



# South Industrial Zone

Environmental Statement  
July 2020

Volume 3 - Technical Appendices

Appendices to Chapter M  
(Below Ground Heritage)

# **Appendix M1: South Bank, Redcar Desk-Based Heritage Assessment**



## South Bank, Redcar

Desk-Based Heritage Assessment

Client: South Tees Development Corporation

**Local Planning Authority:** Redcar & Cleveland

**Planning Reference:** TBC

**NGR:** NZ 5422 2224

**Date of Report:** June 2020

**Author:** Nansi Rosenberg

**Report No.:** LIC01-01

## CONTENTS

List of Figures .....	i
List of Plates .....	ii
Executive Summary .....	1
1.0 Introduction .....	2
2.0 Site Description .....	2
3.0 Geology and Topography .....	2
4.0 Assessment Methodology and Significance Criteria .....	2
5.0 Baseline Conditions .....	3
6.0 Assessment .....	9
7.0 Conclusions .....	9
8.0 References .....	10
9.0 Figures .....	11
10.0 Plates .....	26
Appendix 1: Legislation and Planning Policy Context .....	27

Every effort has been made to ensure the accuracy of reporting and appropriateness of recommendations. This report is based on information available at the time of writing, from the sources cited. It does not preclude the potential for future discoveries to be made, or for other unidentified sources of information to exist that alter the potential for archaeological impact. Any opinions expressed within this document reflect the honest opinion of Prospect Archaeology. However, the final decision on the need for further work rests with the relevant planning authority.  
© Prospect Archaeology 2020

## List of Figures

Figure 1: Site Location Map (source OS Opendata) .....	12
Figure 2: Designated heritage assets (Cleveland & Redcar HER) .....	13
Figure 3: Undesignated heritage assets (Cleveland & Redcar HER) .....	14
Figure 4: Ordnance Survey 1857 1:10,560.....	15
Figure 5: Ordnance Survey 1895 1:10,560.....	16
Figure 6: Ordnance Survey 1920 1:10,560.....	17
Figure 7: Ordnance Survey 1931-38 1:10,560.....	18
Figure 8: Ordnance Survey 1955 1:10,560.....	19
Figure 9: Extract from plan in 'A Technical Survey of Dorman Long Steel' 1959. Note the Coke Ovens constructed along the southern boundary of the Site, replacing the earlier steelworks (from <a href="http://rmweb.co.uk">rmweb.co.uk</a> ).....	20
Figure 10: Russian map 1975.....	21
Figure 11: Ordnance Survey 1980 1:10,000 .....	22
Figure 12: Ordnance Survey 1993 .....	23

## List of Plates

Plate 1: The South Bank Blast Furnaces 1926, with the Cleveland Iron Works blast furnaces to the right. ( <a href="https://www.gracesguide.co.uk/images/a/a6/1926MbroughBolckow3.jpg">https://www.gracesguide.co.uk/images/a/a6/1926MbroughBolckow3.jpg</a> ) .....	27
Plate 2: Looking west across the northern part of the Site with Teesport in the central right side of the photo and the South Bank Steelworks visible towards the top left. Below the steelworks, the spoil grounds are being added to with melted slag shown pouring downslope from a train. The Riverside Pumping Station is to the right, and the raised railways transporting goods to and from the wharves are visible beyond. ....	28
Plate 3: View northwards across the former South Bank Steelworks (later Coke Ovens) site .....	29
Plate 4: The Spoil Grounds.....	29
Plate 5: The HAA battery gun emplacements were still very much accessible in the 1950s, although accommodation / admin blocks are less well preserved. The bases of the WWI submarine base and later council housing can be seen immediately below the oil storage tanks.....	30
Plate 6: Looking east along the riverside at Teesport, the former location of the WWI submarine base .....	31
Plate 7: The Metals Processing area, formerly occupied by the WWII HAA Battery.....	31
Plate 8: View south from the pumping station towards a control room, sub-station and, beyond, the gas holder and coking works in the distance.....	32
Plate 9: Riverside Pumping Station .....	33

---

## Executive Summary

An outline planning application is being submitted for the development of up to 418,000sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with ancillary office accommodation, HGV and car parking and associated works at South Bank, Redcar, the site of the former Teeside Works, Cleveland. Prospect Archaeology Ltd has prepared a desk-based heritage assessment report on behalf of South Tees Development Company to accompany this planning application.

This report has been prepared to consider the archaeological and historical implications of the proposed development in support of the planning application. A map regression exercise and documentary search have provided background information about the history of the site. In addition, a site visit was made to assess existing ground conditions and archaeological potential.

There are 6 designated heritage assets within the search area, comprising five Grade II listed buildings and one Grade II\* listed building. None of these assets would be directly or indirectly affected by the proposed development.

Undesignated heritage assets within the Site include those relating to the South Bank Steelworks, remains of dormitories (later houses) associated with the First World War submarine base at Teesport, and the Second World War Heavy Anti-Aircraft Battery south of Teesport. The military assets have the potential to be of up to Regional Significance. The industrial remains are likely to be of no more than Local Significance.

A programme of evaluation is recommended to determine whether any of these assets survive within the Site and, if present, to allow a mitigation strategy to be developed. This is in accordance with the National Planning Policy Framework and Redcar & Cleveland Local Plan (Policy HE3).

## 1.0 Introduction

1.1.1 Prospect Archaeology Ltd has been appointed by the South Tees Development Company (STDC) to prepare a heritage assessment to assess the cultural heritage impact of the proposed redevelopment at the former South Bank Works, Redcar. An outline planning application is being submitted for the development of up to 418,000sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with ancillary office accommodation, HGV and car parking and associated works at South Bank, Redcar, the site of the former Teeside Works, Cleveland. This report considers the known and suspected archaeological remains lying within and adjacent to the proposed development.

## 2.0 Site Description

2.1.1 The site is a roughly rectangular parcel of land (although four areas within the overall redline are excluded from this application) covering 174ha of former industrial and storage land on the southern back of the Tees Estuary. It is centred on NGR NZ 5422 2224, lying between the Teesport and PD Ports to the north and Teesport Commerce Park to the south. The Tees Valley Railway marks the south-eastern boundary of the Site and the River Tees lies to the northwest.

2.1.2 The Site has been used for the iron and steel industries and for the storage of materials and freight rail infrastructure. The south eastern corner of the site has previously been used for landfill and waste management facilities, specifically for the disposal of by-products from iron and steel making, cement, metals and non-hazardous waste.

## 3.0 Geology and Topography

3.1.1 Levels and topography across the Site has been heavily affected by its use for spoil grounds from the iron and steel works that were present here from the mid-19<sup>th</sup> century onwards. As can be seen from the LiDAR imagery (Figure 2) there are significant spoil heaps and areas of man-made activity that have affected large areas of the Site. It is entirely reclaimed land from the mid-19<sup>th</sup> century onwards.

3.1.2 Towards the foreshore are storage tanks and industrial buildings. The majority of the Site is occupied by spoil grounds. Surviving buildings of the South Bank Works are, in the main, excluded from the redline boundary.

3.1.3 Underlying geology is Tidal Flat Deposits of sand, silt and clay overlying the Mercia Mudstone bedrock (<http://mapapps.bgs.ac.uk/geologyofbritain3d/>).

## 4.0 Assessment Methodology and Significance Criteria

### 4.1 Buried Heritage

4.1.1 The buried heritage (archaeology) has been considered through desk-based assessment and a site visit. A full list of referenced sources is provided and references are given. Staff at Redcar & Cleveland Council gave advice and information about known archaeological sites of interest in the vicinity of the study area, and where relevant, these were further investigated. It was not possible to view original archive material due to the Covid-19 health and safety restrictions. Additional sources consulted included:

- information available on a variety of internet sites including, The National Archives (<http://discovery.nationalarchives.gov.uk/>) and the Archaeology Data Service (<http://ads.ahds.ac.uk/>); the Heritage Gateway ([www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)); and data from Pastscape ([www.pastscape.org.uk](http://www.pastscape.org.uk)) as well as the National Archives Discovery Catalogue. A full list of sites accessed can be found in the Bibliography section;

- cartographic sources held by the Ordnance Survey and Promap ([www.promap.co.uk](http://www.promap.co.uk));
- A site visit was undertaken by Nansi Rosenberg.

4.1.2 The historical development of the site has been established through reference to these sources and is described in the Baseline Conditions section of this report. This has been used to identify areas of potential archaeological interest. Each area of archaeological potential has been assessed for its archaeological significance in geographical terms, although it should be noted that despite the national policy guidance's reliance on geographical significance, there is no statutory definition for these classifications:

- International – cultural properties in the World Heritage List, as defined in the operational guidelines for the implementation of the World Heritage Convention;
- National – sites or monuments of sufficient archaeological/historical merit to be designated as Scheduled Ancient Monuments. Other sites or monuments may also be considered of national importance but not appropriate for scheduling due to current use(s) or because they have not yet been fully assessed;
- Regional – sites and monuments of archaeological or historical merit that are well preserved or good examples of regional types or that have an increased value due to their group associations, regional rarity or historical associations.
- Local – sites and monuments of archaeological or historical interest but that are truncated or isolated from their original context and are of limited use in furthering archaeological or historical knowledge.
- Negligible – areas of extremely limited or no archaeological or historic interest. These commonly include areas of major modern disturbance such as quarries, deep basements etc.

4.1.3 The concluding chapter of this document summarises the findings and provides an opinion on the potential for archaeological remains to be identified, the likely importance of such remains should they exist and the likely impact of the proposed development. Recommendations for further work are provided.

## 5.0 Baseline Conditions

5.1.1 The assessment of existing conditions has been based on a 'study area' extending 1000m from the boundary of the proposed development. This enables the significance of existing and potential archaeological features to be considered in their local, regional and national contexts.

5.1.2 The source of the monuments (Figure 2; Tables 1 & 2) noted in the following text are from the Redcar & Cleveland Historic Environment Record (HER) and the National Heritage List for England (NHLE) and have the prefixes HER and NHL respectively. Additional information on the historic development of the Site and surrounding area has been collated from historic mapping, online resources, and the personal library of the author. Known and suspected archaeological remains are summarised and discussed in the following sections.

## 5.2 Designated Heritage Assets

5.2.1 There are 6 designations within the study area (see Table 1), though none within the site itself. All six assets lie within the settlement of South Bank and date to the 19<sup>th</sup> and 20<sup>th</sup> centuries. None would be directly affected by the proposed development and the Site does not contribute to a



significant setting for any of the buildings.

Table 1: Designated heritage assets within 1km of the Site

NHL ref no.	Name / description	Designation
1139622	Church of St Peter	LB II
1160378	War Memorial circa 5m southwest of Church of St Peter	LB II
1160408	Baptist Church	LB II*
1310598	1 Milbank Street	LB II
1329634	War Memorial	LB II
1329635	Church of St John the Evangelist	LB II

### 5.3 Undesignated Heritage Assets

#### Pre-Industrial Periods (10,000BC – 1750AD)

5.3.1 There are no assets within the study area relating to the pre-Industrial period. The Site itself was a part of the mud flats on the River Tees until reclamation commenced in the 19<sup>th</sup> century. No further assessment of the pre-Industrial period is made in this report.

