

# Immingham Green Energy Terminal

## Heritage Desk-Based Assessment

13 July 2022

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# 1. Introduction

- 1.1 AECOM were commissioned by Air Products to produce a historic environment desk-based assessment (DBA) for the construction of a new ammonia import terminal (see Appendix B Figure 1). The purpose of this historic environment desk-based assessment is to understand the potential impacts of the proposed development on the significance, including setting, of the heritage assets affected. The requirement for this assessment and its scope is guided by policy contained within the National Policy Statement (NPS) for Energy EN-1 specifically paragraph 5.8.8, which seeks an assessment proportionate to the assets importance and sufficient to understand the potential impacts of the proposed development and to appraise the nature and extent of any impact upon the setting and significance of those heritage assets affected.
- 1.2 This DBA identifies all known designated and non-designated heritage assets within the proposed development and the study area in order to establish the archaeological and historical background. It assesses the potential for previously unrecorded buried archaeological remains to exist within the land required to construct and operate the proposed development and provides an assessment of the significance of the heritage assets with the potential to be affected by the proposed development. It concludes with identification of impacts on potentially affected assets and any anticipated constraints
- 1.3 All work has been carried out in line with the Chartered Institute for Archaeologists (CIfA) Standard and guidance for historic environment desk-based assessment (CIfA, 2020) and the Code of Conduct (CIfA, 2021).

## Proposed Development Description

- 1.4 This DBA covers the landside terrestrial parts of the proposed development. The proposed new facility at the Port will comprise:
  - (a) on the landside (terrestrial components):
    - (i) refrigerated ammonia storage;
    - (ii) hydrogen production units, known as dissociators. They use the ammonia as feed to produce hydrogen;
    - (iii) hydrogen liquefiers to liquefy the hydrogen for temporary storage and road transport;
    - (iv) loading bays to fill the road tankers with hydrogen.
- 1.5 The construction of the jetty and topside jetty infrastructure will facilitate the import of ammonia into Immingham. The ammonia will then be stored and processed to create green hydrogen for onward transport to other parts of the UK. The jetty, topside and pipeline to the storage facility is the NSIP and the site areas for the transfer, storage and processing of the ammonia will be included in the DCO as associated development.
- 1.6 The landside infrastructure works will consist of the following:
  - (a) Pipework and pipelines required to link the jetty and the unit operations described below.
  - (b) Ammonia storage: The refrigerated liquid ammonia is stored in a large tank at nearly atmospheric pressure at -33°C thus providing the safest means of storage.
  - (c) H2 production: The liquid ammonia (NH<sub>3</sub>) is then transformed back into hydrogen and nitrogen (nitrogen makes up 78% of the composition of ambient air) using a process unit called a dissociator. The core of the process is a catalytic bed through which the ammonia will undertake dissociation into nitrogen (N<sub>2</sub>) and hydrogen (H<sub>2</sub>). This reaction is endothermic, i.e. it requires heat to take place, so the catalytic bed sits within a furnace.

- (d) H2 liquefaction and storage: The hydrogen in a gaseous form is then turned into liquid through a hydrogen liquefier so it is easier to safely store and transport. The liquid hydrogen is stored in horizontal storage vessels.
  - (e) H2 export: road tanker loading bays for both liquid and gaseous hydrogen for distribution to the points of use throughout the UK.
- 1.7 A number of off-shore elements will be required but these are outside the scope of this report and are therefore not considered.

## Site Location

- 1.8 The proposed development (see Appendix B Figure 1) for the terrestrial elements comprises three separate areas known as Main Site, the Pipeline Corridor and the Storage Tank Area which together cover approximately 49.14ha (including temporary construction areas) of mixed-use land alongside Kings Road and Queens Road (A1173 road) at Immingham. Without the temporary construction areas the area totals 34.56ha. The proposed development site is generally flat and is situated below the 2m contour.
- 1.9 The wider landscape is characterised by mixed industrial and commercial development with industrial estates to the south of the site and business park estates to the north-east. The docks comprise several operational areas, with bulk commodities such as liquid fuels, solid fuels, and ores, as well as freight, being handled from in-river jetties.

## Main Site

- 1.10 The site is formed by three former agricultural fields used as farmland which are bounded by linear hedgerows and minor drainage ditches. The northern boundary of the site is defined by Kings Road (A1173) and an electrical sub-station in the north-western corner and is demarcated by a wire fence. Queens Road (also A1173) runs along the eastern boundary with residential and commercial properties adjacent to the site. A short tarmac access road has been constructed from Kings Road into the site. It is centred on National Grid Reference (NGR) TA 19890 14605.
- 1.11 A series of overhead power cables run across the middle and southern boundary of the site with a mains water and gas pipe also along the southern boundary.

## Pipeline Corridor

- 1.12 The corridor crosses an area that has mostly already been impacted by industrial development alongside Queens Road, including parts that are currently unused. At the eastern end the corridor continues through a narrow belt of woodland between Laporte Road and the Humber Estuary. It is centred on NGR TA 20646 15035.

## Storage Tank Area

- 1.13 The site is a former works site / storage area within Immingham Port which is currently covered in hardstanding. It is centred on NGR TA 20874 15355.

## Aims and Objectives

- 1.14 The aims of the desk-based assessment is to identify heritage assets which may be affected by the proposed development.
- 1.15 The objectives of the desk-based assessment are to:
- Identify designated and non-designated heritage assets with the potential to be affected by the proposed development;
  - describe the significance and any contribution made by the setting of the heritage assets affected;
  - identify the impact of the proposals on the significance of the identified heritage assets; and,
  - identify opportunities for enhancing the historic environment.

## Report Structure

1.16 This report is structured into the following sections, with illustrations and appendices at the end:

- The legislative and planning policy framework is provided in Section 2 (Legislation, Planning Policy and Guidance) which also includes an overview of Historic England policy and guidance;
- The methodology for the identification of the study areas, the baseline and the assessment of the heritage potential and significance is set out in Section 3 (Methodology);
- The heritage baseline, including designated and non-designated heritage assets and a description of the historical and archaeological background, as well as previous archaeological investigations undertaken within the proposed development, is set out in Section 4 (Heritage Baseline);
- Section 5 determines the potential for unrecorded archaeological remains to exist within the proposed development and provides an assessment of the significance of heritage assets that may be impacted by the proposed development (Assessment of Baseline); and
- Section 6 summarises the results of the assessment (Conclusions).

## 2. Legislation, Planning Policy and Guidance

### Introduction

- 2.1 This section of the report describes the key policy and guidance that are relevant to the assessment of cultural heritage assets.
- 2.2 Legislation identifies the requirement for the Secretary of State to have regard to the desirability of preserving listed buildings, Scheduled Monuments, and the character of conservation areas.
- 2.3 Legislation, planning policy and guidance of most relevance to cultural heritage and pertinent to the proposed development are set out below.

### Legislative Background

#### The Ancient Monuments and Archaeological Areas Act 1979 (as amended)

- 2.4 The Ancient Monuments and Archaeological Areas Act imposes a requirement for Scheduled Monument Consent for any works of demolition, repair, and alteration that might affect a Scheduled Monument.

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

- 2.5 The Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) sets out the principal statutory provisions that must be considered in the determination of any application affecting listed buildings and conservation areas.
- 2.6 Section 66 of the Act 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. By virtue of Section 1(5) of the Act a listed building includes any object or structure within its curtilage.
- 2.7 Section 72 of the Act establishes a general duty on a local planning authority or the Secretary of State with respect to any buildings or other land in a Conservation Area to pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

### Planning Policy Context

#### National Policy Statement (NPS) for Energy EN-1

- 2.8 The NPS EN-1 (DECC, 2011) sets out the government's overarching policy statement for energy. With regard to the Historic Environment, Section 5.8 of the NPS provides a series of requirements and recommendations for the appropriate level of assessment of energy proposals that have the potential to impact upon the historic environment, and decision-making policies. These are consistent with the policies outlined in the NPPF.
- 2.9 NPS EN-1 states (paragraph 5.8.8 *'the applicant should provide a description of the significance of the heritage assets affected by the proposed development and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage assets and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset.'*)

- 2.10 NPS EN-1 states (paragraph 5.8.9) *'Where a development site includes, or the available evidence suggests it has the potential to include, heritage assets with an archaeological interest, the applicant should carry out appropriate desk-based assessment and, where such desk-based research is insufficient to properly assess the interest, a field evaluation.'* And (paragraph 5.8.10) *'The applicant should ensure that the extent of the impact of the proposed development on the significance of any heritage assets affected can be adequately understood from the application and supporting documents.'*
- 2.11 NPS EN-1 states (paragraph 5.8.14) *'There should be a presumption in favour of the conservation of designated heritage assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be. Once lost heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II listed building park or garden should be exceptional. Substantial harm to or loss of designated assets of the highest significance, including Scheduled Monuments; registered battlefields; grade I and II\* listed buildings; grade I and II\* registered parks and gardens; and World Heritage Sites, should be wholly exceptional.'*
- 2.12 NPS EN-1 states (paragraph 5.8.15) *'Any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss. Where the application will lead to substantial harm to or total loss of significance of a designated heritage asset the [decision taker] should refuse consent unless it can be demonstrated that the substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm.'*
- 2.13 NPS EN-1 states (paragraph 5.8.17) *'Where loss of significance of any heritage asset is justified on the merits of the new development, the [decision taker] should consider imposing a condition on the consent or requiring the applicant to enter into an obligation that will prevent the loss occurring until it is reasonably certain that the relevant part of the development is to proceed.'*
- 2.14 Paragraph 5.8.18 notes that *'When considering applications for development affecting the setting of a designated heritage asset, the [decision taker] should treat favourably applications that preserve those elements of the setting that make a positive contribution to, or better reveal the significance of, the asset. When considering applications that do not do this, the [decision taker] should weigh any negative effects against the wider benefits of the application. The greater the negative impact on the significance of the designated heritage asset, the greater the benefits that will be needed to justify approval.'*
- 2.15 Paragraph 5.8.22 states that *'Where the [decision taker] considers there to be a high probability that a development site may include as yet undiscovered heritage assets with archaeological interest, the [decision taker] should consider requirements to ensure that appropriate procedures are in place for the identification and treatment of such assets discovered during construction.'*

## National Policy Statement for Ports (NPSP)

- 2.16 Section 5.12 of the NPSP deals with the Historic Environment. It recognises that the construction, operation and decommissioning of port infrastructure has the potential to result in adverse impacts on the Historic Environment (Department for Transport, 2012: paragraph 5.12.1). Therefore, the extent of the impact and the significance of any heritage assets affected need to be adequately understood in order to support a planning application (ibid; paragraph 5.12.9).
- 2.17 It sets out the expectations for assessment if a development site includes, or has potential to include, heritage assets with an archaeological interest. The expectation is that an appropriate desk-based assessment is required and, where such desk-based research is insufficient to properly assess the interest, a field evaluation. Furthermore, where proposed development will affect the setting of a heritage asset, representative visualisations may be necessary to explain the impact (ibid; paragraph 5.12.7).

