

REDCAR ENERGY CENTRE APPENDIX 13.1

Archaeological Desk Based Assessment

Redcar Energy Centre.
Archaeological DBA
1.1
July 2020

EXECUTIVE SUMMARY

This archaeological desk-based assessment has been prepared by RPS on behalf of Redcar Holdings Limited. It considers a 10.1 hectare site at Redcar Bulk Terminal, which is proposed for redevelopment as Redcar Energy Centre. The Application Site comprises predominantly open land which has been used for the storage of materials from the bulk terminal.

This assessment has been prepared with regard to Government's National Planning Policy Framework, to identify and provide a description of the significance of heritage assets within the Application Site and the likely effects of the planned development. This study concentrates on identifying any archaeological interest in the Application Site and assessing the potential impact of development on the archaeological significance of any identified assets.

The assessment is based on an examination of evidence in the Redcar and Cleveland Historic Environment Record (HER), Historic England's National Heritage List for England, historic maps, and online resources.

The assessment has confirmed that there are no Designated Heritage Assets within the Application Site.

The closest Designated Heritage Asset is South Gare Lighthouse (NHLE 1140391), a Grade II Listed Building located on the northern tip of South Gare breakwater, around 2.2km north of Application Site. Development within the Application Site will not affect this asset. To the minimal extent that the lighthouse and the Application Site are inter-visible, development within the site will form part of the distant industrial landscape and appear against the background of the former Teesside Steel Works.

The Application Site formerly contained part of a 19th century tramway, which is recorded in the HER. This formed a minor element of the 19th century industrial landscape of the South Gare and River Tees. However, following further land reclamation work and redevelopment of the Application Site and adjacent land in the 1970s, any archaeological evidence for this locally important feature has been removed.

This assessment has also considered the potential for other, as-yet undiscovered, archaeological assets within the Application Site. Based on the HER data for the surrounding search area, and the Application Site's historic topographical location on tidal mudflats at the mouth of the River Tees, the site is considered to have negligible potential for additional archaeological assets.

Ground levels within the Application Site and surrounding area have also been raised through land reclamation and industrial development throughout the 20th century, and most particularly for development of the Teesside Works in the 1970s.

No further archaeological measures are considered necessary as part of the proposed development.

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1 INTRODUCTION AND SCOPE OF STUDY

- 1.1.1 This archaeological desk-based assessment has been prepared by Myk Flitcroft MCIfA of RPS on behalf of Redcar Holdings Limited.
- 1.1.2 The subject of this assessment, (hereafter referred to as ‘the Application Site’), is a plot of land at the Redcar Bulk Terminal, which is proposed for redevelopment into the Redcar Energy Centre. The Application Site is located approximately 4.5km west of Redcar town centre and occupies an area of approximately 10.1 hectares centred at National Grid Reference NZ558259 (Figure 1). The Application Site comprises predominantly open land which has been used for the storage of materials from the bulk terminal.
- 1.1.3 This assessment has been prepared with regard to Government’s National Planning Policy Framework, to identify and provide a description of the significance of heritage assets within the Application Site and the likely effects of the proposed development. This study identifies any archaeological interest on the Application Site and assesses the potential impact of development on the archaeological significance of the identified assets.
- 1.1.4 The assessment comprises an examination of evidence in the Redcar & Cleveland Historic Environment Record (HER), and online resources. Information regarding Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields and Listed Buildings was obtained from Historic England’s National Heritage List for England and the HER.
- 1.1.5 The assessment incorporates published and unpublished material and charts historic land-use through a map regression exercise. It has been prepared during the Covid19 pandemic and as such no physical site visit has been made. It is not considered that the absence of a physical site inspection has affected the robustness of conclusions reached in this report.
- 1.1.6 This assessment enables relevant parties to assess the significance of archaeological assets on the Application Site and the potential for previously undiscovered archaeological evidence, thus enabling potential impacts on the significance of any assets to be identified along with the need for design, engineering or archaeological mitigation.

2 PLANNING BACKGROUND AND DEVELOPMENT PLAN FRAMEWORK

- 2.1.1 National legislation regarding archaeology, including scheduled monuments, is contained in the Ancient Monuments and Archaeological Areas Act 1979, amended by the National Heritage Act 1983 and 2002, and updated in April 2014.
- 2.1.2 In March 2012, the government published the National Planning Policy Framework (NPPF), and it was last updated in February 2019 (Ministry for Housing, Communities and Local Government, 2019a). The NPPF is supported by the National Planning Practice Guidance (NPPG), which was published online 6 March 2014, with the guidance on Conserving and Enhancing the Historic Environment last updated 23 July 2019 (Ministry for Housing, Communities and Local Government, 2019b).
- 2.1.3 The NPPF and NPPG are additionally supported by three Good Practice Advice (GPA) documents published by Historic England: GPA 1: The Historic Environment in Local Plans; GPA 2: Managing Significance in Decision-Taking in the Historic Environment (both published March 2015). The second edition of GPA3: The Setting of Heritage Assets was published in December 2017.

2.2 National Planning Policy

- 2.2.1 Section 16 of the NPPF, entitled Conserving and Enhancing the Historic Environment, provides guidance for planning authorities, property owners, developers and others on the conservation and investigation of heritage assets. Overall, the objectives of Section 16 of the NPPF can be summarised as seeking the:
- delivery of sustainable development;
 - understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment;
 - conservation of England's heritage assets in a manner appropriate to their significance; and
 - recognition that heritage makes to our knowledge and understanding of the past.
- 2.2.2 Section 16 of the NPPF recognises that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. Paragraph 189 states that planning decisions should be based on the significance of the heritage asset and that the level of detail supplied by an applicant should be proportionate to the importance of the asset and should be no more than sufficient to review the potential impact of the proposal upon the significance of that asset.
- 2.2.3 *Heritage Assets* are defined in Annex 2 of the NPPF as: 'a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions'. They include designated heritage assets (as defined in the NPPF) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.
- 2.2.4 Annex 2 also defines *Archaeological Interest* as a heritage asset which holds or potentially could hold evidence of past human activity worthy of expert investigation at some point.
- 2.2.5 A nationally important *Designated Heritage Asset* comprises a: World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area.