Table 2 Undesignated Heritage Assets within 1km of the site

HER no.	Name / description	Date / Period
810	King George's Square War Memorial (NHL 1329634)	c. 1920
879	Church of St Peter, South Bank (NHL1139622)	1903-05
1253	Baptist Church Redcar Road East (NHL 1160408)	1905
1831	Cleveland Ironworks, 2 surviving Bessemer blast furnaces	20 <sup>th</sup> C
3632	North-Eastern Brickworks	1882
3633	Imperial Brickworks	19 <sup>th</sup> century
3634	Tees Brick & Tile Works	19 <sup>th</sup> century
3635	South Bank Brickworks	20 <sup>th</sup> century
3636	Branch (Central) Brickworks	20 <sup>th</sup> century
4358	Eston Junction Railway Station	19 <sup>th</sup> century
4359	South Bank Railway Station	19 <sup>th</sup> century
4360	Eston Grange (Grangetown) Railway Station	19 <sup>th</sup> century
4706	War Memorial of St Peter's Church (NHL 1160378)	c. 1920
4782	Grangetown Signal Box	20 <sup>th</sup> century
5234	South Bank Asda Commemorative Monument	19 <sup>th</sup> century
5341	Cargo Fleet Offices	20 <sup>th</sup> century
5399	No 1 Milbank Street, South Bank (NHL1310598) – Presbytery	1881
5602	Normanby Jetty to South Gare	19 <sup>th</sup> century
5604	Reclamation walls at Tees Channel	19 <sup>th</sup> century

5607	Normanby Branch Line	19 <sup>th</sup> century
5608	Clay Lane Jetty	19 <sup>th</sup> century
5609	Clay Lane Wharf	19 <sup>th</sup> century
5610	Eston Wharf	19 <sup>th</sup> century
5611	Custom House	19 <sup>th</sup> century
5612	Eston Jetty	19 <sup>th</sup> century
5613	Mooring Stage	19 <sup>th</sup> century
5615	Tees Tilery	19 <sup>th</sup> century
5618	Clay Lane Slag Works	19 <sup>th</sup> century
5619	Clay Lane Iron Woks	19 <sup>th</sup> century
5620	Clay Lane Iron Works Tramway	19 <sup>th</sup> century
5624	Antonien Works (Phosphate Manure)	19 <sup>th</sup> century
5625	South Bank Iron Works	19 <sup>th</sup> century
5626	Eston Branch Railway	19 <sup>th</sup> century
5627	Furnace Row, terrace houses	19 <sup>th</sup> century
5628	Gas Works	19 <sup>th</sup> century
5629	Cleveland Iron Works	19 <sup>th</sup> century
5630	Church of St John the Evangelist (NHL 1329635)	1893-95
5631	Eston Iron Works	19 <sup>th</sup> century
5632	Spoil Ground	19 <sup>th</sup> century
5633	Cleveland Steel Works	19 <sup>th</sup> century
5646	Old Clay Pits	19 <sup>th</sup> century
5647	Lackenby Station	19 <sup>th</sup> century
5649	Brick Field	19 <sup>th</sup> century
5652	Un-named Spoil Ground	19 <sup>th</sup> century
5653	Brick Yard	19 <sup>th</sup> century
5654	Annealed Concrete Works	19 <sup>th</sup> century
5658	Reservoir	19 <sup>th</sup> century
5659	Lackenby Iron Works	19 <sup>th</sup> century
5908	North East Railway (Darlington Section)	19 <sup>th</sup> century
6045	Goods Station	19 <sup>th</sup> century
6046	Reclamation Wall	19 <sup>th</sup> century
6047	Ninth Buoy Front Light (Red)	19 <sup>th</sup> century
6048	Beacon	19 <sup>th</sup> century
6049	Beacon	19 <sup>th</sup> century
6050	Beacon	19 <sup>th</sup> century
6051	Beacon	19 <sup>th</sup> century
6052	Beacon	19 <sup>th</sup> century

6053	Beacon	19 <sup>th</sup> century
6054	Beacon	19 <sup>th</sup> century
6055	Beacon	19 <sup>th</sup> century
6063	Ninth Buoy Back Light (Red)	19 <sup>th</sup> century
6064	Old Beacon	19 <sup>th</sup> century
6065	Old beacon	19 <sup>th</sup> century
6292	Cromwell Road School South Bank	19 <sup>th</sup> century
6293	Conservative Club, Redcar Road	20 <sup>th</sup> century
6294	South Bank Police Station	20 <sup>th</sup> century
6295	The Victoria Public House, Middlesborough Road	19 <sup>th</sup> century
6296	Salisbury Terrace sub-station	20 <sup>th</sup> century
6297	94-100 Normanby Road (co-op)	20 <sup>th</sup> century
6298	Normanby Road Methodists Church	19 <sup>th</sup> century
6299	Princess Alice Public House, Normanby Road	19 <sup>th</sup> century
6300	South Bank Workmens' Institute	20 <sup>th</sup> century
6301	The Commercial Public House, Normanby Road	19 <sup>th</sup> century
6302	The Erimus Public House< Normanby Road	19 <sup>th</sup> century
6304	South Bank	19 <sup>th</sup> century

### Industrial – Modern Periods (1750 – present)

- 5.3.2 The first detailed mapping of the Site, the Ordnance Survey 1<sup>st</sup> edition map of 1857, shows clearly how the site is entirely within Tees Estuary. The only features shown within the Site is 'Light No 5 (Red)', one of the marker buoys guiding ships down the channel, away from the banks where they could founder. The majority of these beacons are shown further into the South Channel, simply labelled 'beacon' or 'buoy' although others have names, such as 'Jack-in-the-Box' or specific details, such as 'Look-out Beacon (No 6)'. These beacons and buoys are recorded in the HER (numbers 6047-6065). The edge of the dry land is delineated by the Middlesbrough and Redcar Railway with Eston Junction Station (HER 4358) and Lackenby Station (HER 4360) already present.
- 5.3.3 Industrial works are present by the mid-19<sup>th</sup> century, Eston Iron Works (HER 5631) and Tees Tilery (HER 5615) being located immediately south of the Site. Workers housing was provided in Furnace Row (HER 5627). Eston Iron Works was established by Henry Bolckow and John Vaughan in 1851, initially comprising 3 blast furnaces, 54 feet high (Rowe & Green 2007). The partnership already owned an iron and engineering works on the Tees at Middlesbrough, blast furnaces at Witton Park, and they were mining ironstone near Middlesbrough ([https://www.gracesguide.co.uk/Bolckow,\\_Vaughan\\_and\\_Co](https://www.gracesguide.co.uk/Bolckow,_Vaughan_and_Co)).
- 5.3.4 Over the course of the following forty years, reclamation of the Tees estuary and the expansion of industrial processing transformed the area. Bernhard Samuelson and John Vaughan built the South Bank Iron Works (HER 5652) within the southern boundary of the Site prior to 1863 when it was sold to Major Elwon ([https://www.gracesguide.co.uk/South\\_Bank\\_Co](https://www.gracesguide.co.uk/South_Bank_Co)). Elwon, Malcolm & Co had already built the Clay Lane Iron Works (HER 5619) in 1858, and Lackenby Iron Works (HER 5659) was constructed in 1871 (Rowe & Green 2007). The Engineer Magazine recorded that in 1876 Bolckow, Vaughan & Co were close to completing their new Reversing Engines works at the New Cleveland Steel Works ([https://www.gracesguide.co.uk/Eston\\_Steel\\_Works](https://www.gracesguide.co.uk/Eston_Steel_Works)). The 1895

second edition Ordnance Survey map shows the Cleveland Iron Works (HER 5629) which replaced the earlier, tiny by comparison, Eston Iron Works. Bocklow, Vaughan & Co Ltd acquired the Southbank Steelworks in 1879.

- 5.3.5 Approximately one third of the Site had been reclaimed by 1895 with internal railways taking waste to create spoil grounds (HER 5632 & 5652). The South Bank Iron Works was the dominant industry within the Site but other industrial processing facilities were also present. The Antonien Works (Phosphate Manure) on the 25" 1895 map (not illustrated) was later shown as 'Basic Slag Works' (HER 5624). Slag from the various ironworks was processed here and at other locations (e.g. Clay Lane Slag Works HER 5618) to be used in the construction of reclamation walls and also for making 'Scoria Blocks' which were used in paving roads and alleyways (Rowe & Green 2007). A Salt Works was located adjacent to the west of the South Bank Iron Works, with associated brine tank and wells to the north.
- 5.3.6 Jetties were constructed through the mud in the north-western part of the Site from the newly reclaimed land to carry rail lines to wharves on the Tees bank. Eston Jetty (HER 5612) and Clay Lane Jetty (HER 5608) terminated at Eston Wharf (HER 5610) and Clay Lane Wharf (HER 5609) respectively with a Custom House (HER 5611) between them. A Mooring Stage was also located nearby to the north, accessed via the Eston Jetty (HER 5613) by rail lines. The jetties and wharves had gone by 1915 when reclamation had extended the dry land to its current boundary. Reclamation walls (HERs 5604 and 6046) are shown north and south along the riverbank from Eston and Clay Lane Wharves. A new Custom House built further northeast along the riverbank. The Riverside Pumping Station was also constructed during this period and two large reservoirs were located within the reclaimed land in the northwest of the Site. 'Dolphins' shown along the riverbank were free-standing structures that could have provided additional mooring or berths for ships or may have been designed to protect moored vessels from accidental damage from ships travelling along the Tees or supported advisory signs such as speed limits.
- 5.3.7 Towards the end of the 19<sup>th</sup> century, numerous additional brick and tile works were established in the area. North Eastern Brickworks (HER 3632), Imperial Brickworks (HER 3633), and Tees Brick & Tile Works (HER 3634) were all established prior to the end of the 19<sup>th</sup> century. A further unnamed brick yard was also present north-east of Lackenby Station on the 1895 Ordnance Survey map. In the early years of the 20<sup>th</sup> century, two further brickworks were added - South Bank (HER 3635) and Branch (Central) (HER 3536).
- 5.3.8 Workers' settlements developed in the immediate vicinity with South Bank (HER 6304) and Grangetown both present by the publication of the 1895 map. These settlements comprised housing, shops, and, increasingly, supporting facilities such as pubs (HERs 6295, 6299, 6301 & 6302), churches (HERs 879, 1253, 5630 & 6298), a police station (HER 6294), a political club (HER 6293), a school (HER 6292), and a working men's institute (HER 6300).
- 5.3.9 In the early 20<sup>th</sup> century, a concrete works was constructed in the south-east corner of the Site, associated with the adjacent South Bank Iron Works. Both were also linked by rail to the Eston Sheet & Galvanising Works located on the Tees just outside the north-western corner of the Site. Bocklow, Vaughan & Co Ltd acquired the Clay Lane works in 1900, becoming the largest producers of steel in Great Britain.
- 5.3.10 To the immediate north of the Site, the area that went on to become Teesport was used as a submarine base during the First World War. The following information has been taken from the website <http://www.abandonedcommunities.co.uk/teesport.html> by Stephen Frisk. The base included submarine jetties, torpedo storage bays, workshops, accommodation and a hut for technicians and other staff. It is understood that six E-class submarines were originally stationed

there, mainly involved in mine-laying. They were joined, or possibly replaced, by the Tenth Flotilla in 1916, comprising a depot ship, the Lucia, two E-class submarines and six G-class submarines. The port was accessed via a track which ran through the Site to Grangetown. Some of the buildings also fell within the Site in an area only recently reclaimed.

