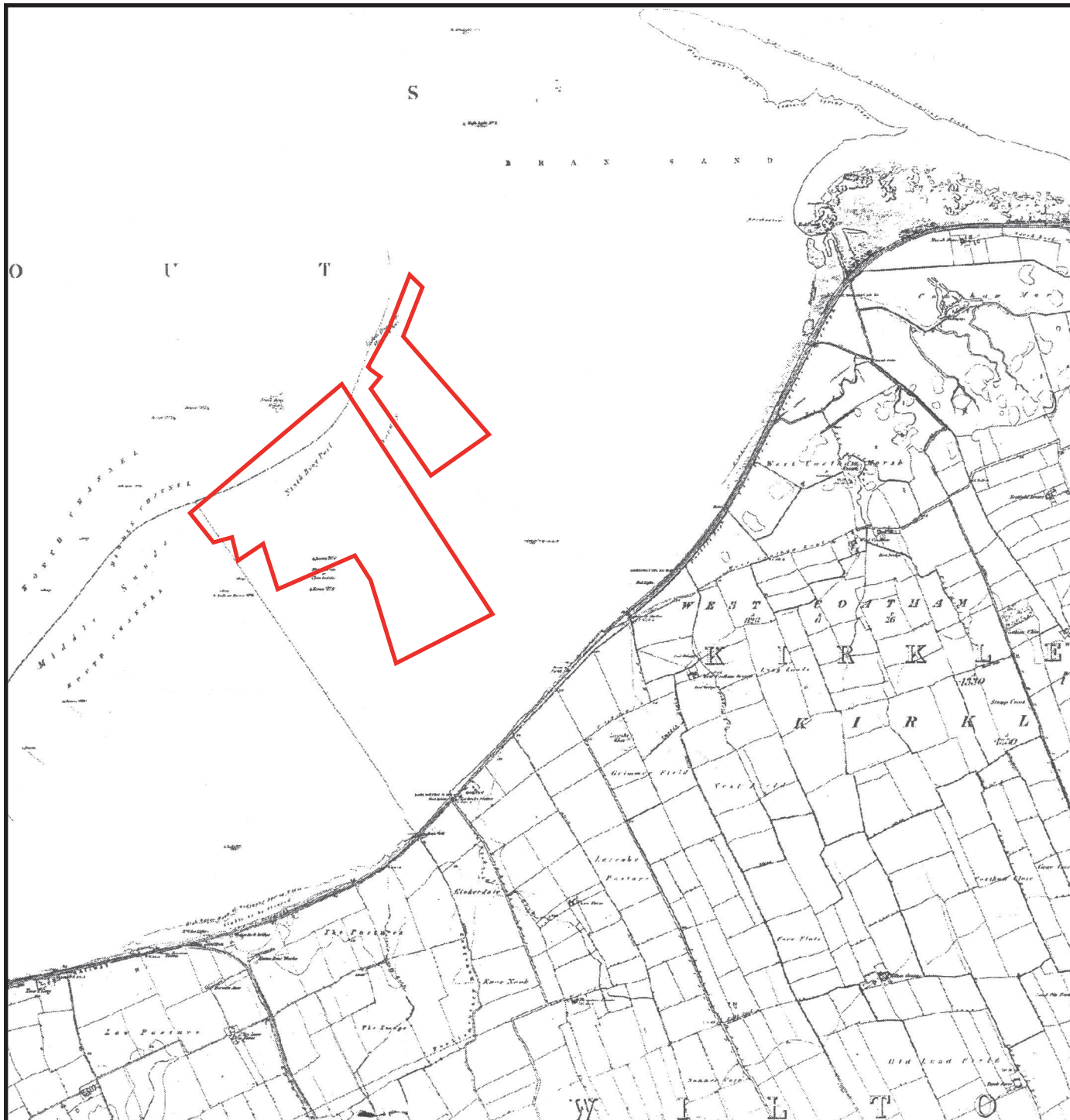


Figure 5: Extract from map by Ordnance Survey, 1857 (1:30,000)

