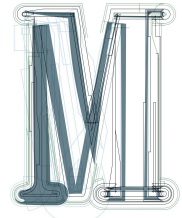


m b Heritage

Green Lithium Refining Limited  
Proposed Lithium Hydroxide  
Refining Facility

PD Teesport  
Kinkerdale Road  
South Teeside TS6 6TX

Heritage Statement



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## Heritage Statement

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## 1.0 INTRODUCTION

1.01 This Statement, prepared on behalf of Green Lithium Refining Limited, sets out an assessment of the potential impacts upon the historic environment predicted to arise from the redevelopment of land at PD Teesport, Kinkerdale Road, South Teeside, TS6 6TX (site centre NGR: NZ55582 23455). The development comprises the erection of a new low carbon lithium hydroxide refining facility and associated infrastructure. The Statement considers the nature and extent of potential impact upon built heritage assets and assesses the archaeological potential of the site. It has regard to relevant assessment guidance produced by Historic England and that contained within the National Planning Policy Framework (2021).

1.02 The site extent is shown at Figure 1.

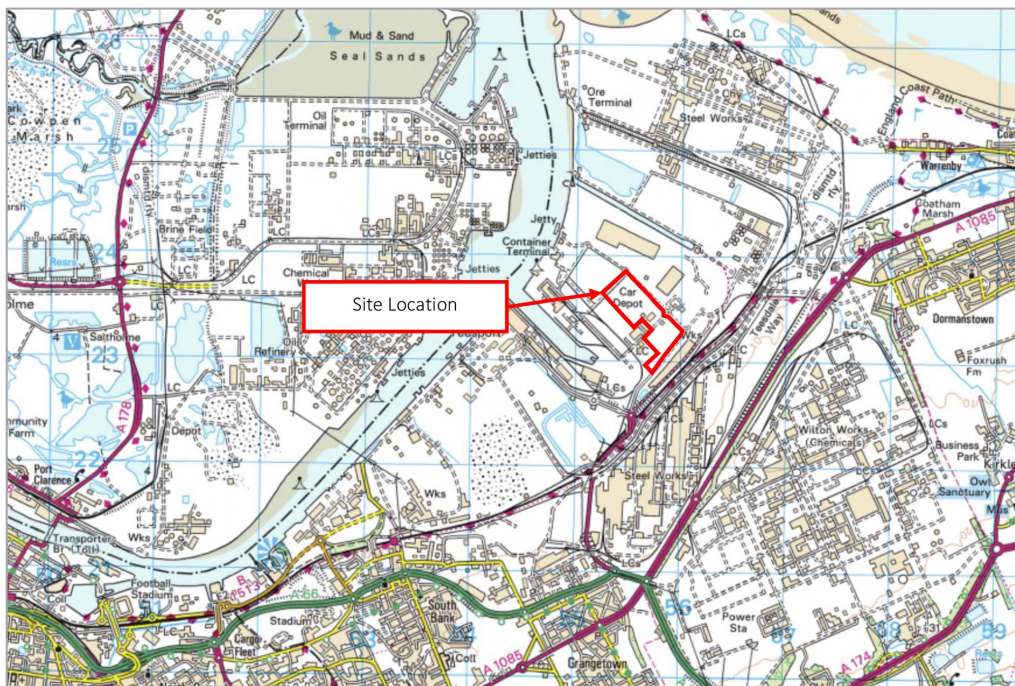


Figure 1: Site Extent

1.02 The site extends to around 64 acres and is located within the PD Ports complex around 6km to the north east of Middlesbrough and 4km west of Redcar. The site was reclaimed from marshland during the 1950s and 1960s and historically formed the site of an oil refinery with rail lines to the south and which operated until the late 1980s after which the site was cleared. It is currently use for the storage of containers and motor vehicles within the north section of

the site with ground laid to hard-standing. The southern section to the south/south-east of Kinkerdale Road is largely vacant scrubland, formerly overlaid by rail tracks, with some hard-surfaced areas of vehicle parking accessed from the road. Surrounding land uses relate to the operation of the Port and include warehousing, container and vehicle storage facilities.

- 1.03 The site contains no designated or non-designated built heritage assets. The Statement considers the archaeological potential of the site and, where appropriate, makes recommendations made for further evaluation.
- 1.04 The Statement follows Framework and good practice guidance in assessing the heritage significance of those identified designated and non-designated assets potentially affected by the proposed development and the contribution made by their setting. The report is structured as follows:

#### **Section 2 - Policy Context and Methodology**

Summarises the principal policy guidance and the approach taken to the identification of heritage assets, baseline data sources and assessment criteria used.