- 5.3.11 Following decommissioning in 1920 the buildings were converted into a small community by Bolcklow, Vaughan & Co Ltd as a worker's village. Each one of the men's dormitories was converted into a pair of three- or four-bedroom semi-detached houses. There were 38 houses in total and all but two were occupied in 1930. By 1937 there was only one house occupied although some of the houses survived to be photographed in 1947 and some were reoccupied in 1950, perhaps in response to the post-WWII housing shortage.
- 5.3.12 In 1929, Bocklow, Vaughan & Co Ltd were forced into a takeover by Dorman Long as a result of being effectively bankrupt.
- 5.3.13 By 1931 two storage tanks were constructed next to the Riverside Pumping Station and numerous travelling cranes were installed between the foreshore and different parts of the South Bank Iron Works facilities.
- 5.3.14 During the Second World War, the Teesport properties are understood to have been used as accommodation and administrative buildings for the Heavy Anti-Aircraft Gun Battery constructed close to the south, within the Site. An account of life on the battery by Joyce Stott was published by the BBC in 2005. Towards the end of the war when Joyce was stationed there, she recalled that conditions were primitive: they had electricity but the fuse was a 6" nail, flush toilets were only provided for the women, and there was no N.A.A.F.I., just a 'Sally Ann' van that brought tea and buns in the morning. The guns were 3.7s with 4-5" barrels and manual fuse setters so were slow firers but the Radar was more up-to-date being a Canadian-built Mark 3 (Joyce Stott WW2 People's War). Aerial photographs dating to 1953 show the layout of the battery and associated buildings, including the foundations of the Teesport houses. The first two storage tanks of Teesport Oil Depot and the Tees Dock Road had been constructed by this time (<https://britainfromabove.org.uk/image/EAW050692>).
- 5.3.15 The South Bank Steel Works was demolished and the site was later used for Coke Ovens. The 'B Power Station' was located partly within the Site and appears to be the continued use of the original boiler house.
- 5.3.16 Between 1955 and 1980, a substantial increase in the number of tanks present at Teesport and adjacent to the west, within the site, a small, unnamed industrial works and, further west again, further storage tanks. New rail lines were added on the western side of the Site between 1955 and 1975. Management of the spoil grounds continued with changes to railways and the construction of conveyors. Settling ponds and drains are shown around the sorting area in the southeast part of the Site. The Custom House was removed by 1980 and a number of other buildings are shown this the western part of the site including, by 1980, four electricity sub-stations.
- 5.3.17 With the nationalisation of the steel industry in 1967, Dorman Long was absorbed into the newly created British Steel Corporation. Privatisation in 1988 saw the company rebranded as British Steel plc. The last two surviving Bessemer blast furnaces at Teeside Steelworks (HER 1831) were No. 5, constructed in 1937 and closed in 1986, and No. 4, built in 1991 and closed in 1993. Merger with Koninklijke Hoogovens in 1999 saw the works under the ownership of Corus which was then bought by Tata Steel in 2007. Corus closed the Teesside blast furnace in 2009 but it was then bought by Sahaviriya Steel Industries (SSI) in 2011, reopening in 2012, but by 2015 SSI UK

had gone into liquidation and the plant finally closed.

## 5.4 LiDAR and Satellite Imagery

5.4.1 A site visit was made on 10<sup>th</sup> June 2020. There are few significant features surviving above ground and the potential for below ground survival was not easy to establish due to the continued use of the Site for spoil management. The changing arrangement of spoil grounds and other activity is discernible in comparison of the 2017 and 2019 LiDAR imagery. Whilst the DSM of 2017 shows buildings and the DTM of 2019 removes these, the changes in the shapes and arrangements of spoil heaps across the site has clearly changed as Site clearance progresses. Whilst this is most obvious in the spoil grounds excluded from the redline, it can be seen that over the two years separating the two images, a spoil heap has been created in the north central area, north of the main spoil ground, and one to the east of that has reduced in size and, in fact, appears lower than the surrounding land. To the west of the main spoil heaps, north of the South Bank Steel Works main structures, there have been adjustments to the distribution of spoil.

5.4.2 Satellite imagery shows a similar pattern of movement and adjustment of spoil grounds as well as the changing positions and numbers of buildings on the Site from 2000 to 2018 (Google Earth, historical imagery)

## 6.0 Assessment

### 6.1 Proposed Development

6.1.1 The development is proposed to comprise general B2 and B8 development covering 174ha with ancillary office accommodation, HGV and car parking and associated works. The finished floor level will be a minimum of 5.79m AOD and it will rise to take account of development plateaus. Remediation plans are currently under development but it is assumed for the purposes of this assessment that any surviving archaeological features would be removed as part of that remediation.

### 6.2 Designated Assets

6.2.1 There will be no direct or indirect impact on any designated assets.

### 6.3 Archaeological Potential

6.3.1 The redline boundary excludes the primary area of iron working first developed in the mid-19<sup>th</sup> century on reclaimed land but it does appear that the site of the original boiler plant (later 'B Power Station') may fall within the Site. Although this area was expanded and redeveloped, consideration should be given to the potential for remains of the 19<sup>th</sup> century boiler house to survive in this area. This would be of local – regional significance.

6.3.2 The Antonien Works (Phosphate Manure), later used as the Basic Slag Works, was located within the Site and elements of this may be preserved within the Site. This would be of local significance.

6.3.3 The early 20<sup>th</sup> century Riverside Pumping Station and Custom House adjacent to the foreshore are of local interest.

6.3.4 Any survival of the First and Second World War facilities near Teesport would be of regional significance and the potential for survival of the gun emplacements in particular should be investigated.

## 7.0 Conclusions

7.1.1 The proposed development will have no direct effect on any designated assets.

7.1.2 Undesignated heritage assets date to the 19<sup>th</sup> and 20<sup>th</sup> centuries, relating to the industrial and

military uses of the Site. These would be of local – regional importance if they are found to survive.

- 7.1.3 Investigation of the potential for archaeological survival is warranted, particularly in relation to the WW2 Heavy Anti-Aircraft Battery in the north-eastern part of the Site. Depending on the evidence for survival of this and 19<sup>th</sup> / early 20<sup>th</sup> century industrial structures, mitigation work in the form of a strip, map and record may be required as a condition of planning permission.

## 8.0 References

### 8.1 Cartographic Sources

Ordnance Survey 1:1,250 1953, 1958-74

Ordnance Survey 1:2,500 1894-95, 1899, 1915, 1929, 1954, 1959-69

Ordnance Survey 1:10,000 1980, 1993

Ordnance Survey 1:10,560 1857, 1895, 1920, 1931-38, 1955

Russian mapping 1:10,000 1975

### 8.2 Digital Sources

<http://www.abandonedcommunities.co.uk/teesport.html>

<http://ads.ahds.ac.uk/>

<http://discovery.nationalarchives.gov.uk/>

<http://environment.data.gov.uk/ds/survey/index.jsp#/survey>

<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

<http://www.heritagegateway.org.uk/gateway/>

<http://www.magic.gov.uk/>

<https://historicengland.org.uk/listing/the-list/>

<https://www.britainfromabove.org.uk/>

[https://www.gracesguide.co.uk/Bolckow,\\_Vaughan\\_and\\_Co](https://www.gracesguide.co.uk/Bolckow,_Vaughan_and_Co)

<https://www.old-maps.co.uk>

<https://www.rmweb.co.uk/community/index.php?/topic/28937-steel-making-on-teeside/&tab=comments#comment-304495>

[www.flickr.com](http://www.flickr.com)

[www.pastscape.org/homepage/](http://www.pastscape.org/homepage/)

---

## 9.0 Figures





Figure 1: Site Location Map (source OS Opendata)

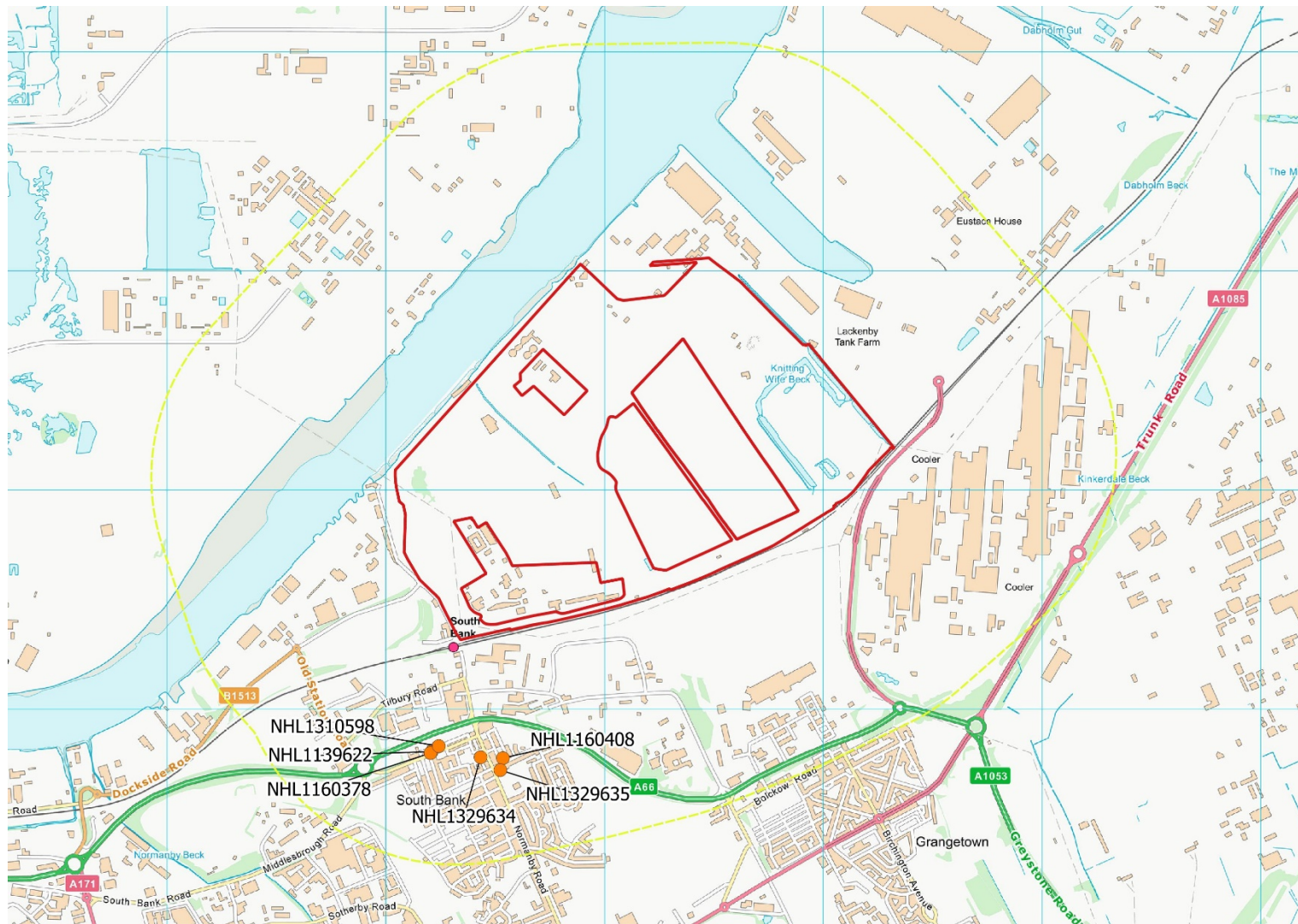


Figure 2: Designated heritage assets (Cleveland & Redcar HER)