## National Planning Policy Framework (NPPF)

- 2.18 In accordance with the NPPF, the NPS policies relating to the applicant's assessment are the primary source of policy guidance regarding this assessment, in particular Section 5.8 of the NPS. In accordance with Section 1 of the NPPF, excerpts have been included in this DBA to the extent that it is considered it may be relevant to decision-making.

- 2.19 The NPPF sets out the Government's planning policies for England and how these should be applied to contribute to the achievement of sustainable development.
- 2.20 Section 16 of the NPPF deals specifically with the historic environment. Where changes are proposed, the NPPF sets out a clear framework to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance.
- 2.21 The NPPF sets out the importance of being able to assess the significance of heritage assets that may be affected by a development. Significance is defined in Annex 2 as being the "value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic". Significance is not only derived from an asset's physical presence, but also from its setting. The setting of a heritage asset is defined in Annex 2 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".

## National Planning Practice Guidance (PPG)

- 2.22 The PPG (Ministry of Housing, Communities and Local Government, 2019) provides further advice and expands on the guidance and policy outlined in the NPPF.
- 2.23 Significance of heritage assets and its importance in decision taking is explored in Historic Environment Paragraph 009 of the PPG which states that heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals (ID 18a-009-20140306 Last updated 23 July 2019).
- 2.24 The setting of the heritage asset is also of importance and a thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which the proposed changes enhance or detract from that significance and the ability to appreciate it. The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which an asset is experienced in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.
- 2.25 Historic Environment Paragraph 013 of the PPG recognises that the contribution that setting makes to the significance of the heritage asset does not depend on there being public right or the ability to experience that setting. When assessing any application for development which may affect the setting of a heritage asset, the decision taker may need to consider the implications of cumulative change (ID 18a-013-20140306 Last updated 23 July 2019).
- 2.26 The PPG discusses how to assess if there is substantial harm. It states that what matters in assessing if a proposal causes substantial harm is the impact of the significance of the heritage asset. Ultimately, whether a proposal causes substantial harm will be a judgement for the decision taker. However, it acknowledges that substantial harm is a high test so may not arise in many cases. A key consideration when assessing whether there is an adverse impact on a listed building is whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed (Paragraph: 017 Reference ID: 18a-017-20140306).

## East Inshore and East Offshore Marine Plans

- 2.27 The proposed development is within the East Inshore Marine Plan Area which has been adopted as of April 2014 (Defra, 2014). The East Inshore and East Offshore Marine Plans provide guidance for sustainable development for the coastal area between Flamborough Head to Felixstowe which includes the Port of Immingham. The Marine Plans address the key issues for the area, setting a vision and plan objectives which describe the aim of the marine plans that need to be met in order to deliver the vision. The plans include detailed policies that set out how these will be achieved and how issues will be managed or mitigated.

- 2.28 Plan policy SOC2 is specific to heritage assets and applies both to the Inshore and Offshore Marine Plan Area (see Figure 1 in the East Inshore and East Offshore Marine Plans). Proposals that may affect heritage assets should demonstrate, in order of preference:
- a) That they will not compromise or harm elements which contribute to the significance of the heritage asset;
  - b) how, if there is compromise or harm to a heritage asset, this will be minimised;
  - c) how, where compromise or harm to a heritage asset cannot be minimised it will be mitigated against; or,
  - d) the public benefits for proceeding with the proposal if it is not possible to minimise, mitigate compromise or harm to the heritage asset.

## Local Planning Policy

- 2.29 The proposed development lies wholly within the administrative area of North East Lincolnshire Council.
- 2.30 The North East Lincolnshire Local Plan 2013 to 2032 (North East Lincolnshire District Council, 2018) was adopted in 2018. It recognises the significant role the historic environment plays in providing a sense of community identity and local distinctiveness, and enhance the aesthetic, social and cultural quality of life available to residents (Ibid: p.218).
- 2.31 Strategic Objectives (SO) provide a framework for the Plan policies to facilitate the form and pattern of development necessary to ensure that the vision is fully realised by 2032. SO6 refers to the built, historic and natural environment: 'Ensure that the development needs of the Borough are met in a way that safeguards and enhances the quality of the built, historic and natural environment...'
- 2.32 Policy 39: Conserving and enhancing the historic environment sets out a clear approach providing guidance to developers on how to safeguard and respond to the historic environment, recognising designated and non-designated heritage assets. It outlines the Council's strategy for securing and facilitating conservation of the historic environment and the Borough's heritage assets, how it has and will continue to implement that strategy over the plan period.

## Other Guidance

### Historic England Guidance

- 2.33 Historic England has published a series of Good Practice Advice (GPA) and Historic England Advice Notes of which those of most relevance to this assessment are GPA2 - Managing Significance in Decision-taking (March 2015), GPA3 - The Setting of Heritage Assets (2nd Edition) (December 2017), and Historic England Advice Note 12, Statements of Heritage Significance (October 2019).
- 2.34 GPA2 emphasises the importance of having a knowledge and understanding of the significance of heritage assets likely to be affected by the development and that the "first step for all applicants is to understand the significance of any affected heritage asset and, if relevant the contribution of its setting to its significance" (paragraph 4). Early knowledge of this information is also useful to a local planning authority in pre-application engagement with an applicant and ultimately in decision making (paragraph 7).
- 2.35 GPA3 provides advice on the setting of heritage assets. Setting is as defined in the NPPF and comprises the surroundings in which a heritage asset is experienced. Elements of a setting can make positive or negative contributions to the significance of an asset and affect the ways in which it is experienced. Historic England state that setting does not have a boundary and what comprises an asset's setting may change as the asset and its surrounding evolve. Setting can be extensive and particularly in urban areas or extensive landscapes can overlap with other assets. The contribution of setting to the significance of an asset is often expressed by reference to views and the GPA in paragraph 11 identifies those views such as those that were designed or those that were intended, that contribute to understanding the significance of assets.
- 2.36 Historic England Advice Note 12 outlines a recommended approach to assessing the significance of heritage assets in line with the requirements of NPPF. It includes a suggested reporting structure for a

'Statement of Heritage Significance', as well as guidance on creating a statement that is proportionate to the asset's significance and the potential degree of impact of a proposed development. The Advice Note also offers an interpretation of the various forms of heritage interest that an asset can possess, based on the terms provided in the NPPF Glossary (Annex 2: Glossary); namely archaeological, architectural, artistic, and historic.

## Principles of Cultural Heritage Impact Assessment in the UK (IEMA, 2021)

- 2.37 Principles of Cultural Heritage Impact Assessment (CHIA) provides guidance on understanding cultural heritage assets and evaluating the consequences of change.
- 2.38 Understanding cultural heritage assets is split into three stages: Description, Significance and Importance. The description arrives at a factual statement that establishes the nature of the asset. The heritage values of the asset are then analysed (the guidance stresses that these include but are not limited to aesthetic, historic, scientific, social or spiritual values) and a statement of cultural significance given. Finally, the importance of the asset is assessed, and a conclusion drawn as to the level of protection that the asset merits in planning policy and cultural heritage legislation. The guidance notes that unlike cultural significance importance is scaled and can be described as high, medium or low.
- 2.39 The process of evaluating the consequences of change is split into three stages: Understanding change, assessing impact and weighting the effect. All aspects of a proposal that could change a cultural heritage asset or its setting are first explained. If these changes affect the cultural significance of the asset the resulting impact, which could be positive or negative, and its magnitude is then assessed. The effect is a combination of the magnitude of the impact and the cultural heritage asset's importance and the scale of the effect will determine by how much the issue should influence the design of the proposal and whether the proposal is acceptable and will be permitted.

## Lincolnshire County Council

- 2.40 The baseline assessment also follows guidance in the Lincolnshire County Council Archaeology Handbook (Jennings, 2019).

## Chartered Institute for Archaeologists

- 2.41 The baseline assessment has been undertaken in accordance with guidance published by the Chartered Institute for Archaeologists (CIfA), specifically the *Standard and Guidance for Historic Environment Desk-Based Assessment* (CIfA 2020) and the *Code of Conduct* (CIfA 2021).

## 3. Methodology

### Study area

- 3.1 The study area to establish the cultural heritage baseline of this report was developed through professional judgement. A study area extending 1.6km from an approximate centre-point for the three areas was considered suitable for the identification of known heritage assets (non-designated) and for assessing the archaeological potential of the area affected by the proposed works. For designated heritage assets a slightly larger 2km study area was used (see **Figure 2, Appendix B**).

### Baseline sources

- 3.2 The preparation of the heritage baseline was informed by information collated from sources including:
- North East Lincolnshire Council Historic Environment Record (NELCHER);
  - National Heritage List for England;
  - Unpublished archaeological reports and archive material held at various online archaeological resources, including Heritage Gateway, Archaeological Data Service, University of York);
  - Historic Ordnance Survey maps;
  - Portable Antiquities Scheme;
  - Historic England Aerial Archaeology Mapping Explorer;
  - British Geological Survey (BGS) Geology of Britain Viewer; and
  - The Soil Survey of England and Wales soil association mapping (Soil Survey of England and Wales, 1984) (1:250,000 scale).
- 3.3 A site inspection visit of the proposed development area and the surrounding area (using public roads and foot paths) was conducted on the 18 May 2022 in order to:
- Assess the general historic character of the area incorporating the proposed development, the surrounding study area, and the topographic setting;
  - Assess the condition of known archaeological and historic building assets and their setting;
  - Identify areas of potential within the proposed development that may contain previously unidentified archaeological remains; and
  - Identify the location, extent and severity of modern ground disturbance and previous construction impacts within the proposed development.
- 3.4 For the purpose of the assessment all heritage assets have been given a unique heritage reference number and are referred to according to these numbers (identified in bold within square brackets). Each heritage reference number can be cross-referenced to their corresponding National Heritage List for England (NHLE) reference number and NELCHER reference number at **Appendix A**, which provides a gazetteer of all identified heritage assets. The location of the heritage assets, study area and proposed development area perimeter are shown on **Figures 2 and 3 at Appendix B**.