#### **Section 3 – Baseline Assessment**

Summarises data sources consulted and the historical context of the site. Identifies the heritage assets, both designated and non-designated potentially affected by the proposals.

#### **Section 4 - Assessment of Development Proposals**

Provides an assessment of the heritage significance of those identified built heritage assets and their setting potentially affected and considers development impacts upon the significance having regard to national and local planning policy. Considers the archaeological potential of the site and makes recommendations regarding the requirement for further field evaluation.

- 1.05 The assessment is based primarily on published and archival information and this is referenced as appropriate within the report. A site walkover was undertaken in March 2023.

## 2.0 POLICY AND ASSESSMENT GUIDANCE

### Statutory Context

- 2.01 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out a general duty for local planning authorities, in the exercise of planning functions in relation to listed buildings. It states that:

*“In considering whether to grant planning permission 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.”*

- 2.02 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out a general duty as respects conservation areas in the exercise of planning functions, indicating 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.”*

### National Planning Policy Framework 2021

- 2.03 The protection and enhancement of the built historic environment is an over-arching environmental objective within the National Planning Policy Framework 2021 (paragraph 8). It indicates that ‘great weight’ should be given to the conservation of designated heritage assets (paragraph 199), conservation being defined as *“the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance”* (Annex 2: Glossary).

- 2.04 Significance, for heritage policy, is defined in the Framework (Annex 2: Glossary) 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.”*

2.05 In undertaking any heritage assessment, the aim should be to demonstrate understanding of the nature of significance and the particular interest which contributes to that significance, the extent of the building fabric that holds this interest and its comparative level of importance. Historic England Advice Note 12, Statements of Historic Significance, Analysing Significance in Heritage Assets, 2019 (HEAN12), indicates that heritage assessments of significance should provide an impartial analysis of significance and the contribution of setting:

*“A Statement of Heritage Significance is not an advocacy document, seeking to justify a scheme which has already been designed; it is more an objective analysis of significance, an opportunity to describe what matters and why, in terms of heritage significance.”*

2.06 HEAN12 advocates a stage approach to decision-taking in applications affecting heritage assets:

1. Understand the form, materials and history of the affected heritage asset(s).
2. Understand the significance of the asset(s).
3. Understand the impact of the proposal on that significance.
4. Avoid, minimise and mitigate negative impacts in a way that meets the objectives of the National Planning Policy Framework.
5. Look for opportunities to better reveal or enhance significance.

2.07 Further guidance on the assessment process is provided in Historic England Good Practice Advice in Planning 2, Managing Significance in Decision-Taking in the Historic Environment, 2015 (GPAP2). This notes that if there is apparent conflict between the proposed development and the conservation of a heritage asset consideration may need to be given alternative means of delivering the development which leads to a more sustainable result which reduces potential harm to significance. This process, reflected in HEAN12 advice, should be undertaken before weighing the public benefits of a proposal against any harm.

2.08 Paragraph 197 of the Framework indicates that, in determining applications, local planning authorities should take account of:

- a) *The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) *The desirability of new development making a positive contribution to local character and distinctiveness.*

2.09 The Framework advises that “great weight” should be given to the conservation of heritage assets irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance (Paragraph 199).

2.10 In considering the extent of harm, Paragraph 200 of the Framework states that any harm to, or loss of, the significance of a designated heritage asset should require ‘clear and convincing justification’. Paragraph 201 indicates that, where it is concluded that an application will lead to substantial harm to, or total loss of, significance to a designated heritage asset (particularly those of higher significance), authorities should refuse consent unless it can be demonstrated that:

*“The substantial harm or loss is necessary in order to achieve substantial public benefits that outweigh that harm or loss.”*

2.11 Where less than substantial harm is identified to the significance of a designated heritage asset the Framework advises, at paragraph 202, that authorities should weigh the public benefits of the proposal against the harm identified.

2.12 Public benefits include heritage benefits and the NPPG provides the following examples:

- *“Sustaining or enhancing the significance of a heritage asset and the contribution of its setting.*
- *Reducing or removing risks to a heritage asset*
- *Securing the optimum viable use of a heritage asset in support of its long-term conservation.”*



2.13 Paragraph 206 of the Framework advises that local planning authorities should look for opportunities for new development, within conservation areas and within the setting of heritage assets, to enhance or better reveal their significance. Paragraph 207 notes that not all elements of a conservation area will contribute to its significance.