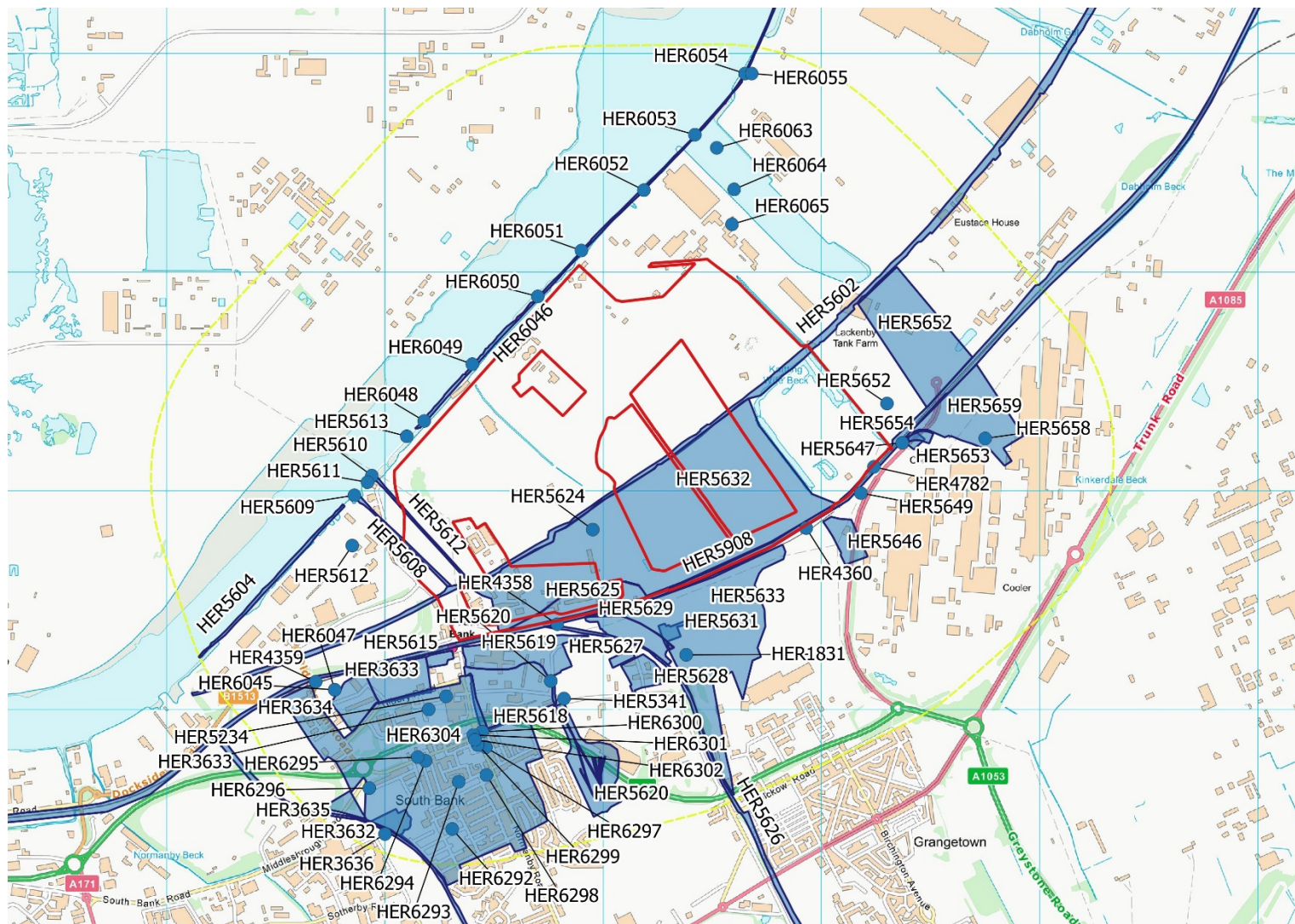
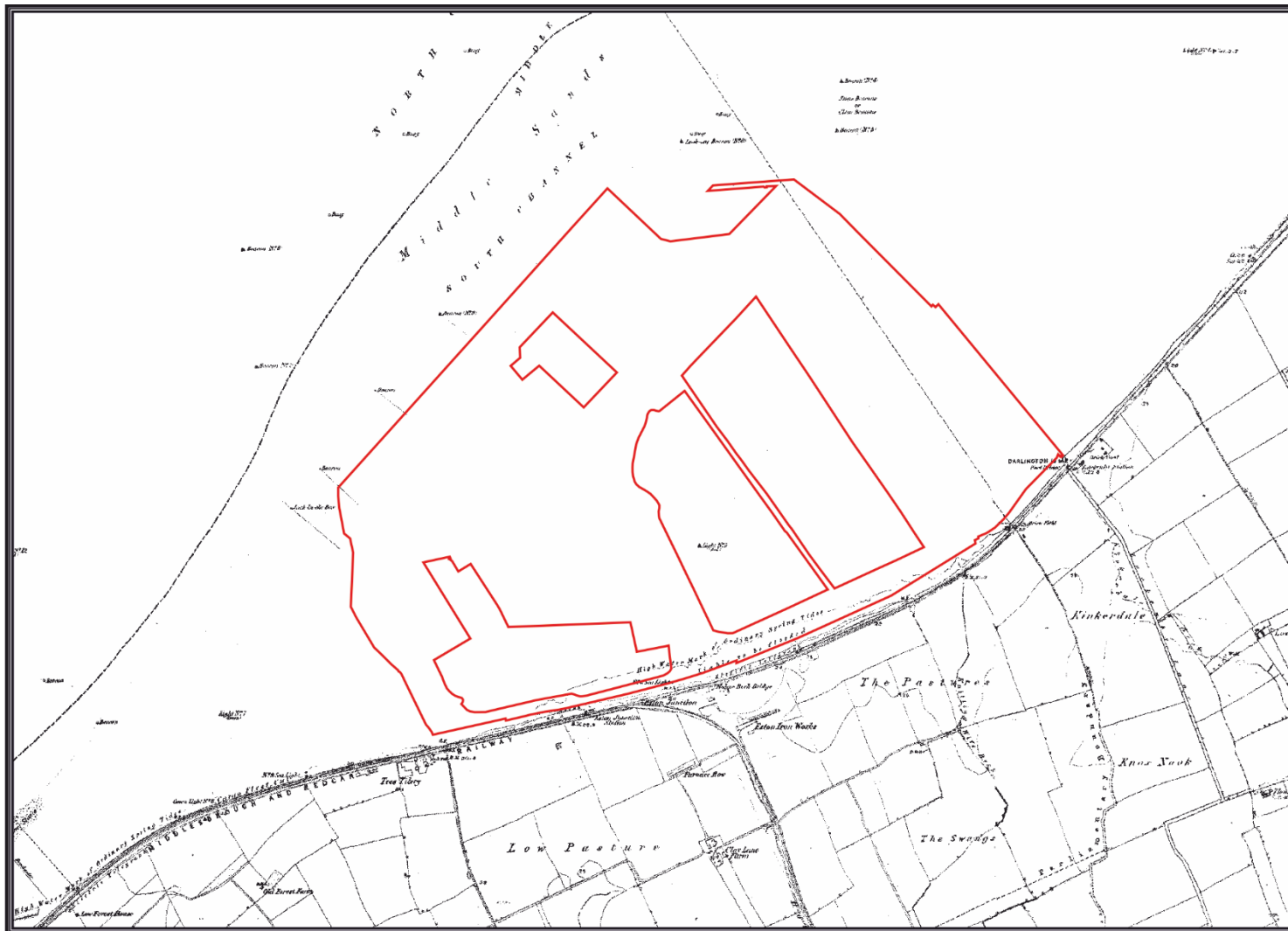
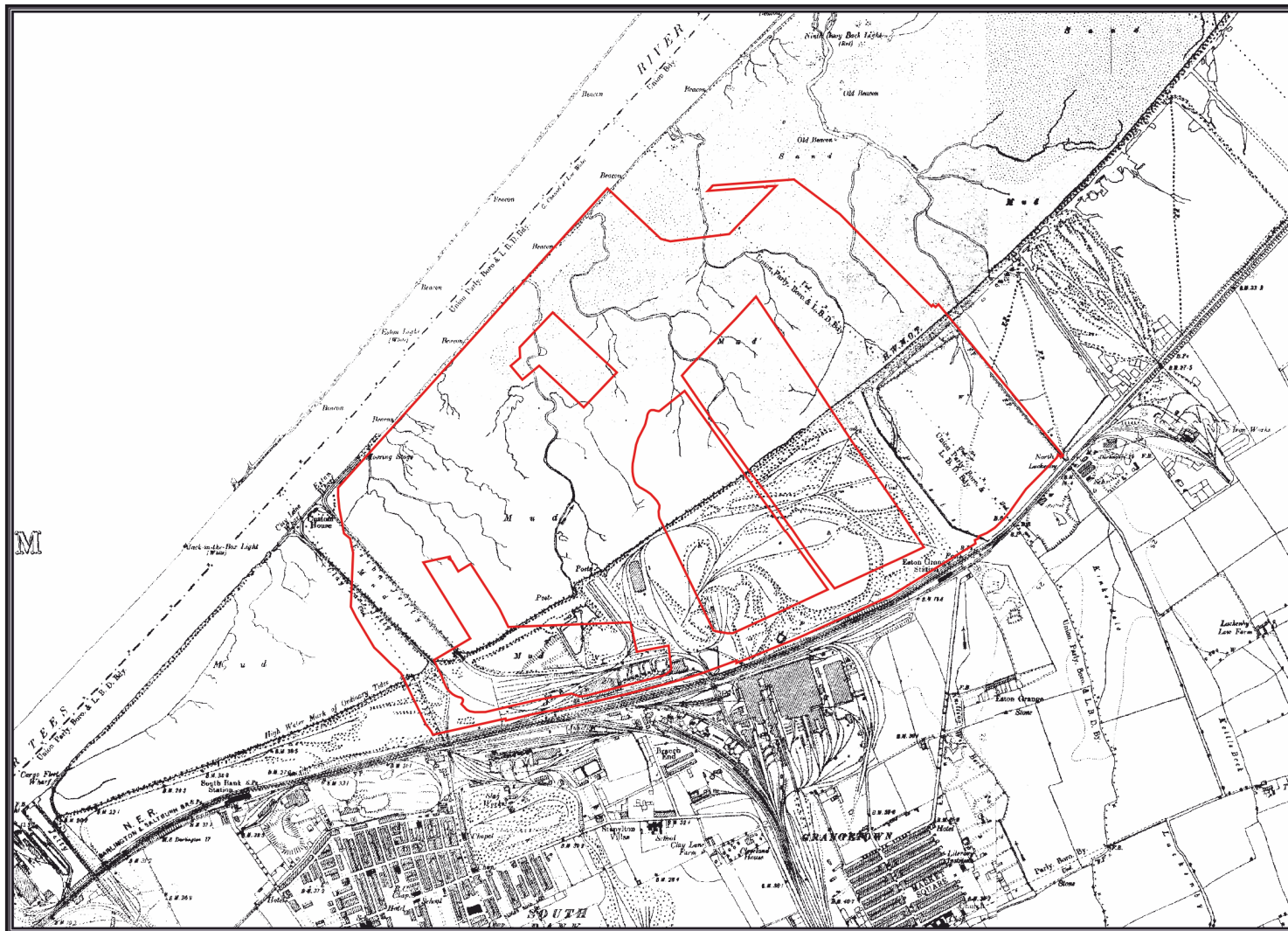


Figure 3: Undesignated heritage assets (Cleveland & Redcar HER)