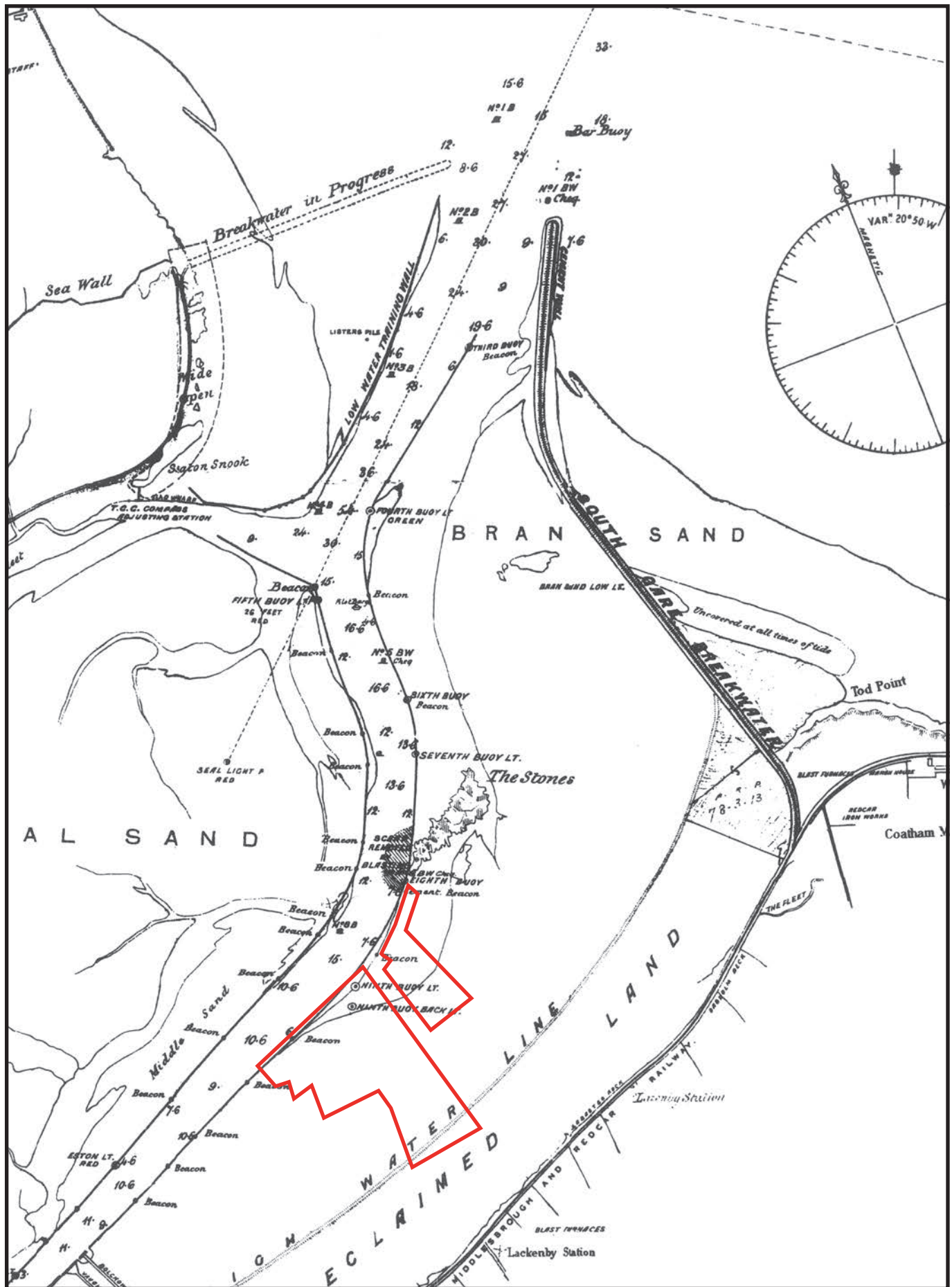


Figure 6: Extract from map by Fowler, 1881