### Significance of Heritage Assets

- 3.5 An assessment of the significance of assets and their setting has been undertaken in consideration of guidance and good practice issued by Historic England. Historic England GPA3 (2017) provides the basis of a methodology for the assessment of setting.
- 3.6 The NPPF defines significance as ‘the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting’ (Annex 2, MHCLG, 2021). Historic England’s Advice Note 12 (2019) also offers an interpretation of the various forms of heritage interest that an asset can possess, based on the terms provided in the NPPF Glossary.

- 3.7 Significance is often established by statutory designations such as listed buildings, scheduled monuments and conservation areas.
- 3.8 The terminology used in this statement relates to the terminology used by NPPF, and Historic England Advice Note 12, referring to significance in terms of heritage interest and not heritage values.
- 3.9 The significance of heritage assets has been determined based on professional judgement guided by designations, national and local policies, guidance documents and research frameworks.

## Archaeological Potential

- 3.10 Archaeological potential assesses the possibility that unrecorded archaeological remains may exist within the proposed development site in addition to the known archaeological resource identified in the baseline. The potential for unrecorded archaeological remains to exist has been determined by professional judgement guided by an assessment of the existing heritage resource and the impact of previous modern development or disturbance at the proposed development site.
- 3.11 The potential for an area to contain archaeological remains is rated 'high', 'medium', 'low', 'negligible', or 'unknown'. This rating is based on an understanding of the archaeological resource as a whole and takes into account the geological and topographical setting as well as modern development or ground disturbance. The rating also considers the number and proximity of known and predicted archaeological/historical sites or find spots within the proposed development site and the surrounding study area. 'High potential' therefore means that there is a high probability that archaeological remains of a given period (e.g., Roman period) will be located within the proposed development area; a corresponding lower probability equates with 'moderate potential' and a still lower probability with 'low potential' and then 'negligible potential'. Where it is 'unknown' this means that there is not enough information to make a professional judgement.

## Consultation

- 3.12 At this stage no consultation has been undertaken to date with the Local Planning Authority Planning Archaeologist or Conservation Officer. However, it is intended that consultation will be undertaken as the project progresses regarding the findings of this report.

## 4. Heritage Baseline

- 4.1 The sources, including the NELCHER which incorporates the results from the Rapid Coastal Zone Assessment Survey of the Inner Humber Estuary (<https://historicengland.org.uk/research/current/discover-and-understand/landscapes/rapid-coastal-zone-assessment-survey-of-the-inner-humber-estuary/>) reveal a diverse and important cultural heritage resource along the coastal strip of the Humber Estuary.

## Physical Site Conditions

### Geology and soils

- 4.2 The British Geological Survey (BGS) web-based Geology of Britain Viewer ([mapapps.bgs.ac.uk/geologyofbritain/home.html](http://mapapps.bgs.ac.uk/geologyofbritain/home.html)) indicates that the local geology within the proposed development site is characterised by superficial deposits of river and estuarine Alluvium (clay, silt and sand) that formed up to 2 million years ago in the Quaternary Period and tidal flat deposits (clay and silt). The underlying bedrock is Sedimentary Chalk Bedrock. The alluvium formed in an environment dominated by rivers with fine silt and clay deposited from overbank floods and some bogs depositing peat.
- 4.3 The Soil Survey of England and Wales soil association mapping (Soil Survey of England and Wales, 1984) (1:250,000 scale) describes the soils as loamy and clayey soils of coastal flats with naturally high groundwater, characteristic of wet brackish coastal flood meadows.
- 4.4 Historic boreholes from the BGS viewer that were drilled in 1937 / 1938 along the southern side of the Main Site indicate topsoil and clay to a depth of over 5 feet and sealing a peat (4 feet thick) over a sequence of silt, boulder clay and chalk (borehole references TA21SW91, TA21SW278).

### Site conditions

- 4.5 The Humber Estuary is one of the largest river estuaries in Britain and high flood banks contain the estuary as it opens out as it enters the North Sea. On the south bank there are ports and extensive industrial complexes of oil and chemical tanks, towers, chimneys, warehouses and storage areas, with some agricultural land. Long views provide the dominant focus within much of the area. Along the Humber Estuary the landscape is always changing due to the tidal movements, which expose extensive mudflats at low tide, and the effects of the changing weather. Large ships, including ferries, container ships and cargo ships, are constantly moving in and out of the estuary.
- 4.6 The farmed landscape has been altered by relatively recent industrial and commercial development but originally was more open and expansive with large regular fields and few visible field boundaries. Along the estuary much of the land has been formed from reclaimed salt marshes of the estuary using the drainage of the wet alluvial soils, and from a process known as 'warping' (seasonal tidal impoundment of farmland with water rich in silt). This has created a fertile land that is drained by a network of ditches which supports arable farming with areas of saltmarsh and reedbeds along tidal channels that cross the drained marshes. Immingham Docks with its port, warehouses, storage and production areas, chimneys and lighting columns is a major and distinctive feature of this part of the estuary. Mudflats are exposed along the estuary at low water.
- 4.7 At the Main Site ground conditions appear to have changed since a desk-based assessment was undertaken for the Main Site in 2013 (ENL300) (ECUS, 2013) (see below). A short tarmac access road has been constructed off Queens Road at the north end of the site and it appears that several drainage ditches have been installed (**Plate 2**, Appendix C). In the central area, the uneven ground surface was marked by wheel ruts, possibly from plant tracking across the site, and the overall impression was of extensive surface disturbance. It is possible that the area has been used for soil storage and bunds along the southern and part of the eastern sides of the site. The eastern and western parcels of land within the Main Site show less sign of ground disturbance but here tree saplings and bushes impede surface visibility (**Plate 3**, Appendix C).

## Relevant previous archaeological reports

- 4.8 There have been several archaeological reports written for developments within the 1.6km study area, including desk-based assessments (ENL260, ENL300), archaeological geophysical surveys (ENL269, ENL301, ENL352), archaeological monitoring / watching brief (ENL58, ENL378), archaeological evaluation (ENL423), trial trenching (ENL426, ENL427), archaeological excavation (ENL306, ENL470) and historic building recording (ENL441) (refer to Table A.1, Appendix A). Work directly relevant to the proposed development include the following:
- In 2011 an archaeological geophysical survey on land next to Queen's Road (east of the Main Site) recorded mostly variations reflecting the presence of modern features, including boundary fencing, a gas pipeline and miscellaneous ferrous rich objects (ENL269) (Pre-Construct Geophysics, 2011).
  - In 2013 a desk-based assessment for a proposed development at the Main Site concluded a high potential for late post-medieval and modern land management features; a moderate potential for Neolithic to Romano-British environmental and organic remains within waterlogged contexts; a low potential for Iron Age to Romano-British activity; and a low potential for medieval and post-medieval activity, including salt making industry (ENL300) (ECUS, 2013).
  - Subsequent archaeological geophysical survey at the Main Site (ENL301) (Bunn, 2013) identified various anomalies which likely relate to buried paleoenvironmental features (former tidal channels, pools and salt marsh). Some of the features identified could relate to possible medieval salt production sites on the edge or close to the former tidal channels. Recent former land boundaries, land drains, services and ground disturbance were also identified.
  - In 2018 an archaeological geophysical survey at Mauxhall Farm, Stallingborough (1.4km to the south-west of the proposed development) identified possible archaeological anomalies, including potential enclosures and medieval ridge and furrow (ENL352) (APS, 2019).
  - Further survey work at Mauxhall Farm (metal-detection and fieldwalking) combined with archaeological evaluation trial trenching recorded remains of prehistoric to Roman date (ENL423) (APS, 2020a).

## Designated Assets

- 4.9 There are no World Heritage Sites, scheduled monuments, Grade I or II\* listed buildings, conservation areas, registered parks and gardens, registered battlefields or protected wreck sites within the 2km study area. The nearest registered park and garden is Brocklesby Park [NHLE1000971] located c. 6.6km to the south-west; and the nearest conservation area is Great Coates Conservation Area that is located c.5km to the south.
- 4.10 There are no statutorily designated archaeology assets within the 2km study area. The nearest scheduled monument is located c.2.5km to the south-west of the site centre (Stallingborough medieval settlement, post-medieval manor house and formal gardens; [NHLE1020423]).
- 4.11 There is one Grade II listed building located within the 2km study area for designated assets. Immingham War Memorial [NHLE1455139] is located c.1.57km to the north-west of the site centre, along Pelham Road, Immingham at the junction with Humberville Road. The memorial was dedicated in 1925 and inscribed with the dates and names of those killed in World War II and the Afghanistan War. The memorial is a white granite obelisk on a square plinth with three-stepped base also in white granite.
- 4.12 North East Lincolnshire Council maintains local lists of historic assets of special interest (considered to be best examples of their kind in the authority or because of the contribution that they make to the character of the local area). The draft local list for 'Immingham and the Villages' includes two assets:
- Roman Settlement. Stallingborough Interchange, Stallingborough. A high-status Roman settlement and industrial site [MNL4490].
  - Immingham Police Station [MNL4726] located 1.57km north-west of the centre of the site on Humberville Road. The Police Station, cells and houses were built in 1912 and are now used as private offices. The Police Station is set back from Humberville Road behind a half-height red brick wall topped with cast iron railings and full height brick gate piers.

## Heritage Baseline

- 4.13 Archaeological evidence reveals that the estuary has been a key trade and communication route between the North Sea and the Pennines, and also to the Midlands (River Trent), since prehistoric times. Significant palaeoenvironmental and archaeological evidence is preserved within the wetland locations. For instance, Bronze-age boats, suitable for both river and sea use, and fish traps have been discovered in the intertidal areas. There is also evidence of early settlement on higher, drier land, while the lower wetlands provided fishing and fowling as well as summer grazing for the surrounding settlements.
- 4.14 Recent research on the Humber wetlands has suggested that at the beginning of the Holocene, the onset of warmer conditions led to the establishment of dense vegetation cover over undulating boulder clay. At the same time, kettle-holes and poorly draining hollows would have allowed the formation of a series of organic peaty sediments and raising sea levels would have led to increasing sedimentation through the process of alluviation and the formation of marshlands (Macklin et al., 2000; Taylor et al., 2000; Van de Noort et al., 1993).
- 4.15 The Humber continued to have great importance throughout the Roman and medieval periods for trade and communication. It is possible that on the north bank some drainage of the marshes began as long ago as the second century AD.