© Crown Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 389411660

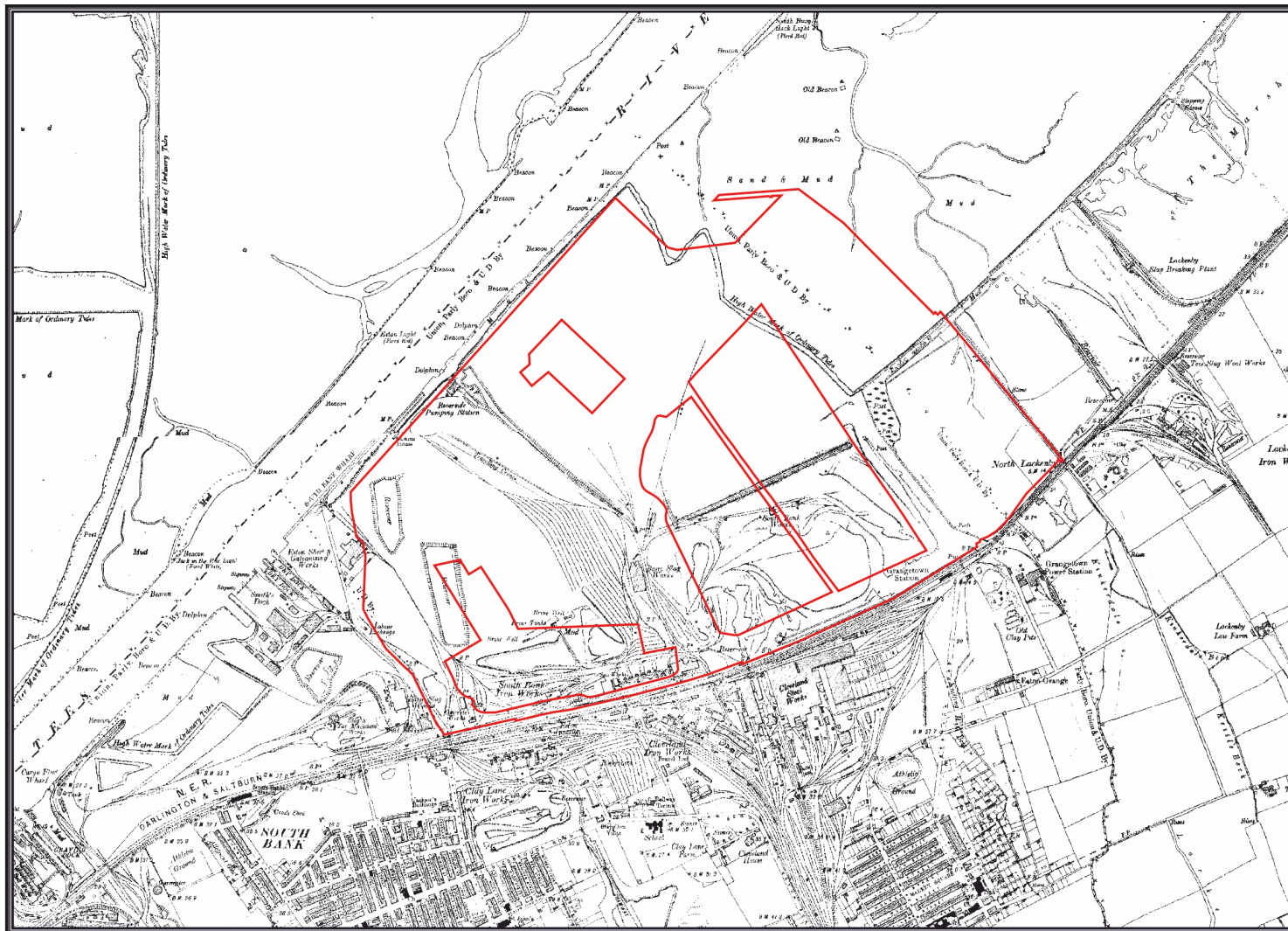
Figure 4: Ordnance Survey 1857 1:10.560



© Crown Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 383411660

OS County Series: YORKSHIRE 1:10,660 1895

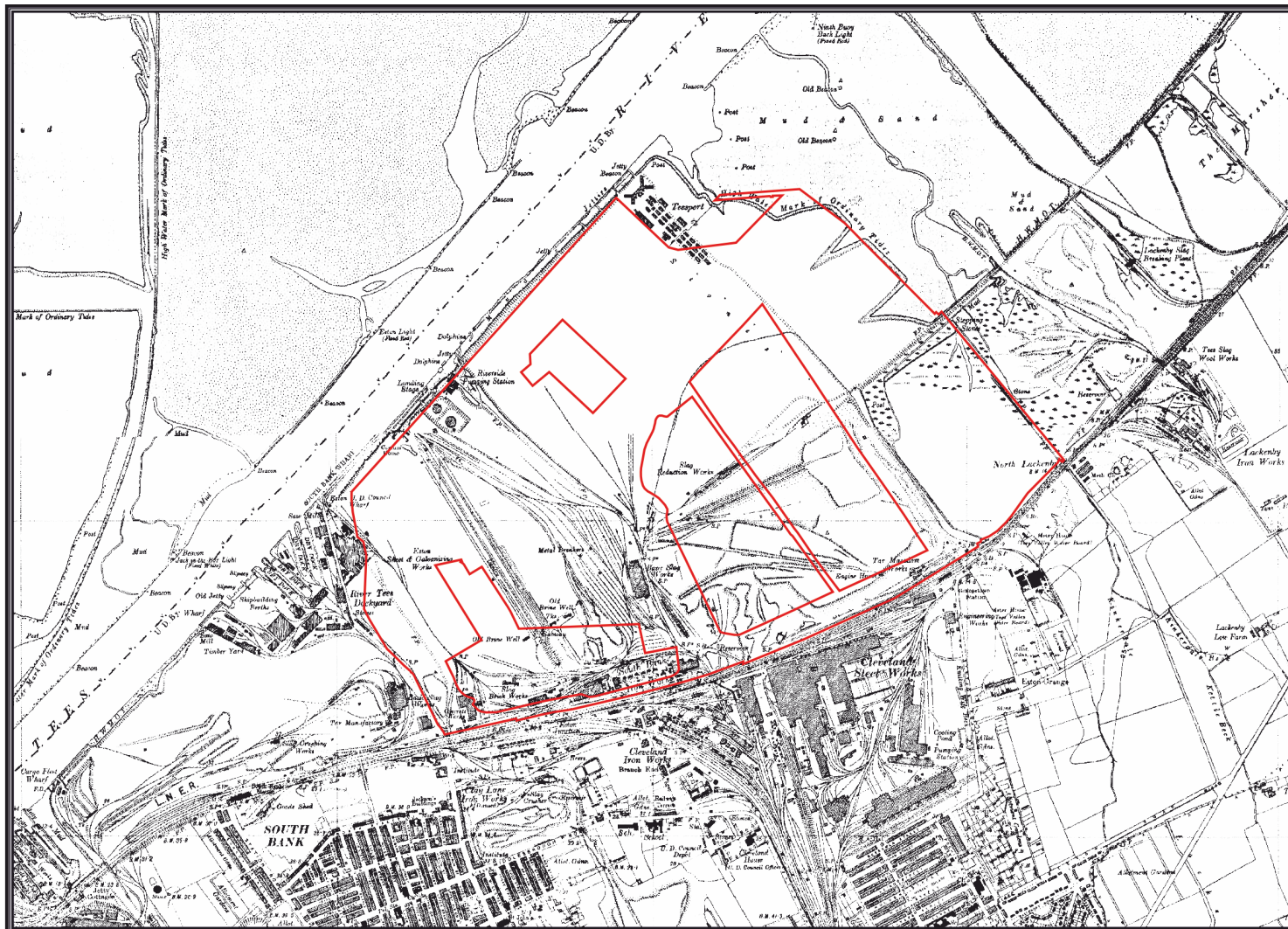
Figure 5: Ordnance Survey 1895 1:10.560



© Crown Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 383411600

OS County Series: YORKSHIRE 1:10,560 1920

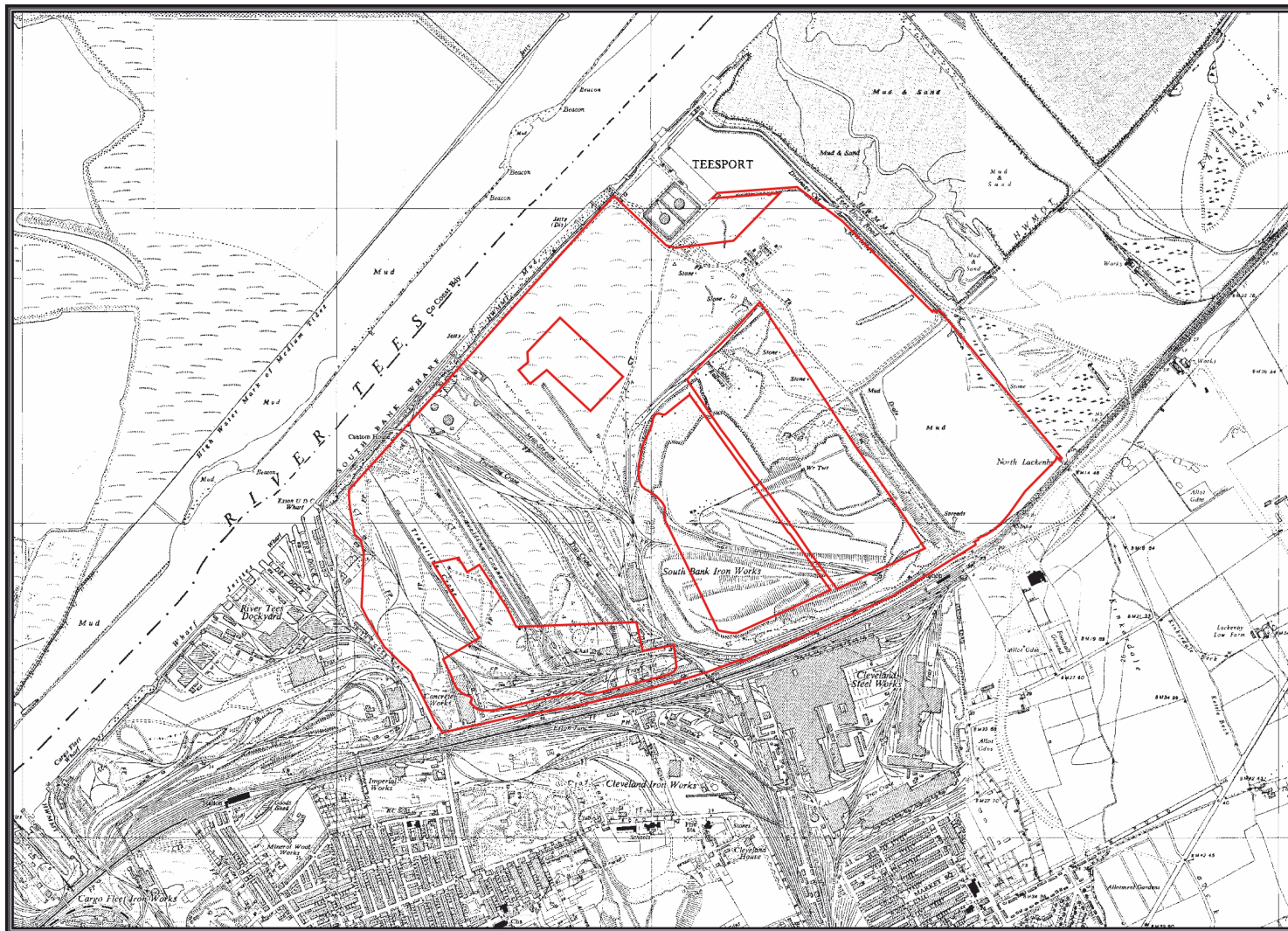
Figure 6: Ordnance Survey 1920 1:10.560



© Crown Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 383411660

OS County Series: YORKSHIRE 1:10,560 1931-1938

Figure 7: Ordnance Survey 1931-38 1:10,560



© Crown Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 383411860

OS Plan 1:10,560 1955

Figure 8: Ordnance Survey 1955 1:10,560