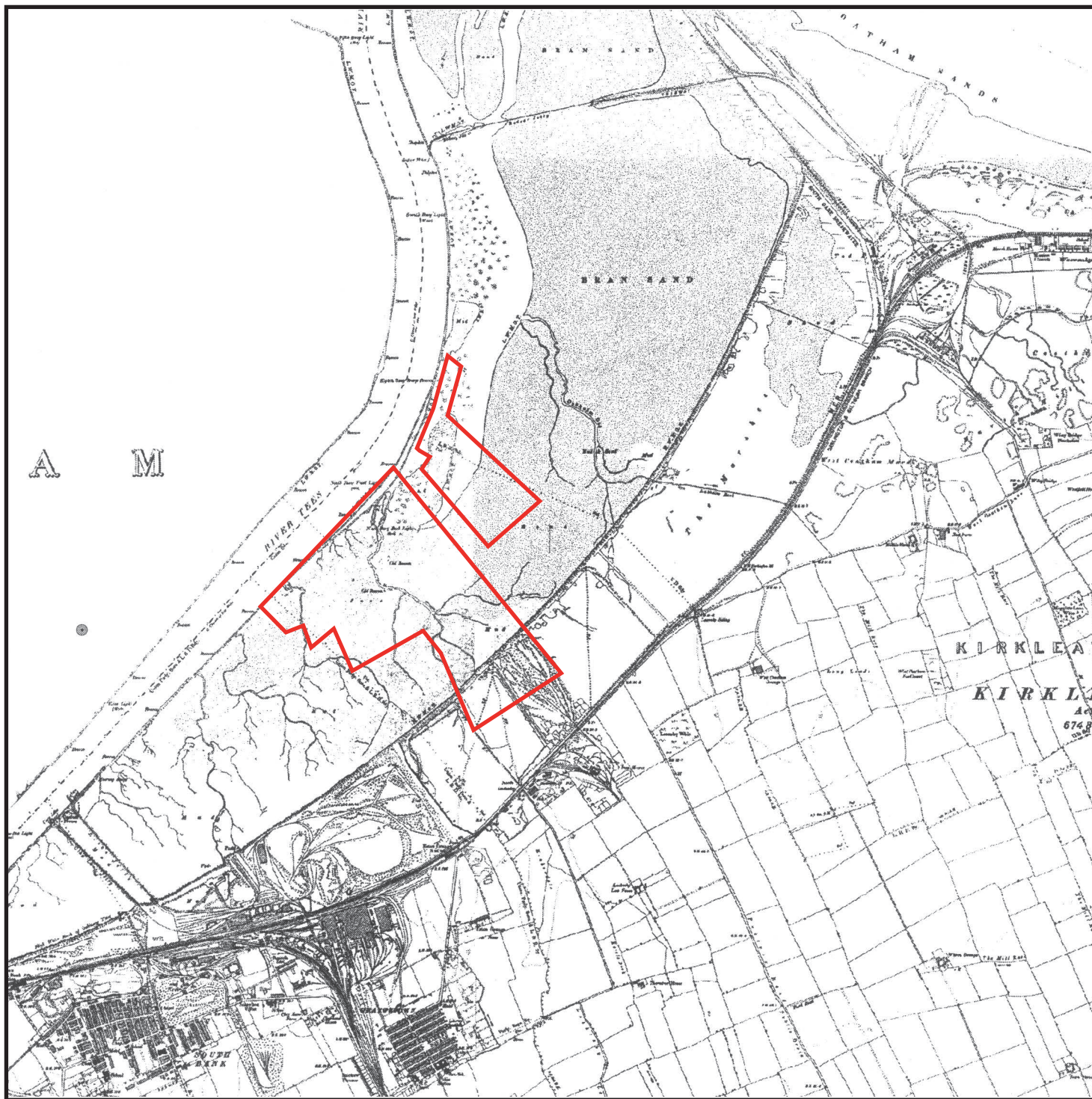


Figure 7: Extract from map by Ordnance Survey, 1899 (1:30,000)