- 2.2.6 *Significance* is defined as: ‘*The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting*’.
- 2.2.7 *Setting* is defined as: ‘*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*’.
- 2.2.8 In short, government policy provides a framework which:
- protects nationally important designated Heritage Assets;
 - protects the settings of such designations;
 - in appropriate circumstances seeks adequate information (from desk based assessment and field evaluation where necessary) to enable informed decisions; and
 - provides for the excavation and investigation of sites not significant enough to merit *in-situ* preservation.
- 2.2.9 The NPPG reiterates that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle, requiring a flexible and thoughtful approach. Furthermore, it highlights that neglect and decay of heritage assets is best addressed through ensuring they remain in active use that is consistent with their conservation. Importantly, the guidance states that if complete, or partial loss of a heritage asset is justified, the aim should then be to capture and record the evidence of the asset’s significance and make the interpretation publicly available. Key elements of the guidance relate to assessing harm. An important consideration should be whether the proposed works adversely affect a key element of the heritage asset’s special architectural or historic interest. Additionally, it is the degree of harm, rather than the scale of development, that is to be assessed. The level of ‘substantial harm’ is considered to be a high bar that may not arise in many cases. Essentially, whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the NPPF. Importantly, harm may arise from works to the asset or from development within its setting. Setting is defined as the surroundings in which an asset is experienced and may be more extensive than the curtilage. A thorough assessment of the impact of proposals upon setting needs to take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.
- 2.2.10 In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, by current Development Plan Policy and by other material considerations.

2.3 Local Planning Policy

- 2.3.1 The Application Site is located within the administrative boundary of Redcar and Cleveland Borough Council. Local Planning policy is provided by the Redcar & Cleveland Development Plan, consisting of the Redcar & Cleveland Local Plan (Redcar and Cleveland Borough Council, 2018) and the Tees Valley Joint Minerals and Waste Development Plan Documents (Stockton-on-Tees Borough Council, Redcar and Cleveland Borough Council, Darlington Borough Council, Middlesbrough Borough Council and Hartlepool Borough Council 2011).
- 2.3.2 The **Local Plan** was adopted in May 2018 and contains the following historic environment policies relevant to the current assessment:

Policy HE 2 Heritage Assets

Alteration, Extension or Change of Use of a Designated Heritage Asset

Development involving the alteration, extension or change of use of a designated heritage asset or construction of any structure within its curtilage will only be permitted if the proposal:

- a. preserves or enhances its significance as a heritage asset;
- b. protects existing historically significant hard and soft landscaping, including trees, hedges, walls, fences and surfaces;
- c. retains historic plot boundaries and layouts; and
- d. ensures the sensitive and viable use of the building.

Setting of a Designated Heritage Asset

Any development affecting the setting of a designated heritage asset will only be permitted if the proposal:

- e. preserves or enhances its significance as a designated heritage asset;
- f. protects its immediate setting including the space(s) around the building and the historically significant hard and soft landscaping, including trees, hedges, walls, fences and surfacing; and
- g. retains historic plot boundaries and layouts.

Substantial harm or total loss of a Designated Heritage Asset

Where a development will lead to substantial harm or total loss of a designated heritage asset, permission will not be granted unless it can be demonstrated that the harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss and that cannot be met in any other way, or all of the following apply:

- h. the nature of the designated heritage asset prevents all reasonable uses of the site;
- i. no viable use of the designated heritage asset can be found in the medium term that will enable its conversion;
- j. conservation by grant funding, or some form of charitable or public funding, is demonstrably not possible; and
- k. the harm or loss is outweighed by the benefit of bringing the site back into use.

Other harm to a Designated Heritage Asset

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, it will only be permitted where that harm is outweighed by the public benefits of the proposal, including securing its optimum viable use.

Non-designated Heritage Assets

Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments will be considered subject to the policies for designated heritage assets.

In determining applications that would result in substantial harm to, or the total loss of, a non-designated heritage asset or its setting, the applicant will be required to demonstrate that the benefits of the development would outweigh any harm or loss of the heritage asset, based on its significance.

Policy HE 3 Archaeological Sites and Monuments

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.

Note: **Policy HE 1** in the Local Plan relates to Conservation Areas and is not relevant to the current assessment report.

- 2.3.3 There are no additional policies in the **Tees Valley Minerals and Waste Development Plan Documents** specifically relating the archaeological or heritage issues.
- 2.3.4 In line with relevant planning policy and guidance, this desk-based assessment seeks to clarify the Application Site's archaeological potential and the likely significance of that potential and the need or otherwise for additional mitigation measures.

3 GEOLOGY AND TOPOGRAPHY

3.1 Geology

- 3.1.1 The British Geological Survey 1:50,000 mapping records the solid geology of the Application Site and surrounding area as mudstone of the Mercia Mudstone Group. This is overlain by sand and silt Tidal Flat deposits <http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html>.
- 3.1.2 These geological deposits have been overlain within the site and surrounding land by extensive areas of Made Ground, relating to the reclamation and industrialisation of the area around the River Tess mouth from the middle of the 19th Century onwards.

3.2 Topography

- 3.2.1 The Application Site is situated at the mouth of the River Tees, on reclaimed land on the eastern side of the river.
- 3.2.2 Historically the site formed part of an extensive area of estuarine and coastal mudflats at the mouth of the River Tees, between the river and a sand bar which partially blocked the river estuary (Coatham Sands).
- 3.2.3 However, from the mid 19th Century onwards the topography of the Application Site and surrounding area has been significantly altered through repeated land reclamation and industrial development, which has raised ground levels within the site.

3.3 Site Description

- 3.3.1 The Application Site currently comprises an area of the Redcar Bulk Terminal which was formerly used for the storage of materials. It is largely open ground.
- 3.3.2 The north and north eastern boundaries of the Application Site are formed by an earth bund approximately 2 to 3 metres high, beyond which is an area of sand dunes associated with Coatham Sands.
- 3.3.3 An access road for the Redcar Bulk Terminal (and the Application Site) runs along the south west of the site.
- 3.3.4 The Application Site is bordered to the east and south by associated infrastructure of the Teesside Steel Works. The steel works are currently redundant. The surrounding landscape to the south, east and west is also heavily dominated by industrial, distribution and storage activities.

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND WITH ASSESSMENT OF SIGNIFICANCE

4.1 Timescales used in this report

Prehistoric

Palaeolithic	900,000 -	12,000 BC
Mesolithic	12,000 -	4,000 BC
Neolithic	4,000 -	1,800 BC
Bronze Age	1,800 -	600 BC
Iron Age	600 -	AD 43

Historic

Roman	AD 43 -	410
Early Medieval	AD 410 -	1066
Medieval	AD 1066 -	1485
Post Medieval	AD 1486 -	1799
Modern	AD 1800 -	Present

4.2 Introduction

- 4.2.1 This chapter reviews the available archaeological evidence for the Application Site and the archaeological/historical background of the general area, and, in accordance with NPPF, considers the potential for any as yet to be discovered archaeological evidence on the study site.
- 4.2.2 What follows comprises a review of known archaeological assets within the Application Site and a 1km radius surrounding study area, based on information held on the Redcar and Cleveland Historic Environment Record (HER), and Historic England's National Heritage List for England (NHLE), together with a historic map review charting the development of the study area from the 19th Century onwards until the present day. Information from this study area is used to predict the Application Site's potential to contain additional archaeological assets.