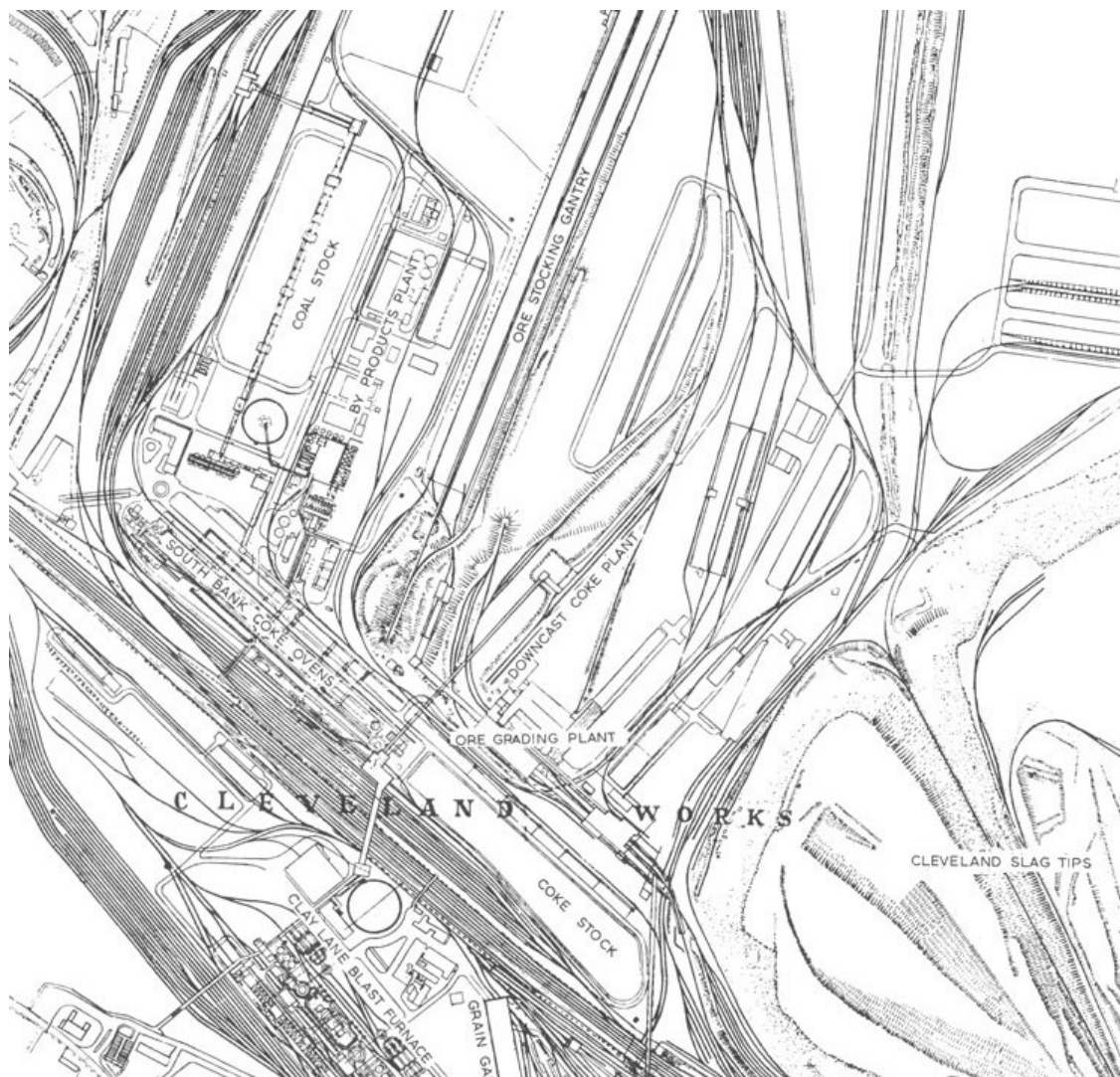
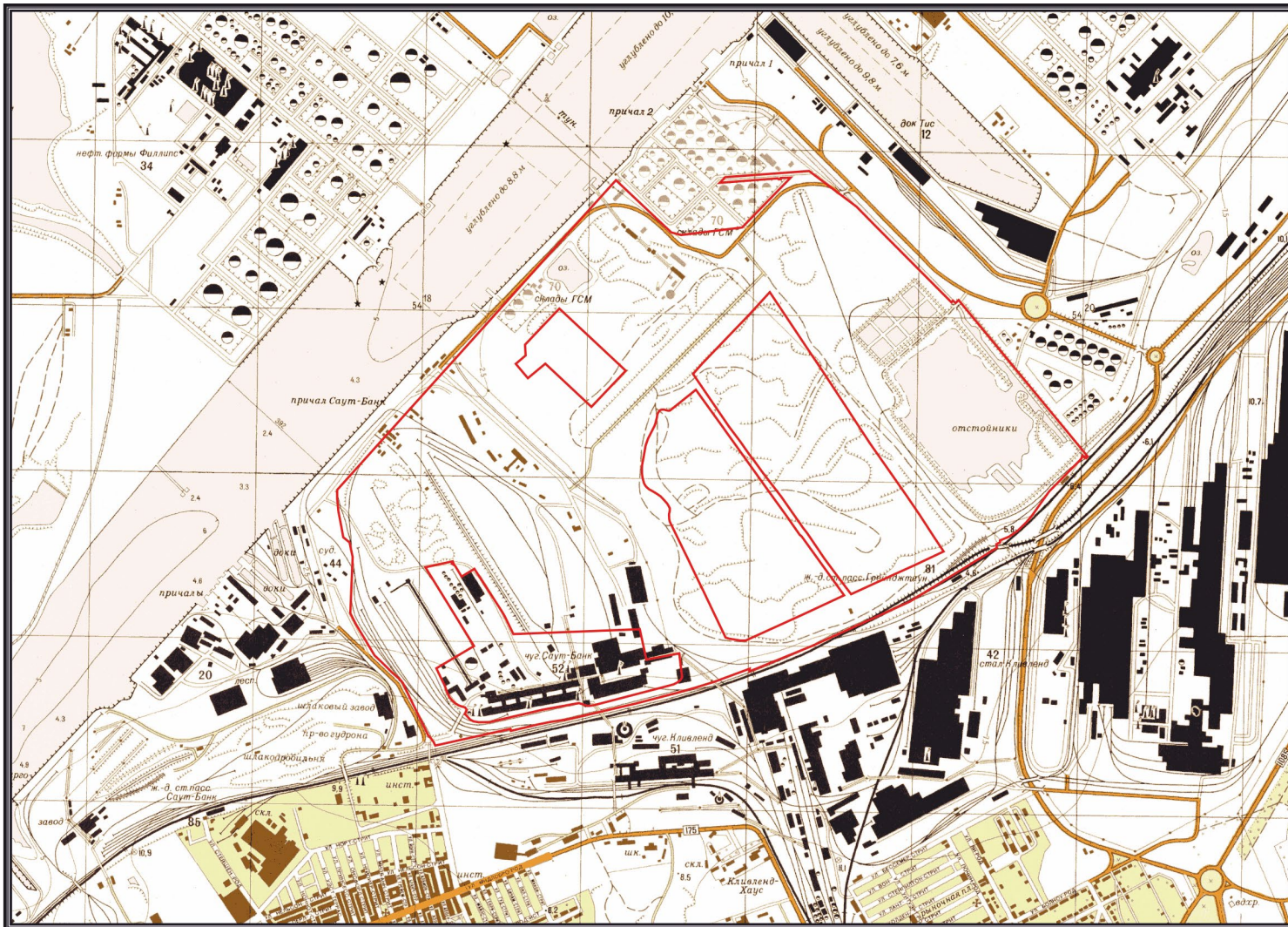


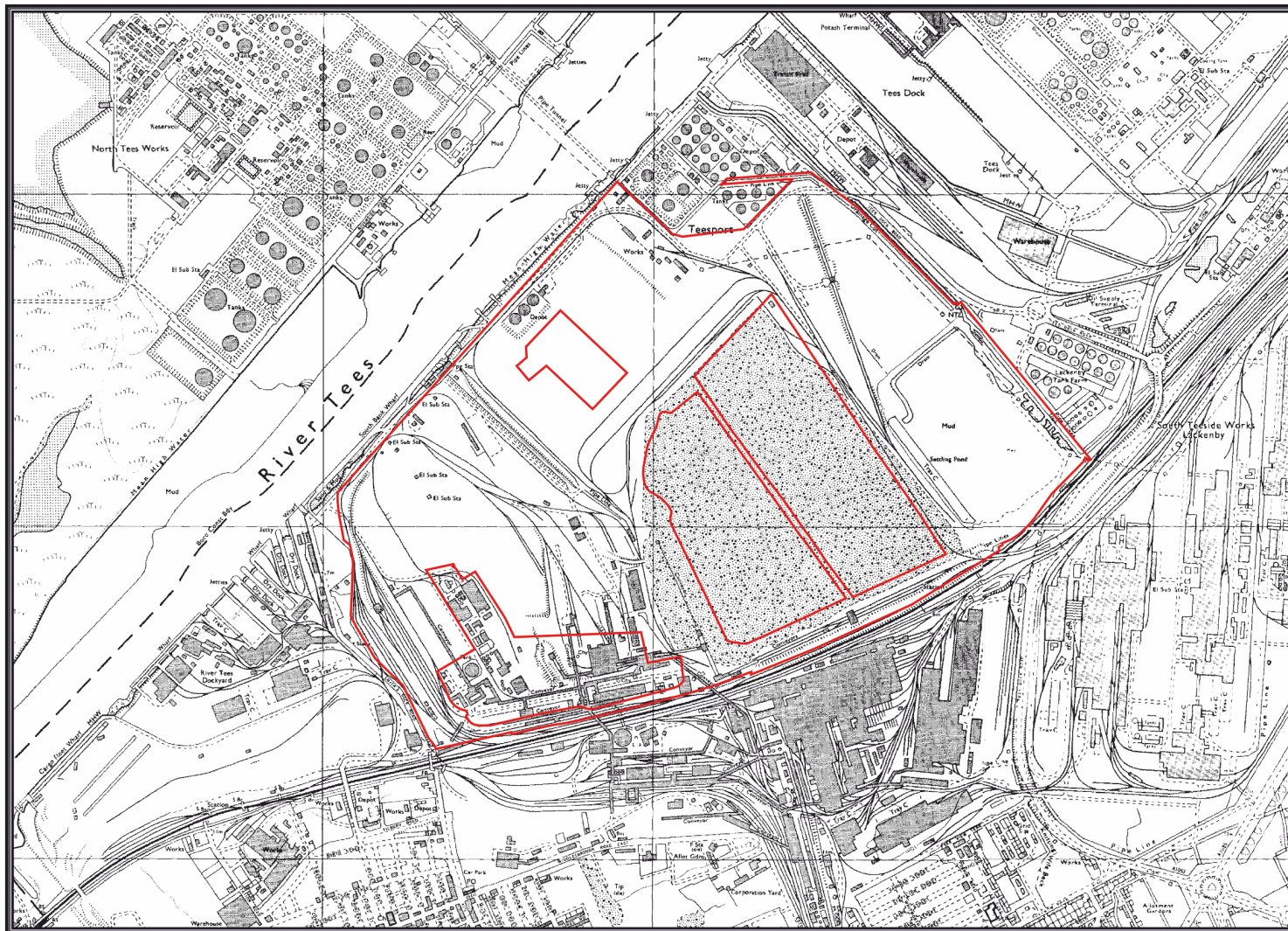
Figure 9: Extract from plan in 'A Technical Survey of Dorman Long Steel' 1959. Note the Coke Ovens constructed along the southern boundary of the Site, replacing the earlier steelworks (from [rmweb.co.uk](http://rmweb.co.uk))



© Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 383411690

Russian Map: Middlesbrough 1:10,000 1975

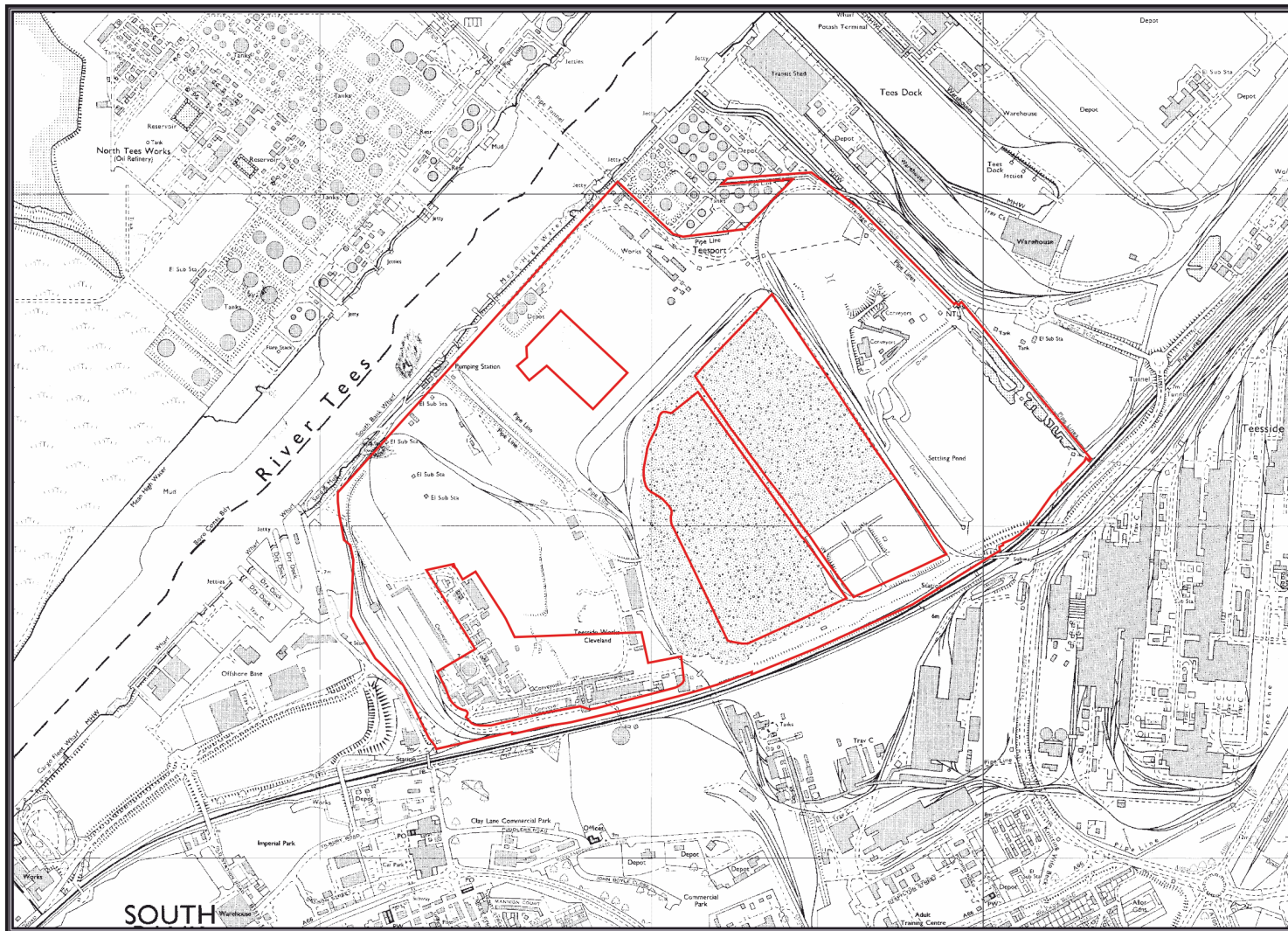
Figure 10: Russian map 1975



© Crown Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 383411860

OS Plan 1:10,000 1980

Figure 11: Ordnance Survey 1980 1:10,000



© Crown Copyright and Landmark Information Group Limited 2020 all rights reserved. This map may not be reproduced without permission. 383411860