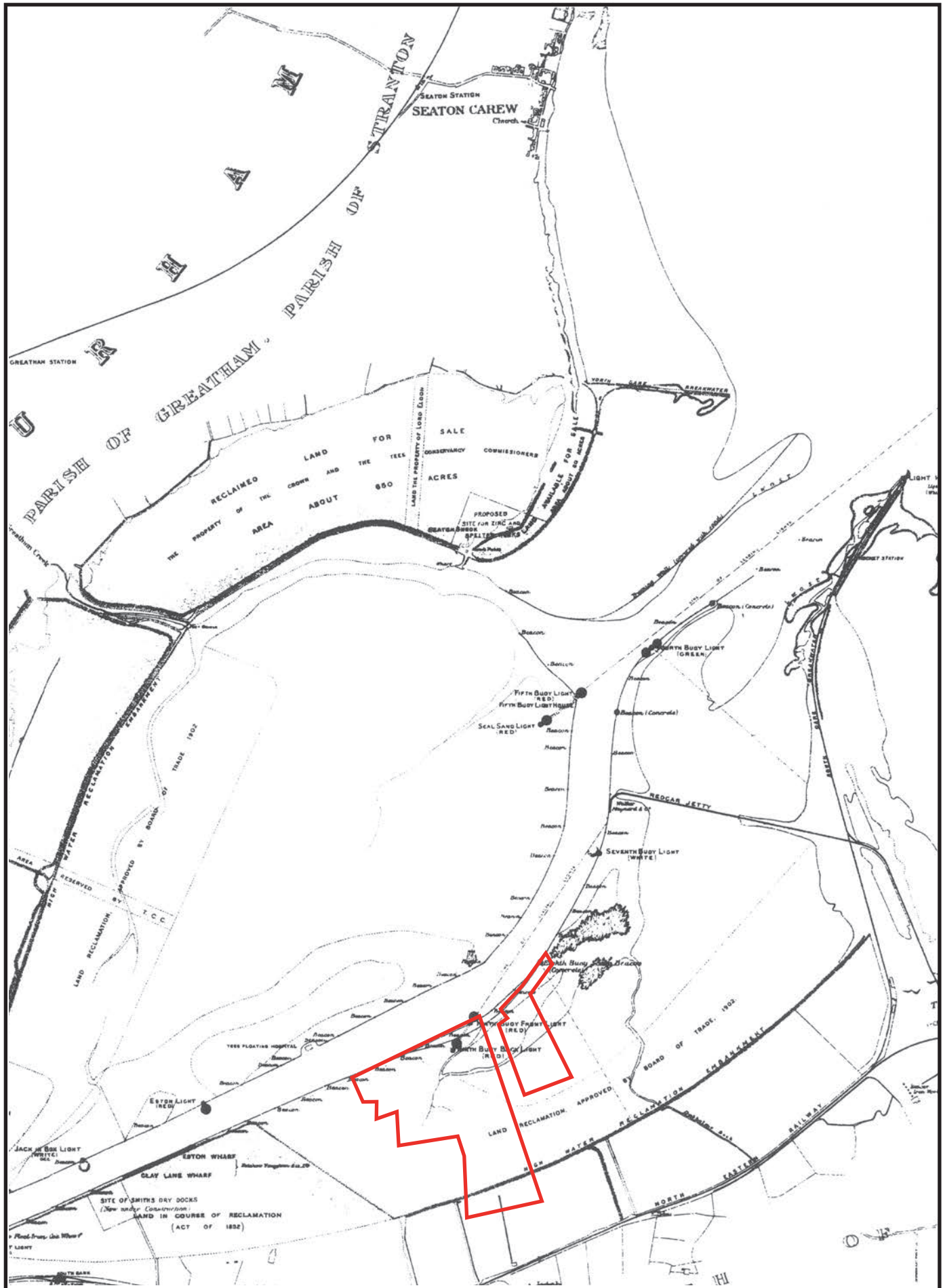


Figure 8: Extract from map by Clark, 1906