4.3 Designated Heritage Assets

- 4.3.1 Data obtained from Historic England confirms that there are no Designated Heritage Assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks, Registered Battlefields, Protected Wreck Sites) within the Application Site, or within the 1km radius study area.
- 4.3.2 The closest Designated Heritage Asset is [South Gare Lighthouse](#) (NHLE 1140391), a Grade II Listed Building located on the northern tip of South Gare breakwater, around 2.2km north of Application Site. The location of this asset is shown in Figure 2.

- 4.3.3 Development within the Application Site will not affect this asset. To the minimal extent, development within the Application Site may possibly be visible within the setting of the lighthouse. It would appear against the background of the former Teesside Steel Works and form part of the distant industrial landscape. No further consideration of this asset is required within in this report.

4.4 Non-Designated Heritage Assets

- 4.4.1 The data provided by the Redcar and Cleveland HER includes one monument record within the Application Site boundary: the former line of a 19th century **tramway to Redcar Wharf** (HER ref 5636). This asset is identified from historic maps but was removed during redevelopment of the Application Site and adjacent area for the Teesside Steel Works in the 1970s.
- 4.4.2 The HER data for the surrounding search area is also heavily weighted towards sites of 19th and 20th century date, with only two artefact findspots pre-dating the mid 19th Century.
- 4.4.3 The HER data also maps an undated historic wreck: the **Bran Sands Wreck** (HER 3176). The HER mapping places this wreck site within the Application Site; however, the HER description of this asset makes it clear that the mapped location is incorrect, as it said to be '*visible at most times of the year to a height of some 0.3m*'. It is suggested that the actual location of this asset is some 650 metres north of the Application Site at NGR NZ 5563 2665 where a suitable candidate can be seen above the low water line within Bran Sands.
- 4.4.4 A gazetteer of HER records is included in Annex A. Their locations are shown on Figure 3.
- 4.4.5 The HER data is reviewed and discussed on a period-by-period basis below to provide an assessment of the study site's potential for the presence of additional (as-yet undiscovered) archaeological assets.

4.5 Review of Assets in Study Area (Potential of Application Site) - Prehistoric and Roman

- 4.5.1 The HER data includes one prehistoric find from the study area: a **Palaeolithic worked flint** (HER 6212), found on the beach in 2005. From the condition of the flint it was assumed that it had washed out of a submerged deposit and deposited on the beach.
- 4.5.2 No other archaeological sites or stray finds of Prehistoric or Roman date are recorded within the study area, and the Application Site's topographical location makes it most unlikely that archaeological remains or finds would be present.
- 4.5.3 The Application Site is considered to have negligible potential for Prehistoric and Roman period archaeological remains.

4.6 Early Medieval, Medieval and Post-Medieval

- 4.6.1 The HER data includes one Early Medieval find from the study area: a bone pin, found whilst digging for bait somewhere at South Gare prior to 2001. The pin is described as being very similar to Anglo-Scandinavian pins found at York.
- 4.6.2 As with the report of a single Prehistoric worked flint above, this isolated Early Medieval find does not in itself indicate any great potential for further significant archaeological remains. The Application Site's topographical location also makes it most unlikely that archaeological remains or finds would be present.

- 4.6.3 The Application Site is considered to have negligible potential for further Early Medieval, Medieval or Post-Medieval archaeological remains

4.7 Modern (including map regression exercise)

- 4.7.1 The Application Site is located on what were, historically, tidal estuarine mudflats at the mouth of the River Tees.
- 4.7.2 The Application Site and surrounding area has been fundamentally altered through extensive industrial development from the mid-19th Century onwards. The data provided by the HER identifies a series of features relating to the 19th century development works in the area between the River Tees and the South Gare Breakwater - the majority relating to features identified from late 19th century Ordnance Survey maps.
- 4.7.3 The Application Site lies immediately west of the **South Gare Breakwater** (HER 5663) – a 4km artificial breakwater constructed between 1861 and 1884 as part of extensive works to improve navigation into the River Tees.
- 4.7.4 The 1893 Ordnance Survey maps show the Application Site as part of the Bran Sands mudflats, located between the rear of the South Gare breakwater and the reclamation walls constructed along the eastern side of the River Tees to the west (Figure 4). The Application Site lies on tidal mudflats, just below the high-water line. The map shows a tramway (HER ref 5712) running westwards from the breakwater to Redcar Jetty on the river which crosses the southern part of the Application Site.
- 4.7.5 Subsequent editions of the Ordnance Survey maps show gradual reclamation of land around the Application Site through the 20th Century and a gradual reduction in the area of mudflats north and south of the Application Site (1923 map shown in Figure 5).
- 4.7.6 The HER additionally records a series of pillboxes or other defence structures dating to the Second World War on Coatham Sands and on the South Gare Breakwater to the north east and north of the Application Site (shown on Figure 3).
- 4.7.7 By the late 1960s the Application Site is shown as reclaimed open land just above the mean high-water line, containing a couple of tramway sidings (Figure 6). The larger scale 1967 1:2500 mapping of the northern half of the Application Site labels the area as ‘*spoil heap*’.
- 4.7.8 The subsequent OS map, published at the start of the 1980s (Figure 7), shows the Application Site as open ground, but the earlier tramway and sidings have been removed, and the extensive Teesside Works constructed on reclaimed ground to the east and south of the site. Later maps and Google Earth images (Figure 8 and 9) show the Application Site continuing as open space, although with large mounds of bulk material - presumably relating to the adjacent Teesside Works and Redcar Bulk Terminal. These mounds have been cleared on the most recent images.
- 4.7.9 The Application Site is considered to have no potential for significant archaeological features of Modern date.

4.8 Assessment of Significance (Non-Designated Assets)

- 4.8.1 Existing national policy guidance for archaeology (the NPPF as referenced in section 2) enshrines the concept of the ‘significance’ of heritage assets. Significance as defined in the NPPF centres on the value of an archaeological or historic asset for its ‘heritage interest’ to this or future generations
- 4.8.2 As identified by the desk-based review above, the Application Site is assessed as having a negligible potential for the presence of significant archaeological remains of any date.

- 4.8.3 The Application Site is shown to have been crossed by a 19th century tramway (HER 5712), which formed a minor element of the local industrial landscape from the late 19th Century until the 1960s. However, following further land reclamation work and redevelopment of the Application Site and adjacent land in the 1970s, any archaeological evidence for this locally important feature has been removed.

5 THE PROPOSED DEVELOPMENT AND REVIEW OF POTENTIAL DEVELOPMENT IMPACTS ON ARCHAEOLOGICAL ASSETS

5.1 Proposed Development

- 5.1.1 The proposed Redcar Energy Centre (REC) will include a Materials Recovery Facility incorporating a Built Storage Facility; an Energy Recovery Facility; and an Incinerator Bottom Ash recycling facility.
- 5.1.2 The REC would be capable of generating up to 49.9 MegaWatts of electricity (MWe) from up to 450,000 tonnes per annum of mixed residual Municipal Solid Waste, Commercial and Industrial waste and/or Refuse Derived Fuel.