OS Plan 1:10,000 1993

Figure 12: Ordnance Survey 1993





---

## 10.0 Plates

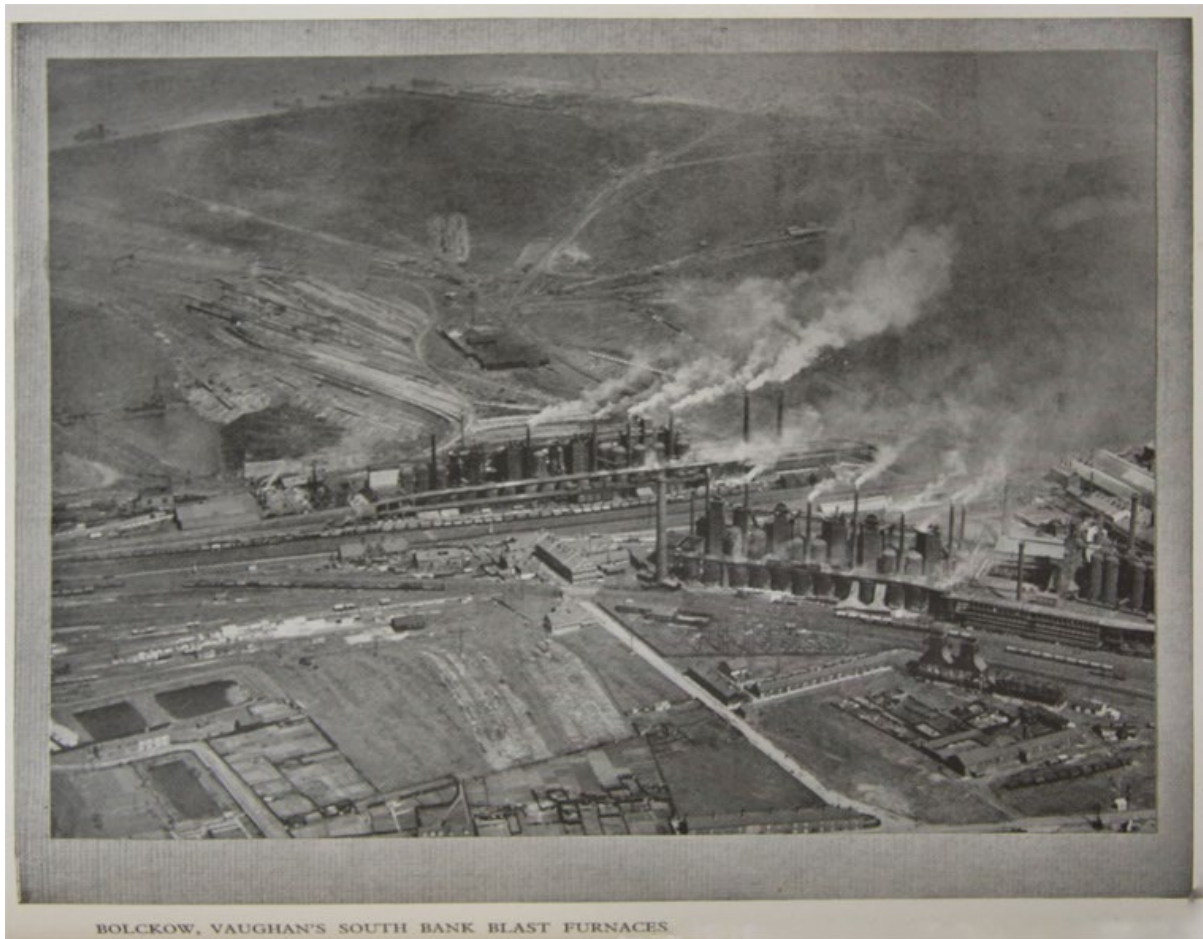


Plate 1: The South Bank Blast Furnaces 1926, with the Cleveland Iron Works blast furnaces to the right. (<https://www.gracesguide.co.uk/images/a/a6/1926MbroughBolckow3.jpg>)





Plate 2: Looking west across the northern part of the Site with Teesport in the central right side of the photo and the South Bank Steelworks visible towards the top left. Below the steelworks, the spoil grounds are being added to with melted slag shown pouring downslope from a train. The Riverside Pumping Station is to the right, and the raised railways transporting goods to and from the wharves are visible beyond.

[[EAW051067] The Shell-Mex & BP Ltd Depot, Teesport, from the northeast, 1953 © Historic England]



Plate 3: View northwards across the former South Bank Steelworks (later Coke Ovens) site



Plate 4: The Spoil Grounds



Plate 5: The HAA battery gun emplacements were still very much accessible in the 1950s, although accommodation / admin blocks are less well preserved. The bases of the WWI submarine base and later council housing can be seen immediately below the oil storage tanks.

[[EAW050692] The Teesport Oil Depot and nearby gun emplacements, Teesport, 1953. This image was marked by Aerofilms Ltd for photo editing. © Historic England]



Plate 6: Looking east along the riverside at Teesport, the former location of the WWI submarine base



Plate 7: The Metals Processing area, formerly occupied by the WWII HAA Battery



Plate 8: Aerial view of the metal processing site, formerly occupied by the WWII HAA Battery and WWI submarine base accommodation



Plate 9: View south from the pumping station towards a control room, sub-station and, beyond, the gas holder and coking works in the distance



Plate 10: Riverside Pumping Station

---

## Appendix 1: Legislation and Planning Policy Context

### **Ancient Monuments and Archaeological Areas Act 1979 (AMAAA)**

The Act is the primary legislation protecting archaeological remains within the United Kingdom. It identifies as a duty of the Secretary of State the need to compile and maintain a schedule of ancient monuments of national importance, to allow for their preservation, so far as possible, in their current (at the time of scheduling) state.

A statement setting out current Government policy on the identification, protection, conservation and investigation of nationally important (both scheduled and nationally important non-scheduled) ancient monuments was published in October 2013 (DCMS 2013).

Where works to scheduled monuments are proposed for development-related purposes, the Secretary of State has particular regard to the following principles:

Only in wholly exceptional cases will consent be granted for works could result in substantial harm to, or loss of, the significance of a Scheduled Monument; and

In cases that would lead to less than substantial harm to the significance of a Scheduled Monument the harm will be weighed against the public benefits of the proposal (DCMS 2013, para 20).

This legislative position is directly reflected in the National Planning Policy Framework (NPPF) which states that “Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss...” (NPPF, para 195), and “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use” (NPPF, para 196).

Where consent is granted for works that could result in harm to, or loss of, the significance of a Scheduled Monument, conditions are expected to be imposed that provide for recording of information that adds to our understanding of the significance of that monument. Those conditions are likely to be designed to ensure that:

- the project design seeks to further the objectives of relevant international or national research frameworks;
- use is made of appropriately skilled teams with the resources to fully implement the project design to relevant professional standards (such as those published by the Institute for Archaeologists);
- the project design provides for the full analysis, publication and dissemination of the results, including the deposition of reports in the relevant Historic Environment Record (HER), to a set timetable; and
- provision is made in the project design for the conservation and deposition of the site archive with a local museum or other public depository willing to receive it (DCMS 2013, para 21).

### **Planning (Listed Buildings and Conservation Areas) Act 1990**

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act (1990) highlights the importance of built heritage and Listed Buildings within the planning system. With regard to the Local Planning Authority's (LPA) duty regarding listed buildings in the planning process, it states that:

“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

In addition, Section 72 of the Act emphasises the value of Conservation Areas in built heritage planning. In relation to the duties and powers of the LPA, it provides that:

“With respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”.

### **The National Planning Policy Framework (NPPF) 2018**

This replaces all previous Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs) and revises the NPPF 2012.

Section 16 provides policy on ‘Conserving and enhancing the historic environment’. Planning decisions have to be made from a position of knowledge and understanding with respect to the historic environment. Paragraph 189 states:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impacts of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation”.

In paragraph 192, it is made clear that a balance must be sought, on the one hand sustaining and enhancing the significance of heritage assets and the positive contribution that they can make to communities, and on the other in considering the positive contribution that a new development could make to local character and distinctiveness.

The impact on a heritage asset should be assessed in terms of the significance of that asset; the greater the significance, the greater weight should be given in that assessment. Any harm to, or loss of, the significance of a designated asset should require clear and convincing justification. Where substantial harm or loss is predicted, approval should be given only in exceptional circumstances for Grade II listed buildings, parks or gardens. For heritage assets of higher importance (Grade II\* & I listed buildings and parks & gardens, scheduled monuments, protected wreck sites, battlefields and World Heritage Sites) approval for proposed developments that cause substantial harm should be ‘wholly exceptional’ (para 194). In all cases the harm must be weighed against the public benefit (para 195).

As a footnote to para 194 the NPPF states that:

“Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.”

As is reflected in the DCMS 2013 statement on Government policy, it is made clear that undesigned heritage assets of national importance should be afforded the same consideration as designated assets of equivalent significance:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-



designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset” (para 197);”

In addition, para 187 states that:

“Local planning authorities should maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to:

- a) assess the significance of heritage assets and the contribution they make to their environment; and
- b) predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future. This replaces all previous Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs).”

Among the core planning principles, provision is made to “conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations” (CLG 2012, para 17).

Section 12 provides policy on ‘Conserving and enhancing the historic environment’. Planning decisions have to be made from a position of knowledge and understanding with respect to the historic environment. Paragraph 128 states: “In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impacts of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation”.

In paragraph 131, it is made clear that a balance must be sought, on the one hand sustaining and enhancing the significance of heritage assets and the positive contribution that they can make to communities, and on the other in considering the positive contribution that a new development could make to local character and distinctiveness.

The impact on a heritage asset should be assessed in terms of the significance of that asset; the greater the significance, the greater weight should be given in that assessment. A distinction is made between ‘substantial’ and ‘less than substantial’ harm. Where substantial harm or loss to is predicted, approval should be given only in exceptional circumstances for Grade II listed buildings, parks or gardens. For heritage assets of higher importance (Grade II\* & I listed buildings and parks & gardens, scheduled monuments, protected wreck sites, battlefields and World Heritage Sites) approval for proposed developments that cause substantial harm should be ‘wholly exceptional’ (para 132). In all cases the harm must be weighed against the public benefit (paras 133 & 134).

As is reflected in the DCMS 2013 statement on Government policy, it is made clear that undesignated heritage assets of national importance should be afforded the same consideration as designated assets of equivalent significance:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset” (para 135);

“Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets” (para 139).