2.14 In any assessment it is also important to have regard to the contribution made to the significance of a heritage asset by its setting and, conversely, the contribution it may make to the significance of other assets. As regards setting this is defined by the Framework 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.”*

2.15 Historic England has published guidance in respect of the setting of heritage assets (Historic Environment Good Practice Advice in Planning, Note 3 (Second Edition), The Setting of Heritage Assets, 2017). It indicates, at paragraph 9, that:

*“Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.”*

2.16 The advice note sets out a staged approach to proportionate decision-taking and recommends a broad approach to assessment, undertaken as a series of steps that may be applied proportionately to complex and more straightforward cases (paragraph 19).



## 3.0 BASELINE ASSESSMENT

3.01 In order to understand the nature of the historic environment in the vicinity of the site and to identify those heritage assets likely to be impacted by the development proposals a baseline assessment study has been undertaken which identifies, where relevant:

- Designated heritage assets, including buildings statutorily listed as being of special architectural or historic interest, conservation areas and scheduled monuments.
- Non-designated heritage assets, including buildings or structures of local interest
- The elements, both built and within the human-made landscape, which contribute to the significance and setting of the identified heritage assets

3.02 To inform the baseline the following information sources have been reviewed:

- The National Heritage List for England (NHLE)
- The Redcar and Cleveland Historic Environment Record (RCHER)
- The Historic England Research Record
- The Historic England Archive
- The National Monument Record Excavation Index
- Historic maps of the site and surrounding area

### **Heritage Assets**

3.03 In order to inform the baseline assessment current historic environment records falling within 1km of the site have been reviewed. This study area is considered appropriate having regard to the context of the site and nature of the development proposals.

3.04 The National Heritage List for England (NHLE) holds no records falling within the study area or in proximity to it. No area-based designations, such as conservation areas, relate to the site or its setting.

3.05 The Historic England Research Record holds one record falling within the study area. This relates to a Second World War bombing decoy site at Brans Sands (NGR: NZ55900 23600) which was designed to deflect bombing away from ironworks in Middlesbrough. By the mid-

1970s the site had been developed for industrial use and no features of the decoy survive (UID. 1467977).

### Archaeological Background and Historic Mapping

3.05 Where relevant citation is given to the HER reference for the particular feature, site or archaeological intervention. A gazetteer of LHER records is included at Appendix 2.

### Archaeological Sites, Buildings and Features

3.06 No archaeological features are recorded on the RCHER within the site or 1 km study area. The RCHER records 1 archaeological event and 7 monuments within the study area the locations of which are shown at Figure 2.

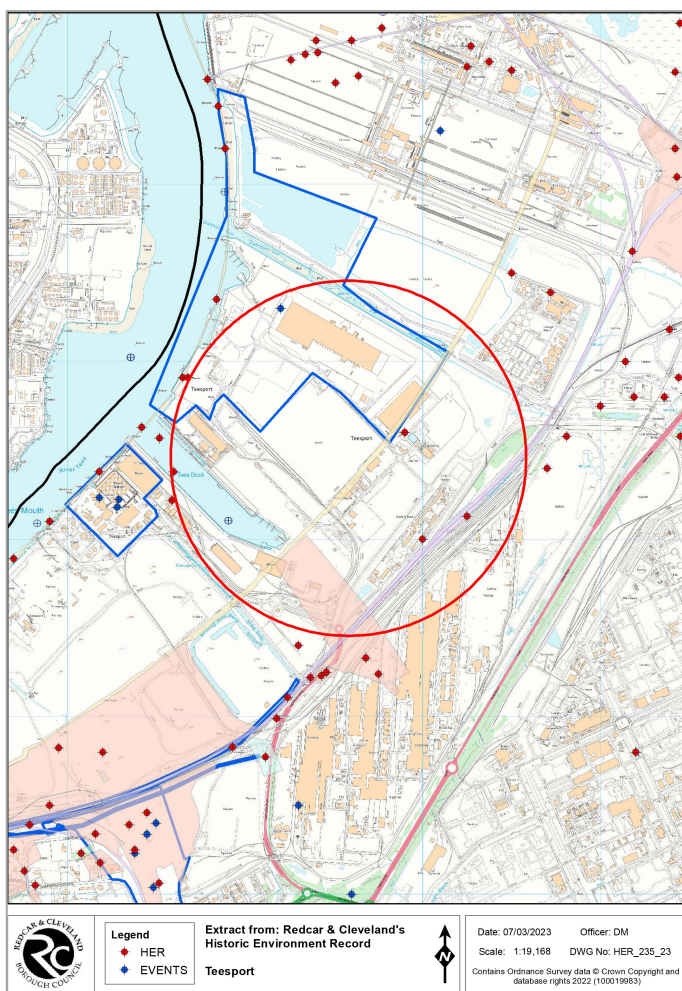


Figure 2: Location of RCHER site point data.