5.2 Review of Potential Development Impacts on Designated Archaeological Assets

- 5.2.1 The proposed development would have no impact on any Designated Heritage Asset.

5.3 Review of Potential Development Impacts on Non-Designated Assets

- 5.3.1 The proposed development would have no impact on any currently recorded Non-Designated Heritage Asset.
- 5.3.2 The desk-based assessment above has established that the Application Site has a negligible potential to contain other, as-yet undiscovered, heritage assets.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 This archaeological desk-based assessment has considered a 10.1 hectare site at Redcar Bulk Terminal, which is proposed for redevelopment as Redcar Energy Centre. The Application Site comprises predominantly open land which has been used for the storage of materials from the bulk terminal.
- 6.1.2 The archaeological potential of the Application Site and the significance of heritage assets within the site has been assessed through desk-based review of existing archaeological information for the site and surrounding area, and review of historic maps
- 6.1.3 There are no designated heritage assets within the Application Site. The proposed development of the Application Site will not affect any designated heritage assets in the surrounding area
- 6.1.4 The HER records the line of a former 19th century tramway crossing the Application Site. However, following further land reclamation work and redevelopment of the Application Site and adjacent land in the 1970s, any archaeological evidence for this locally important feature has been removed.
- 6.1.5 This assessment has also considered the potential for other, as-yet undiscovered, archaeological assets within the Application Site. Based on the HER data for the surrounding study area, and its historic topographical location on tidal mudflats at the mouth of the River Tees, the Application Site is considered to have negligible potential for additional archaeological assets.
- 6.1.6 Ground levels within the Application Site and surrounding area have also been raised through land reclamation and industrial development throughout the 20th century, and most particularly for development of the Teesside Works in the 1970s.
- 6.1.7 The proposed development would not affect any heritage assets.
- 6.1.8 No further archaeological measures are considered necessary as part of the proposed development.

References

General

Redcar & Cleveland Historic Environment Record

The National Archive

Internet

British Geological Survey – <http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html>

British History Online – <http://www.british-history.ac.uk/>

Historic England: The National Heritage List for England – <http://www.historicengland.org.uk/listing/the-list/>

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Historic England, 2017. Historic Environment Good Practice Advice in Planning: 3 The Setting of Heritage Assets December 2017 unpublished document

Ministry for Housing, Communities and Local Government (2019a) National Planning Policy Framework.

Ministry of Housing, Communities and Local Government (2019b) National Planning Policy Guidance (<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>).

Redcar and Cleveland Borough Council (2018) Local Plan

Stockton-on-Tees Borough Council, Redcar and Cleveland Borough Council, Darlington Borough Council, Middlesbrough Borough Council and Hartlepool Borough Council, 2011. Tees Valley Joint Minerals and Waste Development Plan Documents

Cartographic

1815	New Correct Chart of the River Entrance of the River Tees and Creek of Hartlepool (<i>North Yorkshire County Record Office – accessed online 11.05.20</i>)
1893	Ordnance Survey County Series 6" (1:10,560)
1894	Ordnance Survey County Series 25" (1:2500)
1913-14	Ordnance Survey County Series 6"
1915	Ordnance Survey County Series 25"
1923-27	Ordnance Survey County Series 6"
1929	Ordnance Survey County Series 1:2500
1952-55	Ordnance Survey Provisional 1:10,560
1952	Ordnance Survey National Grid 1:2500

1967	Ordnance Survey National Grid 1:2500
1969	Ordnance Survey Provisional 1:10,560
1980	Ordnance Survey National Grid 1:10,000
1980-81	Ordnance Survey National Grid 1:1,250
1991	Ordnance Survey National Grid 1:2500
1993	Ordnance Survey National Grid 1:2500
2001	Ordnance Survey National Grid 1:10,000
2003	Ordnance Survey Landline 1:2500
2010	Ordnance Survey National Grid 1:10,000