### Prehistoric (to AD43) and Roman (AD43 to 410)

- 4.16 The earliest evidence of prehistoric activity is a pair of ditches, [MNL4182] located c.1.1km south-east of the site centre, that may have been dug to flank a trackway. These contained flintwork of Neolithic (4,000 – 2,500BC) or Bronze Age (2500 BC – 700 BC) date. This suggests prehistoric occupation in the area (ArchHeritage, 2012).
- 4.17 A high status Roman settlement and industrial site has been recorded at Stallingborough Interchange (business park development) [MNL4490, MNL4763], c.1.4km south-west of the proposed development at Mauxhall Farm. Geophysical survey undertaken in 2016 revealed a complex of pits and ditches making up enclosures with a possible trackway that were tentatively dated to the Roman period. Subsequent field walking and metal detecting yielded a small quantity of Roman greyware pottery and a single Roman coin (WYAS, 2016). Subsequently, two phases of trial trenching revealed a substantial settlement of two main phases (1st-2nd centuries and 3rd centuries) followed by abandonment (Oxford Archaeology, 2017 and 2018; HAP, 2021). Remains consisted of a limestone building, potentially measuring at least 20m long, but possibly up to 40m and a wall on a slightly different alignment. Evidence for malting was found, as well as other industrial activities such as metalworking. The excavations suggest that the majority of the Roman settlement was focused at the Mauxhall Farm site, but it is likely that it is part of more extensive Roman agricultural landscape which is likely to extend beyond the investigated area (finds from the site are supportive of a domestic settlement). The presence of a stone building marks this out as different from other settlements along the edge of the tidal flats and it has been suggested that this site may have functioned as a possible estate centre from which other sites were managed (site identified as a locally listed asset). Undated cropmarks of rectangular ditched enclosures [MNL4607], c.1.1km to the south-east of the site centre (under Kiln Lane Trading Estate) could form part of the Roman landscape.
- 4.18 Although not directly connected to the study area, approximately 3km north of the proposed development, archaeological trenching has revealed a late prehistoric and Roman settlement, located on the edge of the Humber estuary where there was evidence for salt-making and iron smelting occurring near the settlement (Stronach, 2010). The same site also recorded earlier Bronze Age activity located beneath 0.40m of alluvium and in association with a possible relic soil. The excavators concluded that the buried soil layer indicated that there was a period of perhaps a few decades when estuarine alluviation ceased, long enough for the site to be used by people. When sea levels rose, the site was buried beneath more flood-deposited alluvium.
- 4.19 There are several other enclosures and a series of linear features that could represent field systems in the study area, but these too are undated and could belong to any period between the prehistoric to post-medieval and modern periods [MNL4601, MNL4602, MNL4618, MNL4619, MNL4674]. A possible enclosure of likely prehistoric or Roman date [MNL4124] is shown on aerial photographs from 1946 but lies beneath the A1173 road, north-west of the Main Site.

### Early Medieval (410 to 1066)

- 4.20 There are no assets of early medieval date within the study area.

## Medieval (1066 to 1540)

- 4.21 Immingham is mentioned in Domesday, the Lindsey Survey (c.1115) and the Early Yorkshire Charters (1090-6) and historically within the wapentake and deanery of Yarborough (Ekwall, 1960; Cameron, 1991). The parish also contains the hamlet of Roxton. At the end of the 19<sup>th</sup> century the parish measured roughly 4100 acres which included a large c.900 acre area of coastal marshland called Habrough Marsh which was previously a detached part of Habrough township. It has boundaries with Brocklesby, Habrough, Keelby, Killingholme, and Stallingborough. Part of the boundary with Stallingborough is formed by North Beck Drain, and the boundary with South Killingholme is also formed by a beck.
- 4.22 The form of the settlement appears to have been a chain of farmsteads or hamlets laid out along a pair of parallel roads, with a denser core around the parish church. Aerial photographs show some possible burgage plots to the south-west of the church, suggestive of at least some planning to the village. Roxton has no obvious topographic influence upon settlement form. The former earthworks of the hamlet have the appearance of a small, nucleated core around a moated manorial site, possibly with a tight grid like pattern of roads.
- 4.23 Along Stallingborough Road (Highfield House) archaeological trial trenching has revealed late medieval activity (mainly ditches, pits and postholes likely forming crofts and tofts) and pottery (early medieval to early post-medieval. The areas in which no archaeological evidence has been found correspond to those areas most prone to flooding, and were perhaps farmed rather than inhabited (APS, 2020b).
- 4.24 The proposed development area is situated within the former parish of Habrough Marsh and was first recorded in 1150. Aerial photography has recorded a large rectilinear enclosure of possible medieval or post-medieval date near the farmstead at Harborough Marsh, located c.900m north of the site centre [MNL4649]. Nun's Creek located c.816m north of the site centre at Habrough Marsh [MNL4269] is recorded as early as the 13<sup>th</sup> century which connected to Coatham Nunnery in Brocklesby, although sections have been straightened as part of more recent land drainage.
- 4.25 Domesday records a saltpan at Habrough, which likely indicates that there were salt production sites along the coastal margins from at least the medieval period onwards, although earlier evidence is recorded. As noted above, salt working of Roman date has also been identified. The presence of a saltpan was recorded in 1186 when William Berner granted land in Habrough to Newhouse Abbey. At Northesse Marsh (a marsh that lay to the north-east of the development area) remains of medieval salt making was recorded during land drainage work (Loughlin et al., 1979). It is likely that Habrough Marsh was outside of the permanent arable land that once surrounded the historic core of Immingham (indicated by the extent of former ridge and furrow cultivation features visible on historic aerial photographs). The marsh was likely subject to periodic seasonal flooding and would have likely been used for summer grazing.
- 4.26 Salt working was an important local industry along the coastal margins and is likely to have been carried out on a seasonal basis (salt extracted from salt-encrusted sand from the foreshore was treated and dumped in large mounds) (Historic England, 2018). Eventually, as the ground along the foreshore was improved and raised to prevent seasonal flooding, the coastline gradually retreated and new salterns advanced seawards (Owen, 1984).
- 4.27 There is evidence for medieval settlement activity within the study area. A possible deserted medieval settlement near Mauxhall Farm is visible on aerial photography, including ridge and furrow cultivation features, trackways and possible building platforms [MNL326]. Ridge and furrow is also recorded at Stallingborough [MNL2235].

## Post-Medieval (1540 to 1900) to Modern (1900 to present)

- 4.28 Local abbeys began to promote drainage schemes in the area from the 12<sup>th</sup> century. However, from the 17<sup>th</sup> century, coastal reclamation, drainage and enclosure had a significant impact on the rural landscape on the north side of the estuary. On the south side, flood defences were built to protect the developing towns and industrial areas. Warping (the process by which water was deliberately flooded over the land to enrich the soil with riverine sediments) was introduced by the Dutch in the 18<sup>th</sup> century. Later, Parliamentary enclosures produced the landscape of regular, geometric fields, mostly enclosed by dykes, with associated large brick-built isolated farmsteads and excavation of brick pits for the extraction of Pleistocene clays (for example at Barton).
- 4.29 Aerial photography has recorded the remains of post-medieval field boundaries and narrow ridge and furrow cultivation features at Harborough Marsh [MNL4648, MNL4653, MNL4658, MNL4659, MNL4660]. They also record the presence of either singular or a series of drainage ditches at Kiln Lane Trading

- Estate and further to the south and south-east of the trading estate [MNL1793, MNL4603, MNL4604, MNL4606, MNL4620]. North Beck Drain forms the southern boundary of the gypsum disposal / landfill area, which is also identified on the HER as an historic feature [MNL1796]. A series of historic roads and trackways of post-medieval date are recorded on the early Ordnance Survey (OS) maps which may have origins in the medieval period. These include North Moss Lane [MNL3507], Kiln Lane [MNL3508], Laporte Road [MNL3509], Hobson Way [MNL3510], Ephams Road [MNL3512], Pelham Road [MNL3522], Kings Road [MNL3523] and Ings Lane [MNL3524]. Aerial photographs record trackways north of North Beck Drain at the gypsum disposal / landfill areas [MNL4621]; and c.1km to the north of the site centre [MNL4654]. Further details on the historic mapping analysis can be found below.
- 4.30 The HER records several woodland features that are shown on the historic OS maps, including Long Strip [MNL1797] that forms the eastern boundary of the Storage Tanks Area site, and Fox Covert [MNL1799], located c.950m north of the site centre. Other landscape features are also recorded, including an osier (willow plantation) at Reeds Meer [MNL2684], a mere at Stallingborough [MNL2685], and a blow well (spring) also at Stallingborough [MNL4299].
- 4.31 Aerial photographs and historic OS maps record historic flood defences across the study area, including at Immingham [MNL4682], c.1.5km north-west of the site centre; at Kiln Lane Trading Estate, c.1.3km south-east of the site centre [MNL2086, MNL4608]; and at Harborough Marsh, c.1km north of the site centre [MNL4650]. Historic OS maps also record the presence of several features associated with coastal navigation and transportation, including Stallingborough Ferry [MNL3131], the site of a coastal shipping light [MNL1789] and beacons [MNL4263, MNL4426], and the site of a coastguard station [MNL1790]. The maps also show several buildings that reflect the rural and coastal character of the area prior to the development of the docks. The Ship Inn public house [MNL1792] is shown at the location of Stallingborough Ferry and farm buildings at Habrough Marsh [MNL1798], and Marsh Cottage [MNL1876] and Mauxhall Farm [MNL2452] are also shown. A kiln of unknown type is shown as a linear building at Stallingborough Haven on a 1734 chart of the Humber Estuary [MNL3130].
- 4.32 From the 16<sup>th</sup> and 17<sup>th</sup> centuries defensive structures were constructed to protect the coastline and the Humber Estuary from attack and the threat of invasion. The importance of defence continued into the late 19<sup>th</sup> century with a coastal artillery battery, and a minefield control centre built at Paull Point on the north bank of the Humber. A 20<sup>th</sup> century World War I acoustic mirror near Kilnsea and two forts were also constructed at the estuary mouth. During World War II anti-aircraft batteries and bombing decoys were built on the north bank to protect Hull Docks.
- 4.33 On the south side of the estuary deeper channels enabled the expansion of several ports. Immingham Dock was established by the Humber Commercial Railway and Dock Company in association with the Great Central Railway (Humber Commercial Railway and Dock Act of 1904, and subsequent amendments) [MNL272]. A temporary settlement, or workers village, was established at Immingham (Humberville) comprising of a series of corrugated tin huts, known as Tin Town, for the dock construction workers [MNL1077]. Other buildings of early 20<sup>th</sup> century date include the locally listed Immingham Police Station on Humberville Road [MNL4726], located c.1.5km north-west of the site centre, and the site of a demolished water tower built c.1909 [MNL289].
- 4.34 Construction of the dock began in 1906 and was complete by 1912. The dock exported coal from the coalfields of Derbyshire and Yorkshire via the Humber Commercial Railway (Grace's Guide, 2020). Numerous features that are associated with the historic development and operation of the docks are recorded on the HER, including a coaling stage [MNL3097], a former grain store [MNL4429], a wool shed [MNL4438] and a large polygonal bank and ditched enclosure [MNL4657]. In addition there are several records relating to the use and expansion of the transportation infrastructure associated with the dock and port at Immingham, including a light electric railway (Grimsby District Electric Light Railway), which was used for contractors' traffic and later for carrying passengers / dock workers [MNL2087], the site of an early 20<sup>th</sup> century wooden signal box [MNL2819], an extensive complex of railway lines and sidings integrated into Immingham dock (London and North Eastern Railway - Immingham Dock Branch) [MNL3039], the site of an engine shed [MNL3040], a light railway (London and North Eastern Railway - Grimsby District Light Railway) [MNL3078], a large possible rail embankment running from Habrough Marsh northwards to the shoreline [MNL4656], and the site of a tram shelter at Queens Road [MNL4715].
- 4.35 During World War I Immingham dock was a submarine base for British D-class submarines. This was later used for cruise ships in the 1930s, including vessels of the Orient Steam Navigation Company, White Star Line and Blue Star Line. Following the end of World War I trade declined, as it did elsewhere along the

east coast, including demand for shipping services and new ships. However, World War II revived its prospects, but, together with other ports along the east coast such as Hull, it became the target of bombing raids. It became a naval base and headquarters for the Royal Navy and anti-aircraft batteries were located around the dock during the war (heavy anti-aircraft battery Humber H21 & H22).