### Previous Archaeological Investigations

- 3.07 An archaeological desk-based survey was carried out in 2005 as part of an Environmental Impact Assessment for a new deep-water container facility within the Northern Gateway to the north-west of the site (NGR: NZ455200 524300). This provided a summary of available HER information, cartographic sources and geo-technical information although provided no new archaeological information for the reclaimed area of land comprising the development site (**HER311**) (*Fouracre, L. 2005. A cultural desk-based assessment of Northern Gateway, Teesside. November 2005. AOC Archaeology Group*).
- 3.08 The National Monument Record Excavation Index records an Environmental Impact Assessment undertaken in 2008 in respect of the Tees Renewable Energy Plant to the south-west of the site (NGR: 55500 23200). The Assessment, in respect to cultural heritage, concluded that no statutorily protected archaeological or heritage site would be affected by the development. The potential for palaeo-environmental remains or remains from all archaeological eras was assessed as low with the exception of the modern era for which potential was high although modern remains are of negligible importance. The Assessment did not recommend further evaluation by trial trenching (Archaeological Data Service citation <https://archaeologydataservice.ac.uk/archsearch/record?titleId=1897452>).

### Geology

- 3.09 The site is underlain by superficial geology of Tidal Flat Deposits – Sand, Silt and Clay, described as (BGS):

*Tidal flat deposits, including mud flat and sand flat deposits, are deposited on extensive nearly horizontal marshy land in the intertidal zone that is alternately covered and uncovered by the rise and fall of the tide. They consist of unconsolidated sediment, mainly mud and/or sand. They may form the top surface of a deltaic deposit. Normally a consolidated soft silty clay, with layers of sand, gravel and peat. Characteristically low relief.*

- 3.10 Bedrock comprises the Mercia Mudstone Group – Mudstone, described as (BGS):

*Dominantly red, less commonly green-grey, mudstones and subordinate siltstones with thick halite-bearing units in some basinal areas. Thin beds of gypsum/anhydrite widespread; sandstones are also present.*

### **Archaeological and Historical Background**

#### Prehistoric (450,000BC – 7000BC)

- 3.11 No known prehistoric sites or finds fall within the study area or within the wider locality of the southern section of the Tees Estuary.
- 3.12 Extensive archaeological evidence has been recorded in peat deposits around Hartlepool Bay to the north exposed by tidal erosion and the ‘Hartlepool Submerged Forest’ was designated as a Site of Special Scientific Interest in 1988. A number of artefacts have been recovered from the submerged forest including Mesolithic flints including a pick and several oval scrapers. Neolithic and Bronze Age artefacts have also been found.
- 3.13 The work in the Hartlepool Bay has evidenced sea level and palaeo-environmental change during the Mesolithic, Neolithic and Bronze Age periods along with evidence of land clearance and cultivation evidenced in the pollen record. It is also noted that during the Mesolithic and Neolithic period the area was transformed from terrestrial land to an intertidal zone.
- 3.14 To the south-east, around 5km from the site, evidence of woodland clearance and the formation of farmsteads and field systems around Eston Hills have been dated to the Bronze Age period. A number of round barrows are also recorded and population growth and the expansion of cultivated land continued during the late Bronze Age and early Iron Age period.
- 3.15 Recorded to the north of the site is the find of a Neolithic stone axe head (**27759**) which was found during dredging.

#### Iron Age and Roman (700BC – AD410)

- 3.16 No known Iron Age or Roman sites or finds fall within the study area or within the wider locality of the southern section of the Tees Estuary. An Iron Age settlement has been recorded

at Eston Nab to the south and a farmstead recorded at Foxrush Farm on marshland bounding the Tees Estuary and around 4km to the east of the site.

- 3.17 Heaviesides writing in 1905 states that the earliest reference to the Tees was in AD 343 which refers to an ‘...irruption of the Picts and Scots was repulsed by the Emperor Constants (AOC, 2005).