Figure 1: Site Location

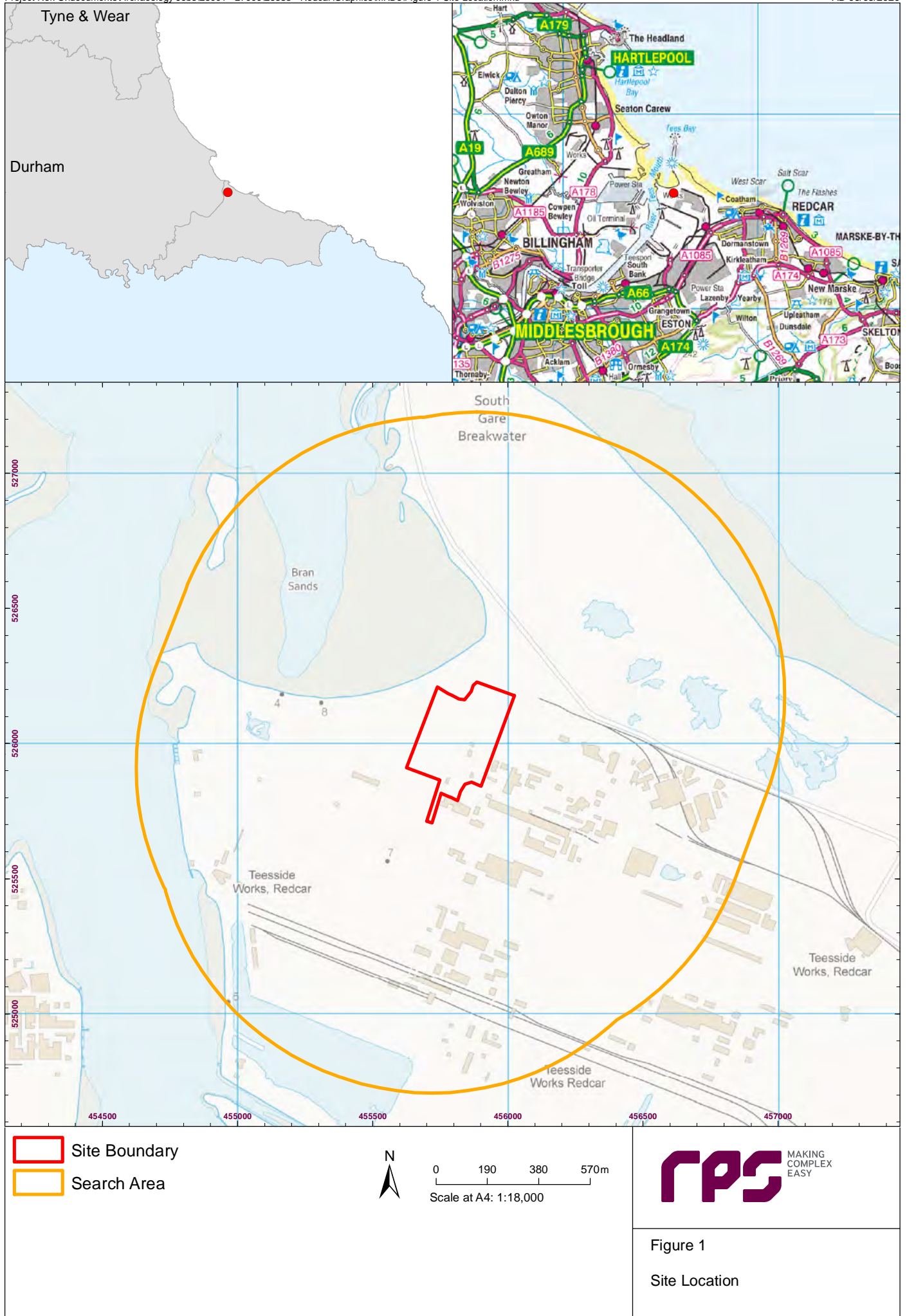


Figure 1
Site Location

Figure 2: Designated Heritage Assets



Site Boundary

Search Area

Listed Buildings

Grade

- I
- II*
- II

N

0 180 360m

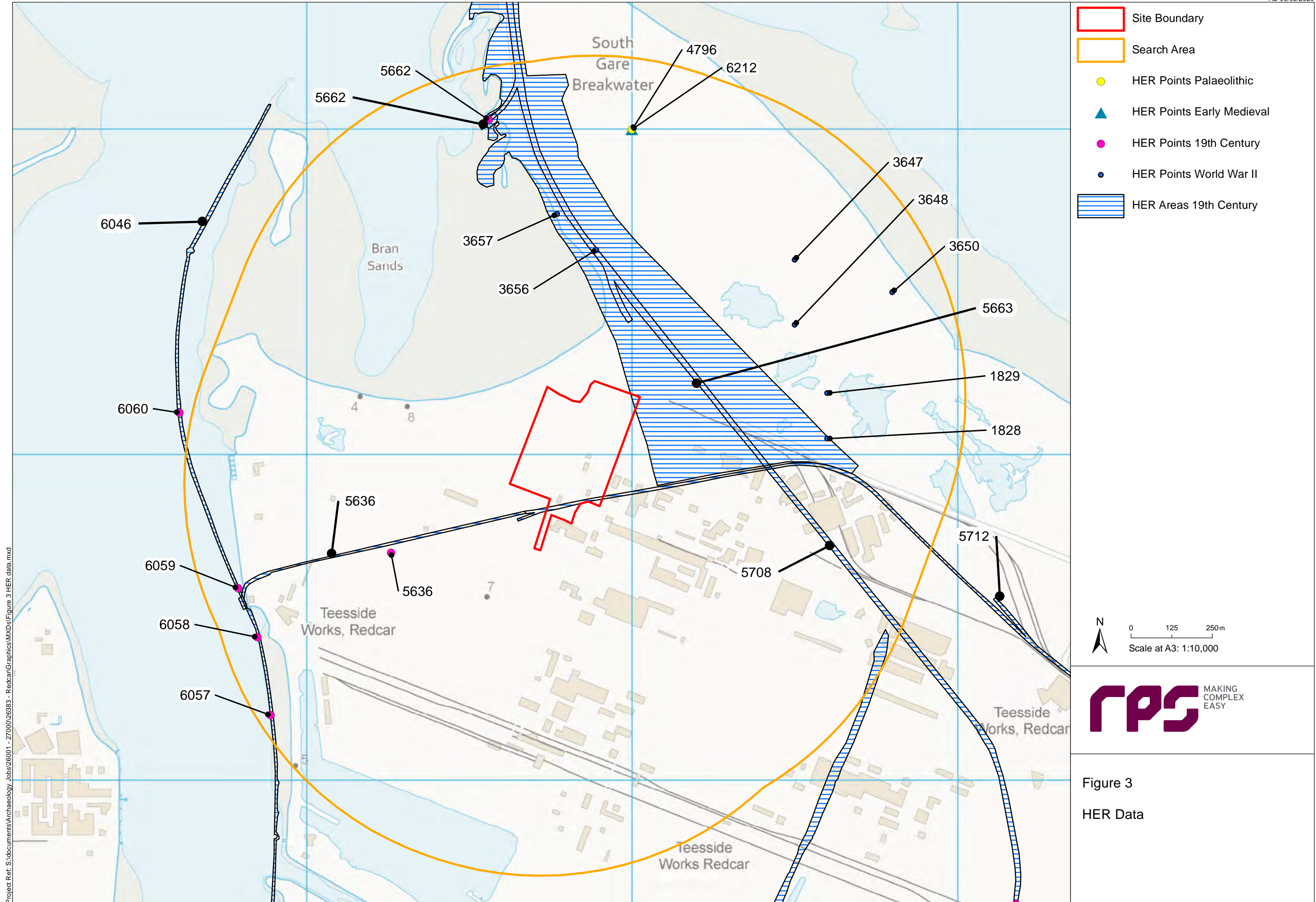
Scale at A3: 1:14,000



Figure 2
Designated Heritage Assets

Project Ref: S:\documents\Archaeology_Jobs\26001 - 27000\26383 - Redcar\Graphics\MXD\Figure 2 Des Ass.mxd