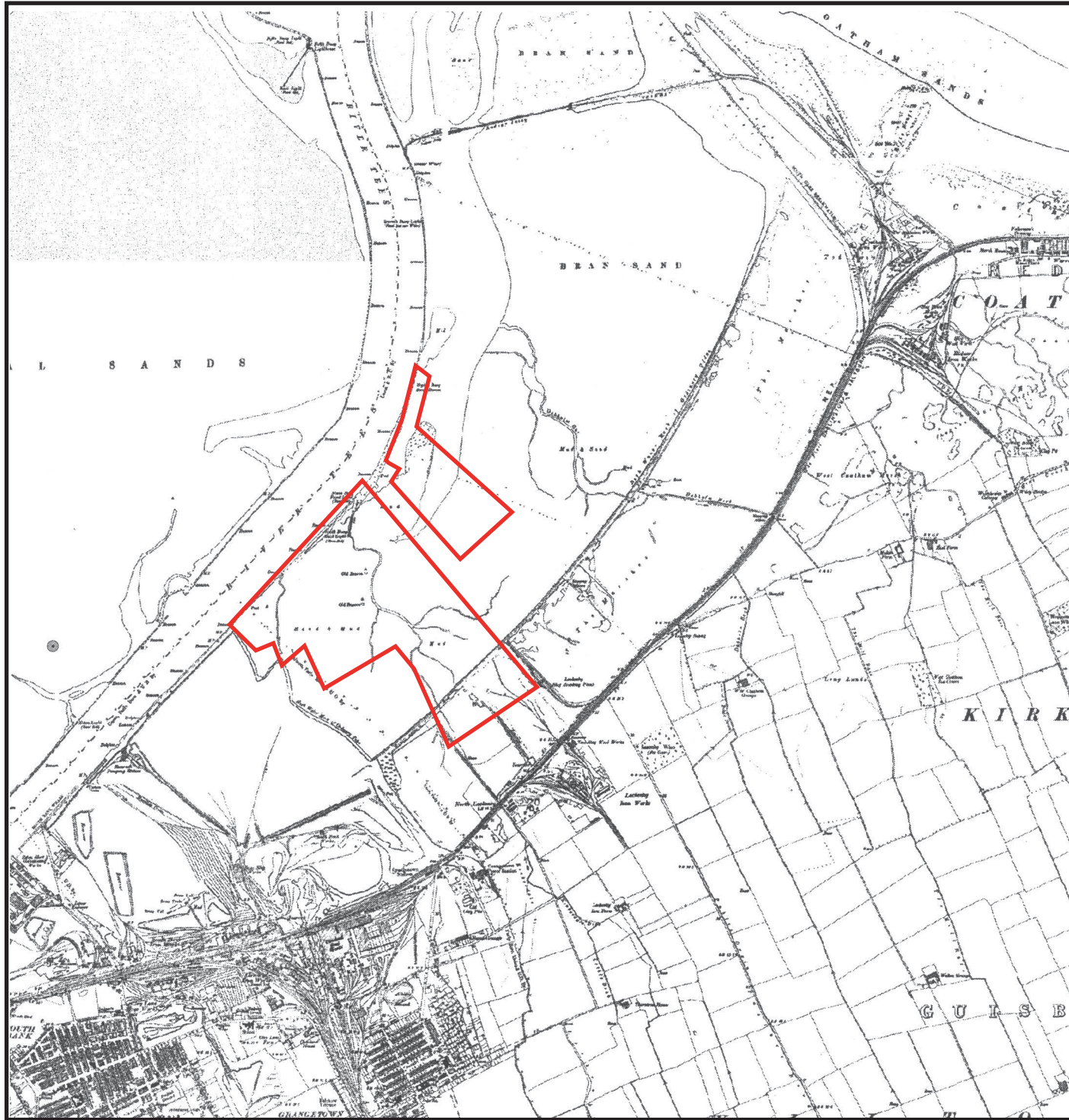


Figure 9: Extract from map by Ordnance Survey, 1919-20 (1:30,000)