#### Early Medieval and Medieval (AD410 – AD1485)

- 3.18 It is likely that the estuary and bounding land was in use during the period, however, evidence for this is lacking other than a the find of an early medieval spearhead found to the northeast of the site (**HER239**) at a slag tip in the 1930s. This comprised a leaf shaped blade and closed socket.
- 3.19 The Domesday record of 1066 does not identify Middlesbrough and land fell within the Manor of Acklam. Population centres during the period were likely focused around the settlements of Ormesby, Lackenby, West and East Coatham and Kirkleatham. Much of the manor was in the ownership of Guisborough Priory which is recorded as owning fisheries in the Tees Estuary during the medieval period. Coatham, now within Redcar, was an important port village during the 12 and 13<sup>th</sup> centuries (Victorian County History).
- 3.20 Documentary accounts dating to the 13<sup>th</sup> century refer to Teesside. Accounts refer to a crossing on the trade route between Durham and York. In addition, there are a number of references to the salt industry which was of economic importance to the area. Recorded to the east of the site are a number of salt mounds near to the A1085 (**HER3750 – 3749**). This industry is referenced in various 15<sup>th</sup> and 16<sup>th</sup> century documents including that written in 1650 which suggests that the salt pans were in some places washed away by the tide. The mounds are no longer evident; however, they are depicted on the 1<sup>st</sup> edition Ordnance survey map.
- 3.21 Two possible moated sites (**HER27784**) were recorded to the north of the salt mound, although these are now reported to have been destroyed.

### Post Medieval and Modern (AD1486 – Present)

- 3.22 Documentary evidence suggests that from 1666 the Turners of Kirkleatham held the rights to all anchorage and groundage dues from shipping between Redcar and Cargo Fleet. Around this time the site will have fallen within the Tees channel which was intertidal in nature. Dobson's map of 1762 demonstrates that the area was infilled with mud and sand.
- 3.23 By the early 18<sup>th</sup> century reclamation of the area began with the construction of embankments to prevent high tides from overflowing on to west Coatham Marsh. These embankments were made by Lowthers of Wilton in 1723 and are depicted on Mowbray's plan of 1779. This shows the wind pump and sluices that were in place to drain the marsh.
- 3.24 From the 19<sup>th</sup> century land to south of the Tees Estuary began to be made available through reclamation of predominantly industrial uses. The construction of the Stockton and Darlington Railway (S&DR) link to Middlesbrough in 1828 stimulated to growth of the settlement which rose from around 25 inhabitants in the early 19<sup>th</sup> century to over 5,000 by 1841. Various iron working concerns were established to the south-west of the site during the 1840s including the Eston Iron Works (**HER5629**), Lackenby Iron Works (**HER5659**), South Bank Iron Works (**HER5625**) and the Clay Lane Iron Works (**HER5619**). Associated workers housing and rail infrastructure also developed around the new works. The latter included the opening during the latter half of the 19<sup>th</sup> century, of the Eston Branch Railway (**HER5626**) in 1851, Eston Grange Station (**HER4360**) and, within the study area, Lackenby Station (**HER5647**) with associated sidings and coal depot.
- 3.25 Traffic along the River Tees increased during the 18<sup>th</sup> and 19<sup>th</sup> century, in part following the creation of the Mandale Cut in 1810 by the Tees Navigation Company which cut journey distances to Stockton. The RCHER also records a number of navigational buoys along the Tees with lights added around Redcar Rocks and Bran Sands. One buoy, the Old Beacon, is recorded within the study area (**HER6064**). Others, identified from historic mapping, were set out along the river wall at the time and are now, along with the Old Beacon, overbuilt following reclamation, by the dock facilities (see for example, **HER6048-6055**, **6064-6065**). Waterfront facilities in the wider area, again identified from historic mapping, included the Eston Wharf

and Jetty (**HER5610**, **HER512**) and, within the study area, the Normanby Jetty to South Gare (**HER5602**) a training wall at the high-water mark which is now heavily developed.

3.26 RCHER records within the study area, identified from historic mapping, also include an unnamed spoil ground between the high-water mark and the Darlington and Saltburn branch rail line, later over-built by the Teesport Refinery (**HER5652**). To the south/south-east the Darlington and Saltburn branch line is also recorded and remains in use (**HER5908**). Maritime records include the crash site of a seaplane which lies sunk in the River Tees in the Fairway (**HER3174**) and unknown wreckage (**HER2171**) and obstruction (**HER2584**) identified in the Kingfisher Obstruction Book for the Tees Bay and Whitby Areas (1988).

3.27 The later evolution of the site and surrounding area is summarised below with reference to the historic mapping series.

#### **Historic Mapping**

3.28 The earliest map to show the area is Janszoon Waghenaer's map of 1854, however, little is discernible given the scale of the map and its stylised nature.

3.29 The Henry Cross map of 1843 (Figure 2) and the first edition Ordnance Survey (OS) map of 1857, surveyed 1853 (Figure 3), show the site as falling within the Tees Estuary. The 1843 map shows the construction of iron works, pottery works and wharf facilities at Middlesbrough and Cleveland Port at the south margin of the estuary to the south-west of the site. Much of the land to the south is shown in agricultural use with dispersed patterns of farmsteads with no significant industrial uses or infrastructure shown.