Figure 3: HER Data

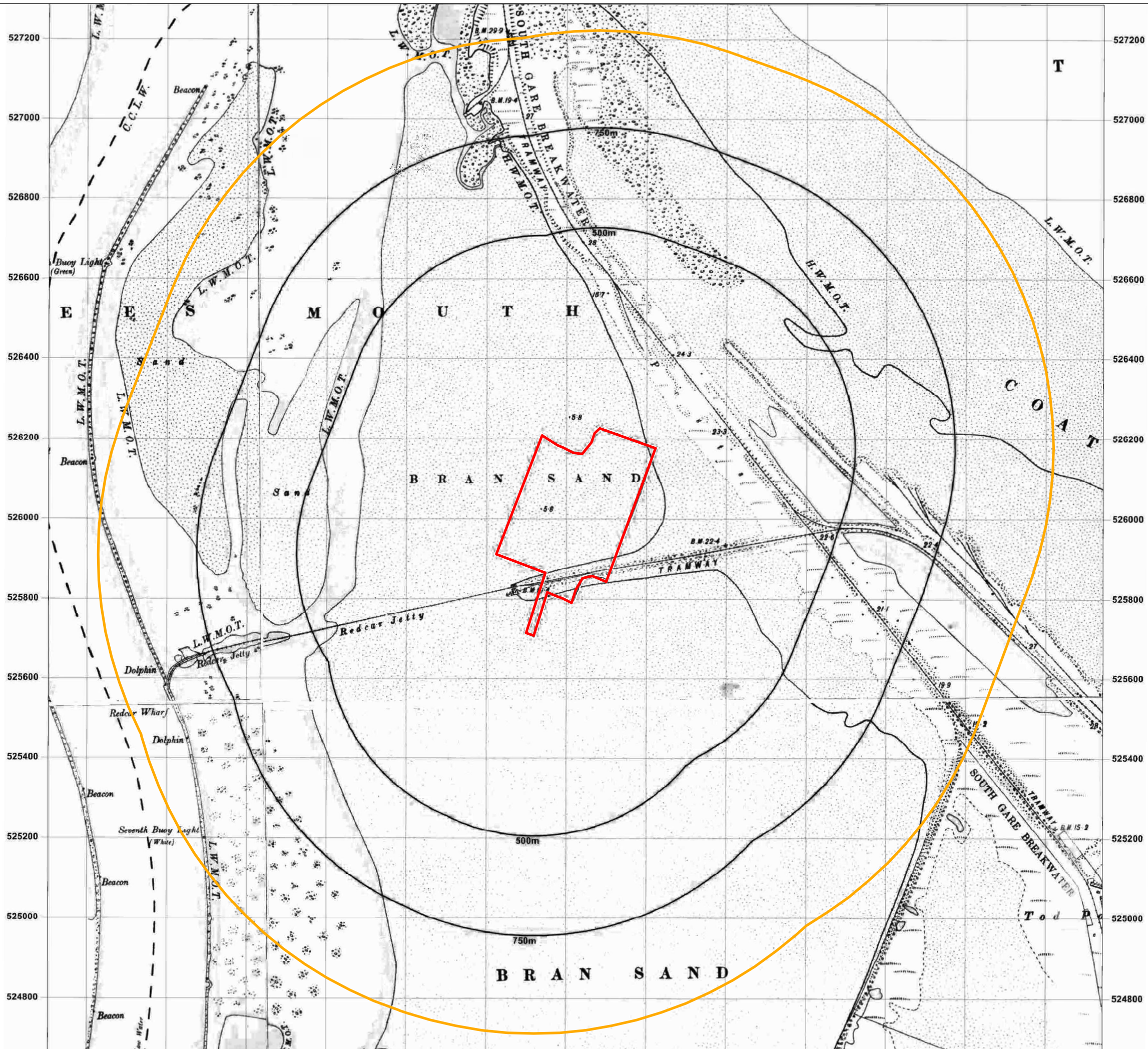


Project Ref: S:\documents\Archaeology_Jobs\26001 - 27000\26383 - Redcar\Graphics\MXD\Figure 3 HER data.mxd



Figure 3
HER Data

Figure 4: Ordnance Survey Map 1893



Site Boundary
 Search Area

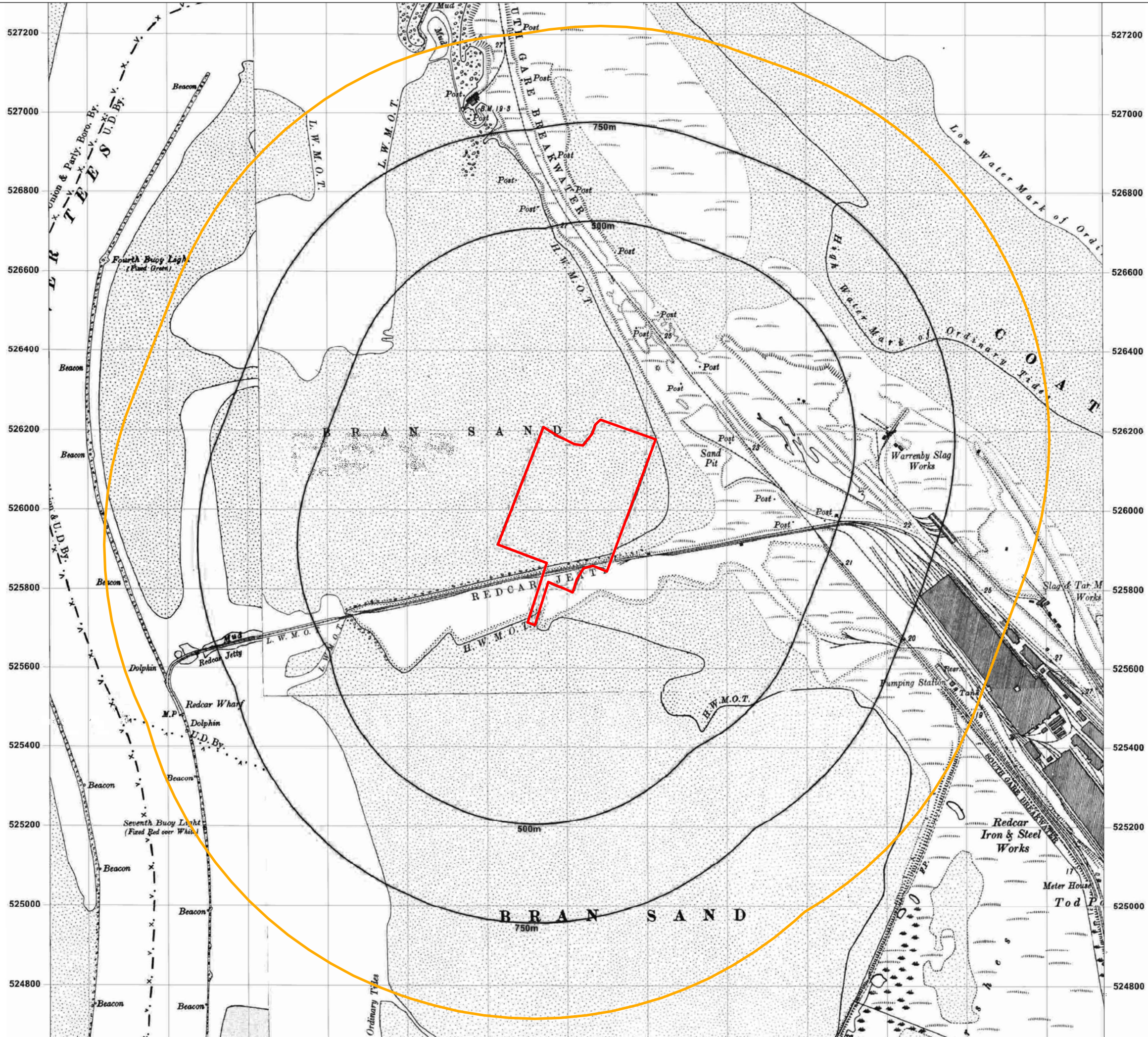
N
 0 120 240m
 Scale at A3: 1:9,500



Figure 4
Ordnance Survey Map 1893

Project Ref: S:\documents\Archaeology_Jobs\26001 - 27000\26383 - Redcar\Graphics\MXD\Figure 4 Historic Mapping.mxd