- 4.36 The HER records numerous features relating to World War II activity in and around the docks at Immingham, including gun emplacements [**MNL1501**, **MNL1534**], anti-landing obstacles [**MNL4630**, **MNL4631**, **MNL4632**, **MNL4633**, **MNL4634**, **MNL4640**, **MNL4641**, **MNL4655**, **MNL4679**], barrage balloon sites [**MNL4651**, **MNL4684**, **MNL4675**], and other buildings and installations [**MNL4644**, **MNL4689**]. Aerial photographs taken before 1942 indicate that anti-landing obstacles were located at the gypsum disposal / landfill areas [**MNL4630**] and at the Main Site [**MNL4640**], and a barrage balloon mooring site was also located at the gypsum disposal / landfill areas [**MNL4675**]. Evidence of German bombing raids is also represented by several lines of small circular hollows on aerial photographs [**MNL4623**, **MNL4643**, **MNL4645**]. Aerial photographs also record a linear earthwork of possible modern date underlying the railway lines servicing Immingham Docks (also cuts across post-medieval fields), located c.695m north of the site centre [**MNL4647**]; and a small rectilinear enclosure also of possible modern date [**MNL4652**], located c.945m NNE of the site centre and west of Queens Road.
- 4.37 A memorial dedicated to the fallen of both World War I and World War II was erected in 1925 at the junction of Humberville Road and Pelham Road, Immingham. Immingham War Memorial is Grade II listed [**NHLE1455139**, **MNL4111**].
- 4.38 In the second half of the 20<sup>th</sup> century the docks expanded with the construction of east and west jetties and the addition of several deep-water jetties for bulk cargo. Immingham Oil Terminal jetty was also constructed in 1969 on the banks of the Humber, west of the dock entrance, and the Immingham Bulk Terminal was commissioned in 1970 for the export of coal and the import of steel. In 1985 the Immingham Gas Jetty was opened, handling liquid petroleum gas, and thereafter extensions to these facilities were added, including new terminals and roll-on/roll-off facilities during the 21<sup>st</sup> century, to improve connections to Europe and to develop port infrastructure and associated facilities and to facilitate the export of bulk goods.
- 4.39 Several landfill sites of modern date are recorded on the HER to the south of Kings Road and Queens Road, including one [**MNL1063**] that lies beyond the southern boundary to the Main Site. The other landfill sites are recorded at Kiln Lane Landfill Site [**MNL1039**] located c.890m south of the site centre; Immingham Dock South East Landfill Site [**MNL1178** / **MNL1179**], located c.1.5km west of the site centre; and Laporte Road Landfill Site [**MNL1180**], located c.1.14km ENE of the site centre.
- 4.40 Other non-designated built heritage assets of modern date include the County Hotel [**MNL290**], which is located 1.58km north-west of the site centre on the junction between Pelham Road and Humberville Road. The hotel was built in 1910 by G.H. Mumby in red brick with ashlar clad ground floor and later brick extensions.
- 4.41 Two rows of non-designated early 20<sup>th</sup> century terraced housing (**ACM1**) are located on the west side of Queens Road, between 485 and 635m north-west of the site centre. The terraces appear on the 1932 Ordnance Survey map, set back from Queens Road behind short front gardens, with narrow enclosed rear yards and views from the rear first floor windows to the agricultural land comprising the Main Site. The terraces are constructed in brick with render and some whitewash, likely built as accommodation for dockworkers and their families. During the site walkover several of the terraces were observed to be unoccupied and having fallen into a state of disrepair.

## Undated assets

- 4.42 There are several undated cropmark sites recorded on the HER, including an area of enclosures or natural features located c.1.4km ESE of the site centre [**MNL4106**]; a sub-circular feature, possibly a prehistoric ring ditch or another natural feature, located c.594m south-east of the gypsum disposal / landfill areas [**MNL4622**]; and linear features to the south of Kiln Lane Industrial Site, located c.1.2km south-east of the site centre [**MNL4400**].
- 4.43 Undated peat deposits located c.823m ENE of the site centre [**MNL4439**] were recorded in a historic geological borehole alongside North Beck Drain [**MNL1796**] (borehole reference TA21SW93).

## Historic maps

- 4.44 The 1820 enclosure map for Habrough shows that the proposed development lay within a large area identified as Meadow Marsh that was owned by Lord Yarborough and leased to several tenants. No land divisions are shown, suggesting it may have been a relatively open landscape in the early 19<sup>th</sup> century. By 1837 the Habrough Parish tithe map shows that the land had been sub-divided into several regular narrow rectangular plots, similar to the layout shown on the 1<sup>st</sup> edition OS map of 1888 to 1891, which may reflect its incorporation into part of Immingham Parish in the mid-1820s. In the wider area, several small dwellings are depicted to the north which may have been farmsteads, including Marsh Cottage.
- 4.45 At the time that the 1<sup>st</sup> edition OS map was produced some of the fields had been sub-divided but generally the character of the field pattern remained basically the same as shown on the earlier tithe map (**Plate 1, Appendix C**). The farming landscape contains a scatter of dwellings reflecting the wetland conditions (numerous springs are labelled throughout the area). North Beck Drain is labelled on the OS map. At the Storage Tank Area the fields are shown orientated north-east / south-west which are parallel to a narrow belt of trees labelled 'Long Strip' which forms the southern boundary of the site and which also forms the eastern end of the proposed Pipeline Corridor.
- 4.46 The settlement at Immingham developed slowly during the 19<sup>th</sup> century with only c.230 inhabitants in 1911 (Tailby, 1970). Features that are shown and / or labelled on the historic OS maps include Habrough Marsh Farm to the north-east of the site centre, Fox Culvert, Plantation and lake. The maps also show that several trackways were formalised into roads, including Kings Road, Ings Lane and Pelham Road.
- 4.47 Subsequent OS maps indicate little change within the proposed development area until the construction of Immingham Dock to the east. Construction of the docks began in 1906 to 1912 to accommodate larger vessels unable to enter Grimsby Docks. The OS maps of 1932 show the changes to the wider area. Immingham Dock and new rail infrastructure, including rail sidings, had replaced the agricultural landscape to the north. A new railway station is also shown to the south of the proposed development area. Queens Road and Kings Road are shown for the first time with two rows of terraced dwellings along Queens Road.
- 4.48 Immingham and the area surrounding the docks grew rapidly (the population in 1911 reached 2681). A suburb known as Humberville was created to house dock workers and also became known as Tin Town due to the extensive use of corrugated iron panels in the construction of dwellings. Several areas surrounding the docks were used for storage and, subsequently, landfill. South and east of the Main Site a Gypsum Disposal Bed is labelled on the 1953 OS map, replacing the farmland. By 1966 an electrical transforming station had also been constructed to the south-west of Main Site, and during the early 1980s the A1173 was constructed, forming the western edge of the site.

## Historic Landscape Character

- 4.49 Several sources were consulted to inform the assessment, including the following:
- NELC Historic Landscape Character Report Heritage and conservation - NELC | NELC (nelincs.gov.uk).
  - NELCHER provided information about known heritage assets.
  - Historic Ordnance Survey maps.
  - Online resources were consulted for modern aerial photographs.
  - Information from the heritage walkover to identify elements that contribute to an understanding of the historic landscape.
- 4.50 The historic landscape character types identified within the study area are shown on **Figure 3, Appendix B**.
- 4.51 In general, the proposed development area and its immediate surroundings are relatively flat and low-lying and is characterised by industrial development with pockets of open, arable land and occasional woodland. A limestone ridge, which runs north-south borders the western edge of the 1.6km study area.
- 4.52 The proposed development site lies within Regional Character Area 3, 'The Northern Marshes' and subsidiary zone 'The Immingham Coastal Marsh' (Lord and MacIntosh, 2011). Along the seaward bank of

the Humber Estuary this area is characterised by the large modern industrial presence of Immingham Dock and its deep-water facilities which make an important contribution to its 'unique character, often creating brooding and dramatic skylines across great distances' (ibid, p.21).