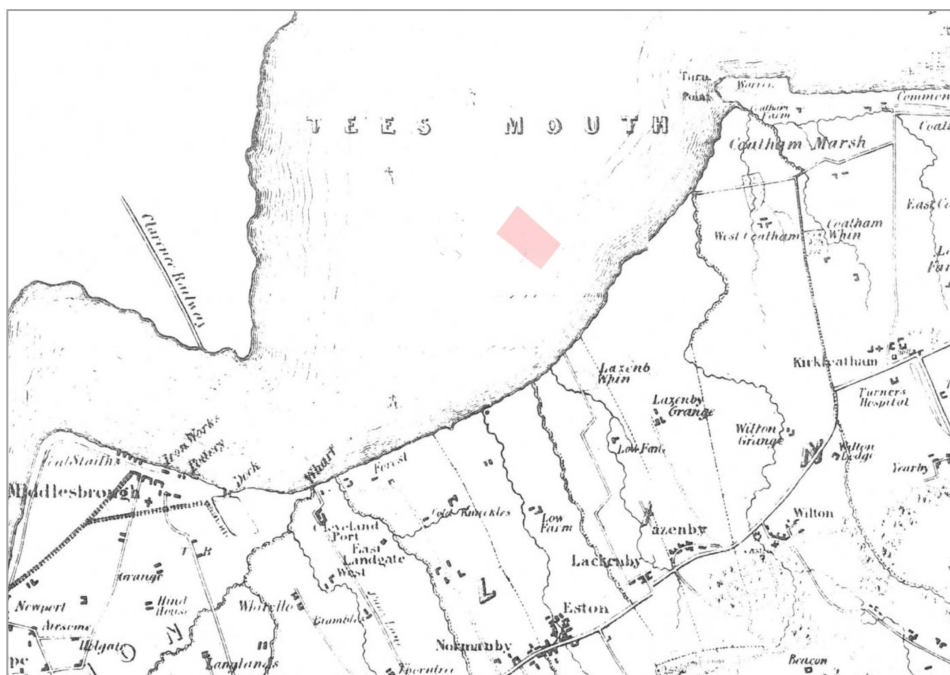


Figure 2: Henry Cross Map 1843 with approximate site location shown.

- 3.30 The 1857 shows the laying out of the NER branch rail line (HER5908) at the southern margin of the Tees Estuary and the construction of Lazenby Station (HER5688). A series of navigation buoys are also shown within the river channel.