Figure 5: Ordnance Survey Map 1923-1927



Site Boundary
 Search Area

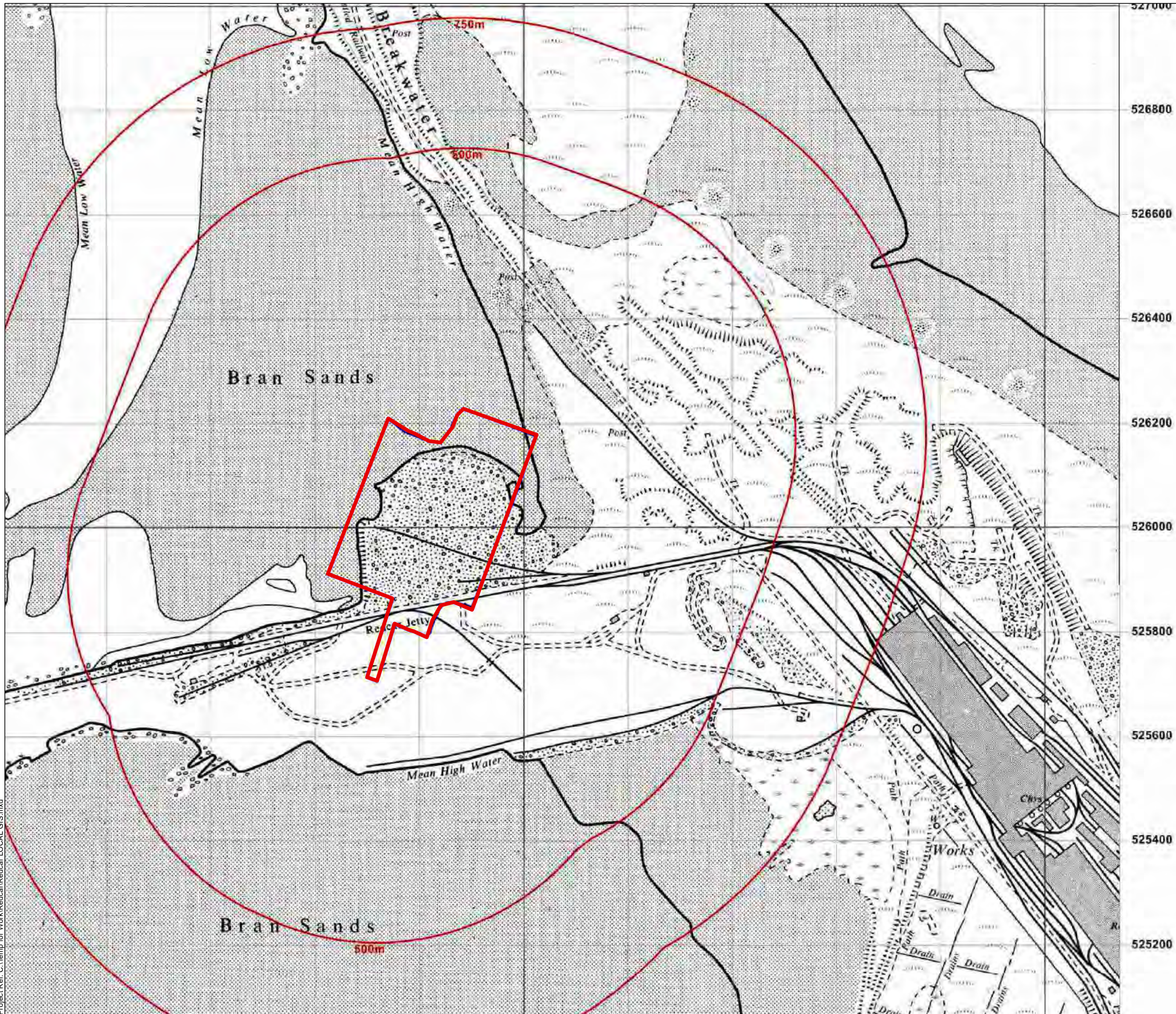
N
 0 120 240m
 Scale at A3: 1:9,500



Figure 5
 Ordnance Survey Map 1923-1927

Project Ref: S:\documents\Archaeology_Jobs\26001 - 27000\26383 - Redcar\Graphics\MXD\Figure 4 Historic Mapping.mxd

Figure 6: Ordnance Survey Map 1969



Site Boundary

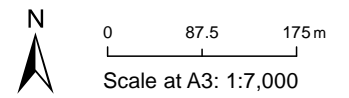
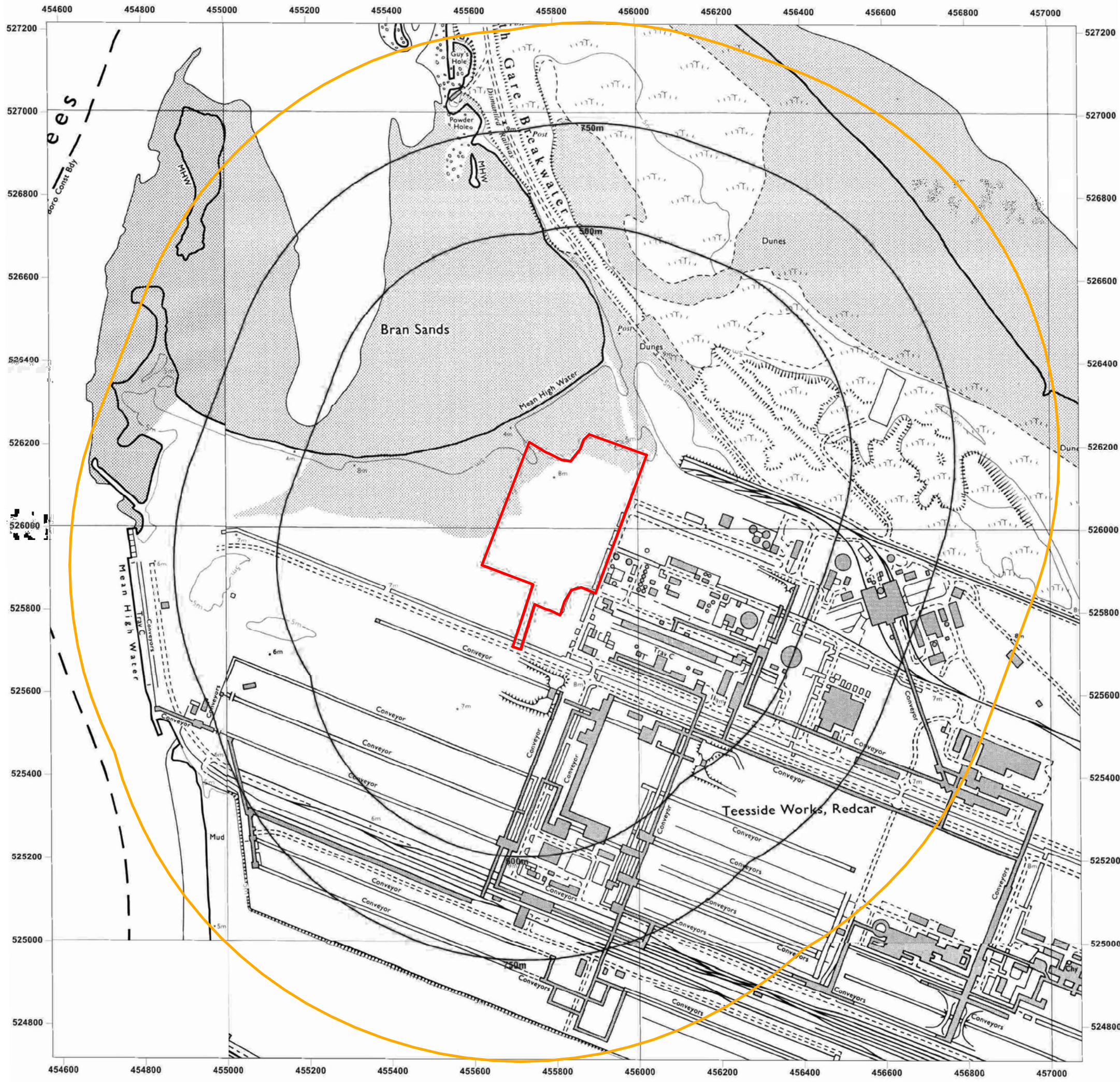