### **National Planning Practice Guidance (2014)**

The National Planning Practice Guidance (NPPG) was published by the Department for Communities and Local Government in March 2014 and provides guidance for planners and communities which will help deliver high quality development and sustainable growth in England. In terms of heritage, guidance entitled ‘Conserving and enhancing the historic environment’ sets out information with respect to the following:

- the recognition of the appropriate conservation of heritage assets forming one of the ‘Core Planning Principles’ that underpin the planning system;
- what the main legislative framework for planning and the historic environment is (Planning (Listed Buildings and Conservation Areas) Act 1990; Ancient Monuments and Archaeological Areas Act 1979; and Protection of Wrecks Act 1973);
- a definition of ‘significance’;
- why significance is important in decision-taking;
- the considerations of designated and non-designated assets;
- the identification of non-designated heritage assets; and
- the considerations for when applications for planning permission are required to consult or notify English Heritage.

### **Non-Statutory Guidance**

English Heritage Conservation Principles Policies and Guidance (EH 2008) defines the setting of historic assets as:-

“...the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape...”

EH draws a distinction between ‘setting’ and ‘context’ (paragraphs 76 and 77) and the document makes it clear that whereas ‘setting’ involves a localised area, ‘context’ is a wider concept involving “any relationship between a place and other places, relevant to the values of that place”.

- Heritage values are considered under four main headings
- Evidential Value derives from the potential for a place to yield evidence about past human activity
- Historical Value derives from the ways in which past, people and events can be connected through a place to the present
- Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place.
- Communal value derives from the meanings of a place for the people who relate to it.

### **Local Policy Guidance**

The Redcar & Cleveland Local Plan (Adopted 2018) contains policies relating to the Historic

Environment. There are no Conservation Areas or Designated Heritage Assets that would be affected by this proposal. Policy HE3 'Archaeological Sites and Monuments' is relevant, however. It states:

*Development that would adversely affect archaeological sites or monuments that are designated heritage assets or their settings, or archaeological sites of equivalent significance will only be approved in the most exceptional circumstances and in accordance with this policy and other heritage policies in this plan.*

*Development that may affect a known or possible archaeological site, whether designated or non-designated, will require the results of a desk-based assessment to be submitted as part of the planning application. An archaeological evaluation may also be required to identify the most appropriate course of action.*

*Development that affects a site where archaeology exists or where there is evidence that archaeological remains may exist will only be permitted if:*

- a. *The harm or loss of significance is necessary to achieve public benefits that outweigh that harm or loss. Harm or loss may be avoided by preservation in situ or refusal: or*
- b. *Where in situ preservation is not required, appropriate satisfactory provision is in place for archaeological investigation, recording and reporting to take place before, or where necessary during, development. Where archaeological investigation, recording and reporting has taken place it will be necessary to publish the findings within an agreed timetable.*

## **Appendix M2: Consultation Responses**

## Below Ground Heritage: Consultation Response

Just a technical point, but it'd be worth acknowledging that the earlier industries were *iron* works rather than steel works. I'm not sure what development is proposed for where but I anticipate that the prospects of retaining some features in situ will depend on the exact proposals.

- The redline boundary excludes the primary area of steel working first developed in the mid 19th century on reclaimed land but it does appear that the site of the original boiler plant may fall within the Site. Although this area was expanded and redeveloped, consideration should be given to the potential for remains of the 19th century boiler house to survive in this area. This would be of local- regional significance. *I understand Cleveland Industrial Archaeology Society (CIAS) carried out an investigation some years ago but may have information, although the situation on site may have changed since. However, if preservation is not possible building recording and photogrammetry are recommended.*
- The Antonien Works (Phosphate Manure), later used as the Basic Slag Works, was located within the Site and elements of this may be preserved within the Site. This would be of local significance. *I'm not certain but imagine this relates to the site on the seaward side of the Gare road. I understand elements remain, mainly broken up concrete slabs that formed the structure. If it is the site I'm thinking of there is no recognisable building left although organisations such as CIAS may have some documentary records.*
- The early 20th century Riverside Pumping Station and Custom House adjacent to the foreshore are of local interest. *I think this may relate to the structure below. The derelict staith behind is I believe of interest and although I expect it is not practical to conserve it should be recorded, ideally using photogrammetry. The Pumping House and Custom House may be in good structural condition. Again, if development proposals rule out preservation, recording and photogrammetry would be advised.*



- Any survival of the First and Second World War facilities near Teesport would be of regional significance and the potential for survival of the gun emplacements in particular should be investigated. *There are a number of military relics in the vicinity of south gare, likely to be included in "Defence of the UK: North Yorkshire & Cleveland: Redcar," Vol. 1, John Harwood & Stuart McMillan, North Yorkshire and Cleveland 20<sup>th</sup> Century Defence Study Group, revised 2011, pp.272-273.*

On the whole a detailed assessment of each site would be helpful in considering development proposals and I anticipate the specialist voluntary groups (CIAS and Tees Heritage Trust) should be in a position to provide

information. The easiest way to make contact is via Chris Twigg who is a member of both, and who will be able to provide current contact details - [chris.twigg@redcar-cleveland.gov.uk](mailto:chris.twigg@redcar-cleveland.gov.uk)

I would also advise that should you need to make contact with the Council's consultant archaeologist he can be reached by using the following email address - Neil Cookson [nearlytd@gmail.com](mailto:nearlytd@gmail.com) . I would request that any contact that is made includes ourselves in the emails as the advice offered is charged to the Council and we need to keep a track of this.

## Nansi Rosenberg

---

**From:** David Marsay <David.Marsay@redcar-cleveland.gov.uk>  
**Sent:** 15 June 2020 08:12  
**To:** Nansi Rosenberg  
**Subject:** RE: South Bank and the Prairie Site, Redcar

Good Morning Nansi,

I've forwarded your enquiry on to our Development Management section so that the relevant planning case officer can take a look.

Kind Regards

**Dave Marsay**  
**Design & Planning Technician**  
**Redcar & Cleveland Borough Council**

Redcar & Cleveland House  
Kirkleatham Street  
Redcar  
Yorkshire  
TS10 1RT  
Tel: (01287) 612346  
Email: [dave.marsay@redcar-cleveland.gov.uk](mailto:dave.marsay@redcar-cleveland.gov.uk)  
Website: <http://www.redcar-cleveland.gov.uk>

Follow us on Twitter: [@redcarcleveland](https://twitter.com/redcarcleveland)  
Like us on Facebook: [facebook.com/redcarcleveland](https://facebook.com/redcarcleveland)



---

**From:** Nansi Rosenberg <nansi@prospectarc.com>  
**Sent:** 12 June 2020 10:24  
**To:** David Marsay <David.Marsay@redcar-cleveland.gov.uk>  
**Subject:** South Bank and the Prairie Site, Redcar

Hi David

I'm pulling together my reports for both the South Bank and Prairie sites and wanted to establish what mitigation works you feel are appropriate in advance of development.

My section on the archaeological potential of the South Bank site is as follows:

- The redline boundary excludes the primary area of steel working first developed in the mid 19th century on reclaimed land but it does appear that the site of the original boiler plant may fall within the Site. Although this area was expanded and redeveloped, consideration should be given to the potential for remains of the 19th century boiler house to survive in this area. This would be of local- regional significance.
- The Antonien Works (Phosphate Manure), later used as the Basic Slag Works, was located within the Site and elements of this may be preserved within the Site. This would be of local significance.
- The early 20th century Riverside Pumping Station and Custom House adjacent to the foreshore are of local interest.
- Any survival of the First and Second World War facilities near Teesport would be of regional significance and the potential for survival of the gun emplacements in particular should be investigated.

For the Prairie site, I haven't yet concluded my research but based on the HER information and map regression, the potential is negligible for the survival of the Eston Steel Works due to later development of the Cleveland Steelworks but there may well be below ground elements of the steelworks furnaces, the early 20<sup>th</sup> century Grangetown Power Station and maybe Eston Grange terrace housing surviving (although the latter two are pretty unlikely given later use of the area).

I need to be able to give the remediation team some pointers in terms of areas where archaeological investigations will be required so your thoughts on this would be appreciated.

Many thanks  
Nansi

Nansi Rosenberg  
Director / Principal Consultant  
Prospect Archaeology  
01977 681885  
07748 327956

---

We have recently updated our terms and conditions for all our services, including making some important updates to our privacy notices. To find out more about how we collect, use, share and retain your personal data, visit: [www.redcar-cleveland.gov.uk/dataprivacy](http://www.redcar-cleveland.gov.uk/dataprivacy) If you wish to stop receiving emails and unsubscribe from this Council email account, then please reply to this email and let us know. We will need your name and address to amend our records. If we must contact you in the future, we will write to your postal address.

This email and any files transmitted with it are intended solely for the named recipient and may contain sensitive, confidential or protectively marked material up to the central government classification of "RESTRICTED" which must be handled accordingly. If you have received this e-mail in error, please immediately notify the sender by e-mail and delete from your system, unless you are the named recipient (or authorised to receive it for the recipient) you are not permitted to copy, use, store, publish, disseminate or disclose it to anyone else.

E-mail transmission cannot be guaranteed to be secure or error-free as it could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses and therefore the Council accept no liability for any such errors or omissions.

Unless explicitly stated otherwise views or opinions expressed in this email are solely those of the author and do not necessarily represent those of the Council and are not intended to be legally binding.

All Council network traffic may be subject to recording and/or monitoring in accordance with relevant legislation.

Redcar & Cleveland Borough Council, Redcar & Cleveland House, Kirkleatham Street, Redcar, TS10 1RT, Tel: 01642 774 774, Website: [www.redcar-cleveland.gov.uk](http://www.redcar-cleveland.gov.uk)



## Below Ground Heritage: Consultation Response

Just a technical point, but it'd be worth acknowledging that the earlier industries were *iron* works rather than steel works. I'm not sure what development is proposed for where but I anticipate that the prospects of retaining some features in situ will depend on the exact proposals.

- The redline boundary excludes the primary area of steel working first developed in the mid 19th century on reclaimed land but it does appear that the site of the original boiler plant may fall within the Site. Although this area was expanded and redeveloped, consideration should be given to the potential for remains of the 19th century boiler house to survive in this area. This would be of local- regional significance. *I understand Cleveland Industrial Archaeology Society (CIAS) carried out an investigation some years ago but may have information, although the situation on site may have changed since. However, if preservation is not possible building recording and photogrammetry are recommended.*
- The Antonien Works (Phosphate Manure), later used as the Basic Slag Works, was located within the Site and elements of this may be preserved within the Site. This would be of local significance. *I'm not certain but imagine this relates to the site on the seaward side of the Gare road. I understand elements remain, mainly broken up concrete slabs that formed the structure. If it is the site I'm thinking of there is no recognisable building left although organisations such as CIAS may have some documentary records.*
- The early 20th century Riverside Pumping Station and Custom House adjacent to the foreshore are of local interest. *I think this may relate to the structure below. The derelict staith behind is I believe of interest and although I expect it is not practical to conserve it should be recorded, ideally using photogrammetry. The Pumping House and Custom House may be in good structural condition. Again, if development proposals rule out preservation, recording and photogrammetry would be advised.*



- Any survival of the First and Second World War facilities near Teesport would be of regional significance and the potential for survival of the gun emplacements in particular should be investigated. *There are a number of military relics in the vicinity of south gare, likely to be included in "Defence of the UK: North Yorkshire & Cleveland: Redcar," Vol. 1, John Harwood & Stuart McMillan, North Yorkshire and Cleveland 20<sup>th</sup> Century Defence Study Group, revised 2011, pp.272-273.*

On the whole a detailed assessment of each site would be helpful in considering development proposals and I anticipate the specialist voluntary groups (CIAS and Tees Heritage Trust) should be in a position to provide

information. The easiest way to make contact is via Chris Twigg who is a member of both, and who will be able to provide current contact details - [chris.twigg@redcar-cleveland.gov.uk](mailto:chris.twigg@redcar-cleveland.gov.uk)

I would also advise that should you need to make contact with the Council's consultant archaeologist he can be reached by using the following email address - Neil Cookson [nearlytd@gmail.com](mailto:nearlytd@gmail.com) . I would request that any contact that is made includes ourselves in the emails as the advice offered is charged to the Council and we need to keep a track of this.