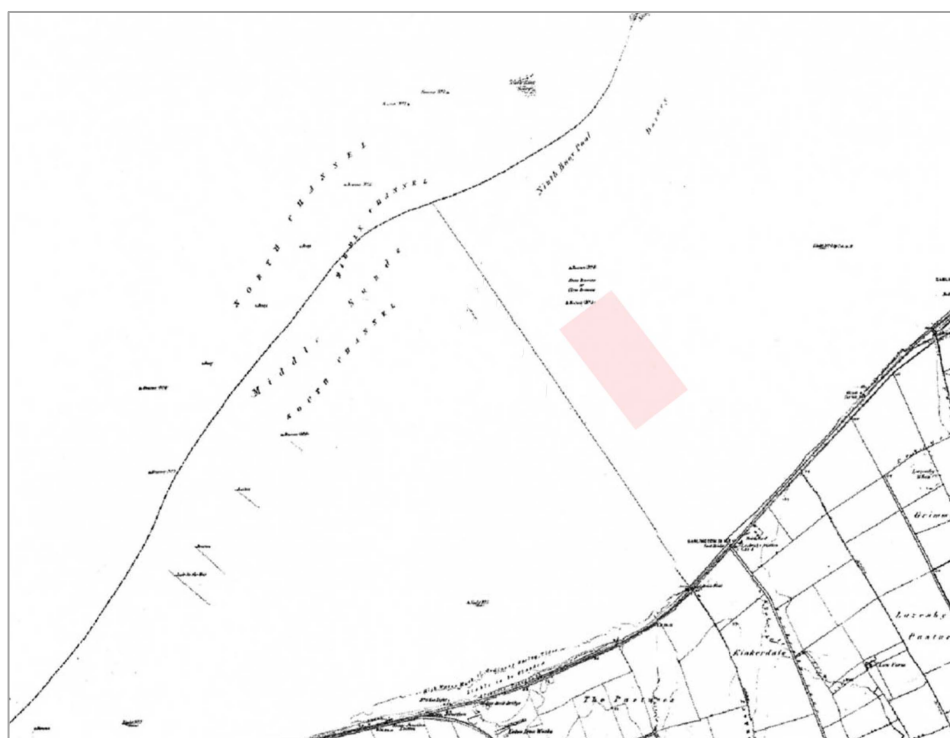


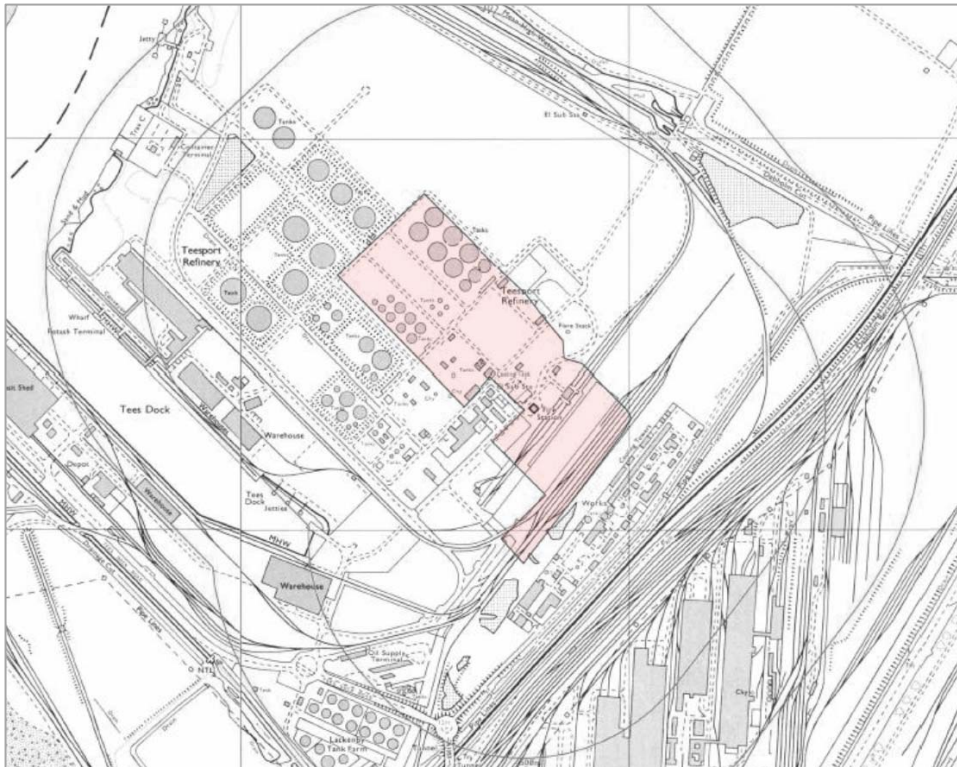
Figure 3: 1857 OS Map Extract with approximate site location shown.



- 3.31 The 1895 OS map shows the site overlaying the high-water mark of the Estuary with the northern section falling within an area of sand and mud flats, the area to the south within marshland marked as *The Marshes*. A series of embanked paths and stepping stones are shown within the marshland, these subsequently overbuilt. Lazenby Station is annotated as Lanzenby Siding with a coal depot shown to the south-east.

*Figure 4: 1895 OS Map Extract with approximate site location shown.*

3.32 Subsequent 20<sup>th</sup> century mapping shows no significant change to the site up to the publication of the 1953 OS map. The reclamation of land in the area of the site was planned during the 1960s and was undertaken in phases with land to the south-west of Tees Dock Road, now named Teesport, reclaimed and under development by the early 1970s. By the time of the publication of the 1980 OS map (Figure 5) the Tees Dock had been constructed and the northern section of the site developed as part of a larger oil refinery. A series of rail sidings are shown within the southern section of the site and at the south boundary. Tanks are shown along with a number of outbuildings and open ground within the northern section of the site. Land to the north had not yet been developed.



*Figure 5: 1980 OS Map Extract*

- 3.33 The Tees Refinery ceased operation in around 1990 and tanks and buildings associated with the operation were largely cleared by the mid-1990s. A number of buildings are retained from the refinery operation to the north side of Kinkerdale Road and are in office, storage and warehousing uses. The northern section of the site, north of the Road, has been hard-surfaced to allow for container and vehicle storage. A new building was erected in this area as a pre-delivery inspection facility for imported buildings and is now used by Teeside for a Transport Depot. To the south, the rail lines and tracks were removed by the end of the century with land back-filled. A new road network was constructed to the south and north-east boundaries of the site.

### **Archaeological Potential**

- 3.34 The archaeological potential of the site, across all eras, is considered to be low having regard to its historical position within the Tees channel and as part of the estuarine mud and sand flats which would have overcovered the site during high tide. No evidence is documented of attempts to reclaim land in the vicinity of the site during the medieval or post-medieval period,

although there is evidence that the wider area was being exploited from the Mesolithic period onwards.