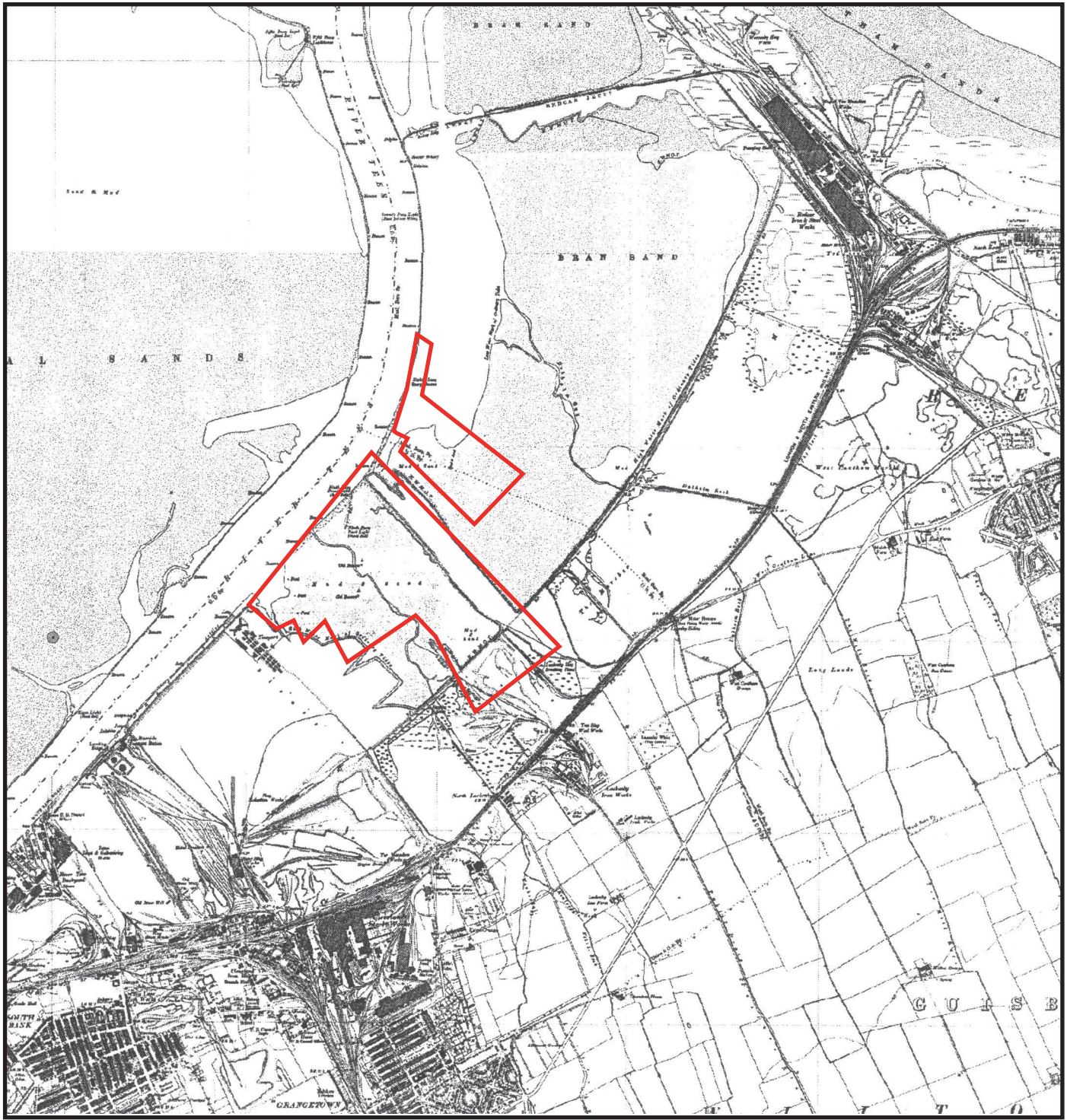


Figure 10: Extract from map by Ordnance Survey 1930-50 (1:30,000)



Plate 1: View of proposed development from the south



Plate 2 View of proposed development from Dabholm Gut



Plate 3: View of proposed development from the north-east showing land reclamation banks



Plate 4: Relaimed land on proposed development