- 4.53 The coastal marsh zone is dominated by industrial works, particularly installations related to the petrochemical industry and docks at Immingham. The settlement expanded rapidly in the 20<sup>th</sup> century from its historic core and is the only settlement within the zone. There are a few, scattered isolated farmsteads surviving within the western periphery of the character zone (several have been subsumed into industrial works), and there are correspondingly very few surviving fields as these have been subsumed into industrial works and port use. Where they do survive, the fields are evenly split between modern consolidated fields and surviving planned enclosure, with some examples of ancient enclosure in the vicinity of settlements.
- 4.54 Before the drainage and enclosure movements of the 18<sup>th</sup> and 19<sup>th</sup> centuries, the coastal landscape mainly comprised saltmarsh grazing for the settlements to the west. Certain areas of higher ground, especially in the immediate vicinity of Immingham, were used for arable farming in a traditional field regime. The zone was subject to planned enclosure and drainage in the 18<sup>th</sup> and 19<sup>th</sup> centuries when many of the isolated farmsteads would have been established. Following the end of World War II many of the fields were consolidated and enlarged, resulting in the loss of some of the field boundaries.
- 4.55 The early 20<sup>th</sup> century saw the development of Immingham Port (opened in 1913) with good rail transport links to the rest of the country. The development of the port facility led to the establishment of other industrial facilities in the surrounding area, some providing supporting infrastructure to the port, others connected to the import of materials or the export of finished products.
- 4.56 It is still possible to identify historic elements within the landscape. Although the historic core of Immingham is largely gone, the historic Church of St Andrew remains as an indicator of its original location. The planned enclosure of the 18<sup>th</sup> century survives largely intact in the coastal area to the east of Lindsey Oil Refinery. Modern industries do not immediately appear to retain any vestiges of preceding landscapes, but they are typically aligned according to the planned field systems over which they were built. The internal roads and tracks of the Lindsey Oil Refinery in particular follow the courses of former field drains that can be seen on historic map data.
- 4.57 The HLC identifies the Main Site as an area of Modern Fields (**Figure 3, Appendix B**), although part of the rectilinear field pattern that is recorded on the 1837 tithe map and historic OS maps is still visible. The Storage Tank Area site is identified as part of a larger Chemical Works at Immingham Docks and has not retained any time depth linked to the character of the historic landscape. The Pipeline Corridor comprises a mixture of recently developed warehouses, distribution, industrial works and former abandoned works areas which also has no time depth to its historic character (overlies areas of former private panned enclosure and modern fields) (**Plate 4, Appendix C**), apart from a narrow belt of Plantation Woodland known as 'Long Strip'. This plantation is shown on historic OS maps dating to the second half of the 19<sup>th</sup> century, that survives either side of Laporte Road and which appears to be a surviving element of the historic landscape (Plate 5).

## Archaeological Potential

- 4.58 The archaeological potential of the proposed development was partially assessed in the 2013 desk-based assessment, which covered the Main Site (ECUS 2013). This concluded that there was a high potential for late post-medieval and modern land management features; a moderate potential for Neolithic to Romano-British environmental and organic remains within waterlogged contexts; a low potential for Iron Age to Romano-British activity; and a low potential for medieval and post-medieval activity, including salt making industry. However, based on the results of a geophysical survey (Bunn 2013), it is now considered that within the Main Site there is high potential for late post-medieval and modern land management features; high potential for evidence of former channels and salt marsh - palaeoenvironmental deposits and features and low potential for medieval and post-medieval activity, including salt making industry.
- 4.59 Given previous land disturbance within the Pipeline Corridor and Storage Tank Areas, the archaeological potential for these parts of the proposed development are considered to be negligible.

## 5. Assessment of Baseline

- 5.1 The following assessment draws on the information contained in the baseline and assesses the significance of assets with the potential to be impacted by the proposed development.
- 5.2 The only recorded site within the Main Site is the site of World War II anti-landing obstacles [MNL4640]. These were visible as earthworks on aerial photographs taken in 1940, but these are no longer extant, and were not located during geophysical survey (Bunn 2013). Should any remains survive, they would be of local (low) historic interest for their relationship to the defence of the area in World War II.
- 5.3 Probable late post-medieval and modern land management features were identified during the previous phase of work. These would have local (low) archaeological and historic interest related to the post-Enclosure land management of the area.
- 5.4 Palaeoenvironmental features were also identified. These are undated but would have local (low) to regional (moderate) archaeological interest related to past environmental change.
- 5.5 The geophysical survey undertaken in 2013 (Bunn 2013) identified anomalies that might relate to possible medieval salterns for salt processing. This interpretation remains uncertain, but any such remains would be of archaeological and historic interest related to the development of the salt processing industry and likely to be of local (low) to regional (moderate) interest.
- 5.6 Previous development within the Storage Tank Area and the Pipeline Corridor indicates that there is unlikely to be impacts on archaeological remains, although for the Pipeline Corridor there is potential for deeply buried remains to survive, particularly in natural features (infilled former tidal channels or within or beneath alluvium).
- 5.7 At the Main Site the proposed development would be a change to the historic landscape character from modern (19<sup>th</sup> and 20<sup>th</sup> century) field pattern within an area of modern industrial development to modern industrial development. There would be no impacts on the historic landscape character at the Storage Tank Area site which has previously been impacted by modern industrial development. The Pipeline Corridor would involve change from modern industrial development with remnant 19<sup>th</sup> century tree belts to modern industrial development.
- 5.8 The proposed development will not impact on Immingham War Memorial (NHLE1455139). The asset is located at a sufficient distance from the site within the urban area of Immingham town centre, that the proposed development is not considered to form any aspect of its setting, nor does it contribute to the ability to interpret its significance. There is no potential for visual intrusion from the proposed development, due to the density of urban development surrounding the asset. Therefore, the proposed development will not affect the asset's significance or heritage interest.
- 5.9 The proposed development will not impact Immingham Police Station (MNL4726) nor the County Hotel (MNL290). Both assets are located within the urban area of Immingham town centre, sufficiently distant from the site and shielded by development. The site is not considered to contribute to the ability to interpret special interest of either asset, therefore the proposed development will not affect their heritage interest.
- 5.10 The proposed development has potential to impact the two rows of terraces housing on Queens Road (ACM1) through changes to setting. The development of the Main Site will result in the removal of the agricultural landscape visible from the rear of the terraced properties. This agricultural land is considered to form an aspect of the asset's setting by demonstrating the historical context of the landscape prior to the construction of the port. However, they are only of limited historic interest related to the industrial development of the docks, and of limited architectural interest due to their poor state of repair.

## 6. Conclusion

- 6.1 This report has been prepared based on currently available design information and further updates may be made as the design evolves and following the outcome of consultation. ]
- 6.2 The desk-based research indicates that there is limited evidence for modern activity that may have removed archaeological within the Main Site (it is assumed that the ground disturbance noted during the walkover is superficial). Archaeological investigation within the 1.6km study area has found evidence for Roman settlement (Mauxhall Farm), which has the potential to extend beyond the core settlement area, and noting that an undated possible oval enclosure to the west of the Main Site (MNL4124) could be related to the Roman settlement.
- 6.3 This report also indicates that the only recorded archaeological site within the Main Site is the site of a World War II anti-landing obstacle, although these are no longer extant. Undated possible salt processing activity areas (salterns) and natural features have also been previously identified at the Main Site by geophysical survey (Bunn 2013); natural features (former tidal channels and pools) have the potential to contain marine / alluvial deposits of geoarchaeological and palaeoenvironmental interest relating to the development of past landscapes, for example, containing evidence relating to ecofacts (such as pollen), soils and sediment accumulation and material suitable for scientific dating. Other features were related to late post-medieval and modern land management. Previous development within the Storage Tank Area and the Pipeline Corridor indicates that there is unlikely to be impacts on archaeological remains, although for the Pipeline Corridor there remains the potential for deeply buried remains to survive (former tidal channels and alluvium deposits).
- 6.4 Any requirement for archaeological evaluation to support the application will be discussed and agreed with the Heritage Officer at North East Lincolnshire Council.
- 6.5 At the Main Site, the proposed development has the potential to impact possible anomalies that might relate to possible medieval salterns for salt processing and natural features related to tidal salt marsh (former tidal channels and pools that may contain palaeoenvironmental sequences and archaeological remains). The Pipeline Corridor may also contain deeply buried palaeoenvironmental sequences.
- 6.6 It is therefore recommended that an archaeological evaluation is undertaken including geoarchaeological investigation and targeted trial trenching, targeting the geophysical anomalies (possible medieval saltern features and natural features (former tidal channels and pools) and investigating areas previously inaccessible to survey due to vegetation (Areas 1 and 3; Bunn, 2013). It should be noted, however, that the area is low lying and likely to include high ground water levels and deeply buried alluvial sequences and peats and the evaluation should be carefully designed taking these factors into account. Geotechnical investigations should also be subject to monitoring by a Geoarchaeologist to gain an understanding of the geoarchaeological and palaeoenvironmental potential of the Main Site and the Pipeline Corridor and an understanding of the development of the landscape.
- 6.7 Depending upon the results of the archaeological evaluation, further archaeological mitigation may be required post-DCO consent and prior to construction. Any such work should be conducted with full consideration of the Updated Research Agenda and Strategy for the Historic Environment of the East Midlands (Knight et al., 2012).

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Railway history:

<http://www.disused-stations.org.uk>

Historic England Aerial Archaeology Mapping

<https://historicengland.maps.arcgis.com/apps/webappviewer/index.html?id=d45dabecef5541f18255e12e5cd5f85a>

Aerial photographic collections:

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

Heritage Gateway:

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

NE Lincolnshire Historic Landscape Characterisation

[Heritage and conservation - NELC | NELC \(nelincs.gov.uk\)](https://www.nelincs.gov.uk/Heritage-and-conservation-NELC)

# Appendix A

## A.1 Historic environment events register

NELC HER event no.	Event type	Description
ENL58	C.A.T.C.H. Project, Immingham, NE Lincolnshire. Archaeological Watching Brief.	A single undated (probably modern) drainage ditch was the only feature identified during the entire watching brief (2005). Lindsey Archaeological Services. 2005. C.A.T.C.H. Project, Immingham, NE Lincolnshire. Archaeological Watching Brief.
ENL260	Brocklesby to Stallingborough High Pressure Pipeline: Desk Based Assessment, Fieldwalking, Aerial Photography Survey, Excavation and Watching Brief.	Surveys (1994 to 1996) identified several areas of archaeological interest, including evidence of prehistoric activity (south of the former medieval settlement of Habrough) and a cropmark complex of indeterminate age and nature (south of Eleanor House in Stallingborough). British Gas Engineering Projects. 1996. Brocklesby to Stallingborough High Pressure Pipeline: Desk Based Assessment, Fieldwalking, Aerial Photography Survey, Excavation and Watching Brief.
ENL269	Geophysical Survey: Land off Queen's Road, Immingham, North East Lincolnshire.	The survey (2011) mostly recorded variations reflects modern features, including boundary fencing, a gas pipeline and miscellaneous ferrous rich objects. Pre-Construct Geophysics. 2011. Geophysical Survey: Land off Queen's Road, Immingham, North East Lincolnshire.
ENL300	Kings Road, Immingham: Desk Based Assessment.	Assessment and survey work (2013) concluded a high potential for late post-medieval and modern land management features; a moderate potential for Neolithic to Romano-British environmental and organic remains within waterlogged contexts; a low potential for Iron Age to Romano-British activity; and a low potential for medieval and post-medieval activity, including salt making industry. ECUS Ltd. 2013. Kings Road, Immingham: Desk Based Assessment.
ENL301	Archaeological Geophysical Survey: Land at Immingham, North East Lincolnshire.	Geophysics survey (2013) did not identify any clearly defined indicators of potentially significant archaeological activity but did identify palaeoenvironmental features (tidal channels/creeks and pools) and possible medieval salt production activity; and recent boundaries, land drains, a buried service and miscellaneous ferrous-rich objects, as well as features contained within the ploughsoil or along field boundaries. Pre-Construct Geophysics. 2013. Archaeological Geophysical Survey: Land at Immingham, North East Lincolnshire.
ENL306	Archaeological Excavation on the Stallingborough Pipeline, North East Lincolnshire.	Excavation (2011) identified that the site was heavily truncated, c.7 gullies from probable round houses recorded and large ditches; other possible internal subdivisions were also recorded. Early Romano-British pottery enabled the majority of the gullies to be dated and phased. ArchHeritage. 2012. Archaeological Watching Brief Report and Excavation on the Stallingborough Pipeline, North East Lincolnshire: Archaeological Assessment Report. ArchHeritage. 2014. Archaeological Excavation on the Stallingborough Pipeline, North East Lincolnshire.