Figure 6
Ordnance Survey Map, 1969

Figure 7: Ordnance Survey Map 1980-1983



Site Boundary
 Search Area

N
 0 120 240m
 Scale at A3: 1:9,500



Figure 7
Ordnance Survey Map 1980-1983

Figure 8: Google Earth 2000



Site Boundary
 Search Area

N
 0 37.5 75m
 Scale at A3: 1:3,000



Figure 8
Google Earth 2000

Figure 9: Google Earth 2017



Site Boundary
 Search Area

N
 0 37.5 75m
 Scale at A3: 1:3,000



Figure 9
Google Earth 2017

Annex A

Gazetteer of HER Information

HER No.	Description	Location		Date
	Monuments			
1828	Coatham Sands Pillbox Rectangular pill box with extensions at either end.	456600	526050	WORLD WAR II
1829	Coatham Sands Pillbox 3m Square Pill Box. Constructed in Brick and Concrete. in a poor state of repair. A large entry point on the western side appears to be a modern addition.	456600	526190	WORLD WAR II
3647	South Gare Pillbox WWII Pillbox. Now broken up with some visible concrete detritus on surface.	456500	526600	WORLD WAR II
3648	South Gare Pillbox The structure is now buried in sand up to its embrasures. An outlying brick structure cut into a dune may be a related feature.	456500	526400	WORLD WAR II
3650	South Gare Pillbox WWII Pillbox.	456800	526500	WORLD WAR II
3656	South Gare Pillbox (site of) Shown on 1940s aerial photos but not now extant. Site was alongside the road along the South Gare Breakwater.	455890	526630	WORLD WAR II
3657	South Gare Pillbox WWII Pillbox which has now slumped down the banking and lies at a steep angle with the leading edge on the tidal sand flats.	455770	526740	WORLD WAR II
4796	Findspot of Bone Pin: South Gare A bone pin was reported to Tees Archaeology in January 2001 by Mr. Booth. The pin had been found whilst digging for bait at South Gare several years earlier. Exact details of the findspot were not provided. The pin has a number of close parallels with Anglo-Scandinavian material from York and the continent	456000	527000	EARLY MEDIEVAL

5636	<p>Redcar Wharf and associated Tramway Jetty into River Tees. Partly founded on slag banks, and with an associated Tramway from the Redcar Iron Works. The Jetty has a 'hooked' end, terminating in a short length of wharf. This structure is still in use, alternatively known as Redcar Jetty or Redcar Wharf.</p>	455260	525700	19TH CENTURY
5602	<p>Training wall at the High Water Mark beginning at Normanby Jetty and extending eastwards as far as the South Gare. Identified from 1895 OS maps. This area is now heavily developed.</p>	456000	523000	19TH CENTURY
5662	<p>Wharf and range of buildings Range of buildings and a Magazine associated with the South Gare military installations. Identified from 1895 OS maps The wharf is shown but not named.</p>	455560	527030	19TH CENTURY
5663	<p>Breakwater & tramways Breakwater to full length, with associated tramways for dumping slag. Identified from 1895 OS maps Modern: Shown and named.</p>	455550	527500	19TH CENTURY
5708	<p>Spur of NER Saltburn & Darlington Branch railway spur of NER Saltburn & Darlington Branch leading out along the South Gare Breakwater. Identified from 1895 OS maps Now built over as part of the Corus Steelworks.</p>	457180	524620	19TH CENTURY
5712	<p>Tramway spurs multiple short spurs feeding a single Tramway from Redcar Iron Works to Redcar Jetty. Identified from 1895 OS maps. Now part of the Corus Steelworks.</p>	457570	524690	19TH CENTURY
6046	<p>Reclamation walls un-named reclamation walls running from Eston Wharf Mooring Stage to the South Gare Breakwater. Identified from 1895 OS maps. Not named on modern mapping.</p>	453140	522280	19TH CENTURY

6057	(Navigation Light on River Tees) Identified from 1895 OS maps. Not shown on modern mapping.	454890	525200	19TH CENTURY
6058	Mooring post on River Tees, south of Redcar Wharf. Identified from 1895 OS maps. Not shown on modern mapping.	454850	525440	19TH CENTURY
6059	Mooring Post on River Tees, north of Redcar Wharf. Identified from 1895 OS maps. Not shown on modern mapping.	454790	525590	19TH CENTURY
6060	Navigation Light on River Tees Identified from 1895 OS maps. Not shown on modern mapping.	454610	526130	19TH CENTURY
6212	Find of Worked Flint Find of bifacially worked flint reported to Tees Archaeology in 2005. Variations in the patina suggest that the artefact has broken on two occasions in antiquity. It is presumed that the item has washed out of a submerged deposit and has been deposited on the beach.	456000	527000	PALAEOLITHIC
3176	Bran Sands Wreck The remains of a wooden vessel visible at most times of the year to a height of some 0.3m. From the outline of the visible frames the bow section seems to be relatively intact, as does the stern portion of the port side. The starboard side of the vessel appears to have been crushed inwards though still holding its shape. The wreck was surveyed by the NAS in May 1996	455881 More likely 455630	525956 526650	?