- 3.35 From a review of Phase 1 Environmental Desk Study prepared by Green Lithium in 2022, it is apparent that a series of geotechnical investigations have been undertaken within the site and immediate area between 1972 and 2002. This has identified a varied thickness of made ground across the site which will relate to previous site uses as shown by the Ordnance survey map series.
- 3.36 Some of the geotechnical investigations undertaken have determined the presence of palaeo-environmental deposits which may contain information on the early use of the channel, the environment and sea level change.
- 3.37 The nine boreholes drilled by Cementation Ground Engineering in 1973 determined the presence of made ground comprising slag, ash, clay and gravel to a maximum depth of between 1.20m and 1.90m bgl. Underlying this were Tidal Flat Deposits of soft to very soft black organic sandy and occasionally laminated silt or silty sand to a maximum depth of 8.30mbgl. It was noted that groundwater was recorded at this depth.
- 3.38 Based on the deposits encountered it is recommended that results of the geo-technical investigation are discussed with the Archaeological Advisor to the Local Planning Authority.
- 3.39 Whilst the potential for modern period archaeology is high, this will relate to the late 20<sup>th</sup> century development of the site and will have negligible heritage value.

## 4.0 ASSESSMENT OF DEVELOPMENT PROPOSALS

4.01 The proposed development relates the construction of a low carbon lithium hydroxide monohydrate refinery with associated dockside reception, handling, storage and manufacturing facilities. New buildings within the site will be to a maximum height of 40-45 metres and constructed on new concrete slab with piled foundations. The principal lithium production lines will be arranged to the northern section of the site with storage and administration buildings to the south.

### **Potential Development Impacts**

4.02 As noted in Section 3, no designated heritage assets fall within or within the locality of the site. The closest designated assets to the site, as recorded on the NHLE, are around 3.5km from the site within the built-up areas of Redcar and Kirkleatham to the east/north east and Eston to the south. A cluster of Scheduled Monuments around Eston Moor, 5-6km to the south of the site, includes the Eston Nab late Bronze Age hillfort and associated barrows (1011273). Whilst the Monuments occupy an elevated position comparative to the site given distancing, the woodland enclosure of the Moor and the context of the site within the wider port facilities, no visual impacts upon the settings of these assets will arise.

4.03 Overall, having regard to the context of the site within the existing port facility and distancing no development impacts upon currently recorded designated heritage assets will arise.

4.04 Buildings and structures, including ground treatment, within and adjoining the site are of late 20<sup>th</sup> century dating and hold no significant heritage value. No potential non-designated built heritage assets have been identified following site walkover.

4.05 As regards archaeological potential this is considered to be low having regard to the historical location of the site within the Tees Estuary and the extent of made ground and hard-surfacing relating to the reclamation of the land within which the site is located and the later clearance of the oil refinery and rail sidings. Whilst some buildings associated with the refinery operation are retained these hold negligible archaeological interest given late dating. Land to the south retains some evidence of embankment and a ditch formation to the south, likely indicating the position of the former track beds, these are of late dating and hold negligible interest.

4.06 As noted above it is recommended that the results of previous geo-technical investigations with the site are discussed with the Archaeological Advisor to the Local Planning Authority in respect to palaeo-environmental potential.



## 5.0 CONCLUSIONS

- 5.01 This Statement has considered potential impact upon the historic environment arising from the proposed construction of a lithium hydroxide refining facility and associated infrastructure on land at PD Ports, South Teeside, TS6 6TX (site centre NGR: NZ55582 23455).
- 5.02 No designated or non-designated heritage assets fall within the site or its immediate surroundings. Whilst a number of designated assets are identified to the east and south of the site these are over 3km distant and, having regard to the extent of intervening built and landscape form and the context of the site with the operational port facility, no impacts upon the setting of these assets will arise.
- 5.03 The archaeological potential of the site, including potential palaeo-environmental resources, is considered to be low having regard to the historic location of the site within the Tees Estuary and extent of made ground imported into the site as part of the late 20<sup>th</sup> century land reclamation of the area. Given this, and subject to a review of geo-technical findings in respect of the site, no further archaeological evaluation is recommended.
- 5.04 There are palaeo-environmental deposits within the area which are likely to contain information on the early use of the channel, the environment and sea level change. Subsequently it is recommended that the results of any further geotechnical investigations are reviewed to further assess this and discussed with the Archaeological Advisor to the Local Planning Authority,
- 5.04 In summary it is considered that the development can be brought forward without adverse impact upon the historic environment, including the archaeological resource.