NELC HER event no.	Event type	Description
ENL352	Mauxhall Farm Stallingborough Geophysical Survey Report.	Geophysical survey (2018) identified possible archaeological anomalies across the site, including potential enclosures and medieval ridge and furrow (trackways also evident as earthworks). Archaeological Project Services. 2019. Mauxhall Farm Stallingborough North East Lincolnshire Geophysical Survey.
ENL378	Archaeological Watching Brief at Kiln Lane, Stallingborough.	In 2015 18 trenches were monitored (HER does not record whether remains were recorded). AOC Archaeology Group. 2016. Archaeological Watching Brief at Kiln Lane, Stallingborough. GRIMS:2016.005.
ENL423	Archaeological evaluation on land at Mauxhall Farm, Stallingborough.	An evaluation in 2020 (metal detecting, fieldwalking and trial trenching) recorded prehistoric to Roman archaeology during trenching. Archaeological Project Services. 2020. Archaeological Evaluation at Mauxhall Farm, Stallingborough.
ENL425	Geophysics and field walking on land at the Stallingborough Interchange.	Geophysics and fieldwalking surveys (2016) (HER does not record any discoveries). West Yorkshire Archaeological Service. 2016. Geophysics and field walking on land at the Stallingborough Interchange.
ENL426	Evaluation at Stallingborough Interchange (Phase 1).	Trial trenching (2017) (HER does not record whether remains were recorded). Oxford Archaeology East. 2017. Evaluation at Stallingborough Interchange (Phase 1).
ENL427	Evaluation at Stallingborough Interchange (Phase 2).	Trial trenching (2018) (HER does not record whether remains were recorded). Oxford Archaeology East. 2018. Evaluation at Stallingborough Interchange (Phase 2).
ENL441	Tram Shelter, Queens Road, Port of Immingham Historic Building Recording.	Historic building recording (2021) was undertaken of a former tram shelter prior to demolition. Humble Heritage. 2021. Tram Shelter, Queens Road, Port of Immingham, Building Recording.
ENL470	Archaeological strip map and record on Land off Stallingborough Interchange, Kiln Lane, Stallingborough.	Monitoring in 2021 revealed interleaving layers of underlying natural strata and remains of probable medieval furrows. Artefacts recovered dates from the Romano-British period to the medieval period including a fragment of mortaria. Humber Archaeology Partnership. 2021. Archaeological strip map and record on Land off Stallingborough Interchange, Kiln Lane, Stallingborough. GRIMS:2021.022.

## A.2 Heritage asset register

Abbreviations: ACM (AECOM, new heritage assets), NHLE (National Heritage List England), NELC (North East Lincolnshire Council); HER (Historic Environment Record); NHLE (National Heritage List England); AP (aerial photographs); OS (Ordnance Survey).

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL1039	<b>Kiln Lane Landfill Site, Stallingborough.</b>	Refuse disposal site	Modern	non-designated
MNL1063	<b>Immingham H.C.C. Landfill Site.</b>	Refuse disposal site	Modern	non-designated
MNL1077	<b>Humberville (Tin Town) Immingham.</b> A temporary settlement built for the construction workers of Immingham dock.	Workers village	Modern	non-designated
MNL1178, MNL1179	<b>Immingham Dock South East Landfill Site.</b>	Refuse disposal site	Modern	non-designated
MNL1180	<b>Laporte Road Landfill Site.</b>	Refuse disposal site	Modern	non-designated
MNL1521	<b>Heavy Anti-Aircraft Battery KH21, Long Strip, Immingham.</b> First referenced in February 1940 and last referred to on 22 June 1942 when it was unarmed and had no radar.	Military installation	Modern	non-designated
MNL1534	<b>Stallingborough Coastal Battery (World War 2).</b>	Military installation	Modern	non-designated
MNL1789	<b>Stallingborough Light.</b> A coastal shipping light shown on historic maps.	Coast light	Post-medieval	non-designated
MNL1790	<b>Coastguard Station, Stallingborough.</b> Site of a coastguard station shown on historic maps.	Coastguard station	Post-medieval	non-designated
MNL1792	<b>Ship Inn, Stallingborough.</b> Site of a public house marked on the OS 1887-9 25 inch to 1 mile maps.	Public house	Post-medieval	non-designated
MNL1793	<b>Middle Drain.</b> A land drain marked on the OS 1887-9 25 inch to 1 mile maps.	Drain	Post-medieval	non-designated
MNL1796	<b>North Beck Drain, formerly Stallingborough Beck.</b> Marked on the OS 1887-9 25 inch to 1 mile maps.	Drain	Post-medieval	non-designated
MNL1797	<b>Long Strip.</b> A plantation marked on the OS 1887-9 25 inch to 1 mile maps.	Plantation	Post-medieval	non-designated
MNL1798	<b>Habrough Marsh.</b> Site of a probable farm complex marked on the OS 1887-9 25 inch to 1 mile maps.	Farmhouse	Post-medieval	non-designated
MNL1799	<b>Fox Covert.</b> Marked on the OS 1887-9 25 inch to 1 mile maps.	Covert	Post-medieval	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL1876	<b>Marsh Cottage.</b> Marked on the OS 1887-9 25 inch to 1 mile maps (part of a small complex of buildings which may represent a small farm).	Farm?	Post-medieval	non-designated
MNL2085	<b>Possible Former Sea Defence Bank in Immingham.</b> A bank, and in some places also a ditch, marked on the OS 1st edition maps.	Sea defences	Post-medieval	non-designated
MNL2086	<b>Possible Former Sea Defence Bank in Stallingborough.</b> A possible former sea defence bank, extrapolated from the line of the possible bank in Immingham and an abrupt change in field morphology.	Sea defences	Post-medieval	non-designated
MNL2087	<b>Grimsby District Electric Light Railway.</b> A light electric railway marked on OS maps of 1932-3.	Railway	Modern	non-designated
MNL2235	<b>Ridge and Furrow in Stallingborough.</b> GIS mapping layer showing ridge and furrow located on APs.	Ridge & furrow, find spot	Medieval, post-medieval	non-designated
MNL2452	<b>Mauxhall Farm.</b> An extant C19 farmhouse and farmstead forming a four sided courtyard complex marked on OS.	Farmhouse	Post-medieval	non-designated
MNL2684	<b>Reeds Meer.</b> A landscape feature marked and annotated with Osiers and brush on the OS maps of 1887-9.	Water feature	Post-medieval	non-designated
MNL2685	<b>Possible Moss or Mere in Stallingborough.</b> A possible moss (peaty marshland) or mere (shallow lake) shown on OS maps of 1887-9.	Water feature	Post-medieval	non-designated
MNL272	<b>Immingham Dock.</b> Built 1906-12 by GCR at the cost of £2.6m to take larger vessels which could not enter Grimsby Docks. The 45 acre basin was at the heart of a 1,000 acre estate.	Dock	Modern	non-designated
MNL2819	<b>Immingham East Signal Box.</b> An early C20 wooden signal box.	Signal box	Medieval, post-medieval	non-designated
MNL289	<b>Water Tower, Immingham.</b> Site of a demolished polygonal and bi-pinnaced water tower of 1909 (one of the most prominent buildings in Immingham).	Water tower	Modern	non-designated
MNL3039	<b>London and North Eastern Railway - Immingham Dock Branch.</b> A large complex of railway lines and sidings integrated into Immingham Dock, branching off from the main LNER line.	Railway	Modern	non-designated
MNL3040	<b>Engine Shed, Immingham Railway Branch.</b> Site of an engine shed marked on OS maps of 1932-3.	Engine shed	Modern	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL3078	<b>London and North Eastern Railway - Grimsby District Light Railway.</b> A light railway marked on OS maps of 1932-3.	Railway	Modern	non-designated
MNL3097	<b>Immingham Coaling Stage.</b> A C20 concrete coaling tower at Immingham docks, a prominent landmark, now disused.	Coal drop	Modern	non-designated
MNL3130	<b>Stallingborough Kiln.</b> A kiln of unknown type recorded at Stallingborough Haven as a linear building on a 1734 chart of the Humber estuary.	Kiln	Post-medieval	non-designated
MNL3131	<b>Stallingborough Ferry.</b> A ferry is marked on OS C19 maps and a 'Ferry house' (at the location of the Ship Inn; MNL-1792) is recorded on a chart of c.1875.	Ferry crossing, landing point?	Post-medieval	non-designated
MNL326	<b>Possible Deserted Settlement, near Mauxhall Farm.</b> APs suggest ridge & furrow earthworks, trackways and possible building platforms. Trenching recorded ridge & furrow.	Settlement, ridge & furrow	Medieval, post-medieval	non-designated
MNL3507	<b>North Moss Lane, Stallingborough.</b> A road marked on OS maps of 1887-9. A major re-alignment has superseded a large section of road which is now annotated as a trackway part of Kiln Lane.	Road	Medieval, post-medieval	non-designated
MNL3508	<b>Kiln Lane, Stallingborough.</b> A road marked on OS maps of 1887-9 (north eastern end has been realigned).	Road	Medieval, post-medieval	non-designated
MNL3509	<b>Laporte Road (was part of Green Lane), Stallingborough.</b> A road marked on OS maps of 1887-9.	Road	Medieval, post-medieval	non-designated
MNL3510	<b>Hobson Way (was part of Green Lane), Stallingborough.</b> A road marked on OS maps of 1887-9.	Road	Medieval, post-medieval	non-designated
MNL3512	<b>Ephams Lane, Stallingborough.</b> A road marked on OS maps of 1887-9.	Road	Medieval, post-medieval	non-designated
MNL3522	<b>Pelham Road, Immingham.</b> Road marked, but not annotated, on OS maps of 1887-9 (1100m long section has been demolished to make way for Immingham Docks).	Road	Medieval, post-medieval	non-designated
MNL3523	<b>Kings Road, Immingham.</b> Road marked, but not annotated, on OS maps of 1887-9 (approx. half of the extent was demolished to make way for Immingham Docks).	Road	Medieval, post-medieval	non-designated
MNL3524	<b>Ings Lane, Immingham.</b> Road marked on OS maps of 1887-9 (mostly downgraded to a footpath).	Road	Medieval, post-medieval	non-designated
MNL4106	<b>Cropmark Site in Stallingborough.</b> Cropmarks of enclosures or natural features.	Enclosure?, Natural feature?	Undated	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
NHLE1455139, MNL4111	<b>Immingham War Memorial.</b> Unveiled in 1925 and dedicated to the fallen of World War 1 and 2.	War memorial	Modern	Designated, grade II
MNL4124	<b>Possible Enclosure, Immingham.</b> A possible enclosure shown on APs from 1946.	Enclosure?	Prehistoric / Roman	non-designated
MNL4182	<b>Ditches in Stallingborough.</b> A pair of ditches recorded in a watching brief, possible dug to flank a trackway which contained flintwork of Neolithic or Bronze Age date.	Ditch	Prehistoric	non-designated
MNL4263	<b>Beacon in Stallingborough.</b> A beacon marked on OS maps of 1887-9.	Beacon	Post- medieval	non-designated
MNL4269	<b>Nun's Creek, Habrough Marsh.</b> Recorded as early as 1250-60, connected to Coatham Nunnery in Brocklesby. Shown, but not annotated, on OS maps of 1887-9. Sections have been straightened as part of land drainage.	Water feature	Undated	non-designated
MNL4299	<b>Blow Wells in Stallingborough.</b> Shown on OS maps of 1856 within a small enclosure. Later maps show a small wood or group of trees at this point.	Spring, wood	Post- medieval	non-designated
MNL4400	<b>Undated ditches at Stallingborough.</b>	Ditch	Undated	non-designated
MNL4426	<b>Site of beacon, Stallingborough Haven.</b> A beacon is recorded on historic OS maps on the edge of the sea defence bank.	Beacon	Post- medieval, modern	non-designated
MNL4427	<b>Former sewage works, near Queens Road, Immingham.</b> Works recorded on the 4th edition OS map (1932-33) and survives as a square earthwork.	Sewage works	Modern	non-designated
MNL4429	<b>Former Grain Store, Immingham Dock.</b> Site of demolished grain store at Immingham Docks (recorded on the 4th edition OS map. It was a seven-storey building connected to the quayside by a conveyor.	Grain warehouse	Modern	non-designated
MNL4438	<b>Site of Wool Shed, Immingham Dock.</b> Site of demolished wool store at Immingham Dock recorded on 4th edition OS map.	Wool warehouse	Modern	non-designated
MNL4439	<b>A peat deposit to the south west of Laporte Road, near Long Strip.</b> Identified by geological borehole survey in 1906, peat c.0.6m thick (TA21SW93 — LONGMARSH IMMINGHAM LINCS).	Buried land surface?	Undated	non-designated
MNL4490	<b>Roman Settlement. Stallingborough Interchange, Stallingborough.</b> High status Roman settlement and industrial site. (Locally listed asset - archaeology)	Settlement, industrial activity	Roman	Non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL4601	<b>Post-medieval drainage ditches, Stallingborough.</b> Linear ditched features are visible as earthworks on APs taken in 1946.	Trackway	Prehistoric to post-medieval	non-designated
MNL4602	<b>Uncertain trackway or drainage ditch, Stallingborough.</b> A linear ditched feature is visible as earthworks on APs taken in 1946 running for over 1km in an NNE direction to the west of Grassmere.	Trackway, drainage ditch	Prehistoric to post-medieval	non-designated
MNL4603	<b>Post-medieval drainage ditch, Stallingborough.</b> Linear ditched features are visible as earthworks on APs taken in 1946 to the south-east of Kiln Lane Trading estate.	Drainage ditch	Medieval, post-medieval	non-designated
MNL4604	<b>Post-medieval drainage ditch, Stallingborough.</b> A linear ditched feature is visible as earthworks on APs taken in 1946 running NW-SE across a field to the south of Kiln Lane Trading estate.	Drainage ditch	Medieval, post-medieval	non-designated
MNL4606	<b>Post-medieval drainage ditches, Stallingborough.</b> Linear ditched features are visible as earthworks on APs taken in 1946 under what is now Kiln Lane Trading Estate.	Drainage ditch	Medieval, post-medieval	non-designated
MNL4607	<b>Rectilinear ditched enclosures, Stallingborough.</b> Linear ditched features are visible as cropmarks on APs taken in the 1940's under what is now Kiln Lane Trading Estate.	Enclosure	Roman to late post-medieval	non-designated
MNL4608	<b>Historic boundary bank, Stallingborough.</b> A multiple banked feature is visible as low earthworks and cropmarks on APs taken in 1941. It runs for 440m east-west across fields to the east of Kiln Lane Trading Estate.	Flood defences, boundary bank	Medieval, post-medieval	non-designated
MNL4618	<b>Undated enclosure, Stallingborough.</b> A large oval ditched enclosure, 166m across and visible as cropmarks on APs taken in 2005 (NE of Kiln Lane Trading Estate).	Enclosure?, Natural feature	Late prehistoric?	non-designated
MNL4619	<b>Undated enclosures, Stallingborough.</b> Rectilinear bank and ditched features are visible as cropmarks on APs taken in 1941 in a field to the north of Kiln Lane. Appear to form parts of up to three enclosures, possibly part of an undated field system.	Enclosure?, Field system	Prehistoric to post-medieval	non-designated
MNL4620	<b>Historic drainage ditches, Stallingborough.</b> A series of ditched linear features visible as cropmarks on APs taken in 1962 in a field to the west of the Grimsby and Immingham Electric Railway (area now under a car park and industrial estate).	Drainage ditch?	Medieval, post-medieval	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL4621	<b>Historic trackway, Immingham.</b> A linear ditched feature is visible as cropmarks on APs taken in 1947, north of North Beck Drain.	Trackway	Medieval, post-medieval	non-designated
MNL4622	<b>Uncertain ring ditch, Stallingborough.</b> A subcircular ditched feature (12m across) visible as cropmarks on APs taken in 1947. It is of uncertain date and function, but morphologically similar to prehistoric remains (Bronze Age barrows and later prehistoric round houses, however, a natural origin such as a fungus ring cannot be ruled out.	Ring ditch, Natural feature?	Undated	non-designated
MNL4623	<b>World War 2 bomb craters, Stallingborough.</b> A line of three small circular hollows visible as earthworks on APs taken in 1941. They are c.4m across and considered likely to be World War 2 bomb craters.	Bomb crater	Modern	non-designated
MNL4630	<b>World War 2 Anti-Landing Obstacles, Immingham.</b> Site of features visible as earthworks on APs taken in 1942 in fields to the north of North Beck Drain. Multiple lines of obstacle run NE-SW across the field which have since been plough-levelled.	Anti-landing obstacle	Modern	non-designated
MNL4631	<b>World War 2 Anti-Landing Obstacles, Stallingborough.</b> Site of a line of anti-landing obstacles is visible as earthworks on APs taken in 1942 and 1947 in a field to the south-east of North Beck Drain.	Anti-landing obstacle	Modern	non-designated
MNL4632	<b>World War 2 Anti-Landing Obstacles, Immingham.</b> Site of anti-landing obstacles visible as earthworks on APs taken in 1941 in fields to the east of Long Strip.	Anti-landing obstacle	Modern	non-designated
MNL4633	<b>World War 2 Anti-Landing Obstacles, Stallingborough.</b> Site of anti-landing obstacles visible as earthworks on APs taken in 1941 in fields under what is now Kiln Lane Trading Estate.	Anti-landing obstacle	Modern	non-designated
MNL4634	<b>World War 2 Anti-Landing Obstacles, Green Lane, Stallingborough.</b> Site of anti-landing obstacles visible as earthworks on APs taken in 1941 in fields south-west of Green Lane (now Laporte Road).	Anti-landing obstacle	Modern	non-designated
MNL4640	<b>World War 2 Anti-Landing Obstacles, Immingham.</b> Site of anti-landing obstacles are visible as earthworks on APs taken in 1940 in fields east of Immingham (multiple lines of obstacle run NE-SW).	Anti-landing obstacle	Modern	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL4641	<b>World War 2 Anti-Landing Obstacles, Immingham.</b> Site of anti-landing obstacles are visible as earthworks on APs taken in 1940 in the field to the east of Ings Lane, Immingham (multiple lines of obstacle run NE-SW).	Anti-landing obstacle	Modern	non-designated
MNL4643	<b>World War 2 bomb crater, Immingham.</b> The probable site of a World War 2 bomb crater visible as earthworks on APs taken in 1941. The circular hollow is c.8m across and lies in the field to the east of Long Strip.	Bomb crater	Modern	non-designated
MNL4644	<b>World War 2 military installation, Immingham.</b> The probable military site is visible as structures and bare earth features on APs taken in the 1940s (including a possible day mark that survived into the 1950s).	Military installation, day mark	Modern	non-designated
MNL4645	<b>Early C20 hollow, possible crater, Habrough Marsh, Immingham.</b> A large circular hollow visible as earthworks on APs taken in the 1940s (c.20m across and marked on the OS 4th edition map underlying a line of rail-track). The feature looks like a bomb crater however the overlying trackway would seem incongruous.	Hollow, bomb crater?	Modern	non-designated
MNL4646	<b>Early C20 building, Habrough Marsh, Immingham.</b> Site of a small building (6m by 3m) visible on APs taken in the 1940s between the railway lines of Immingham Docks. Possibly a structure associated with the railway such as a signal box.	Building	Modern	non-designated
MNL4647	<b>Early C20 linear earthwork, Immingham.</b> A wide ditch visible as earthworks on APs taken in the 1940's underlying the railway lines servicing Immingham Docks. It cuts across the post-medieval fields marked on the OS 1st edition map and is therefore considered to be of early C20 date.	Ditch	Modern	non-designated
MNL4648	<b>Post-medieval field boundaries and tracks, Habrough Marsh, Immingham.</b> A series of linear bank and ditched features visible as earthworks on APs taken in the 1940's in the vicinity of the post-medieval farmstead at Habrough Marsh. Not marked on the OS historic mapping but are considered to be field boundaries and trackways associated with the farmstead.	Field boundary, trackway, farmstead	Post-medieval	non-designated

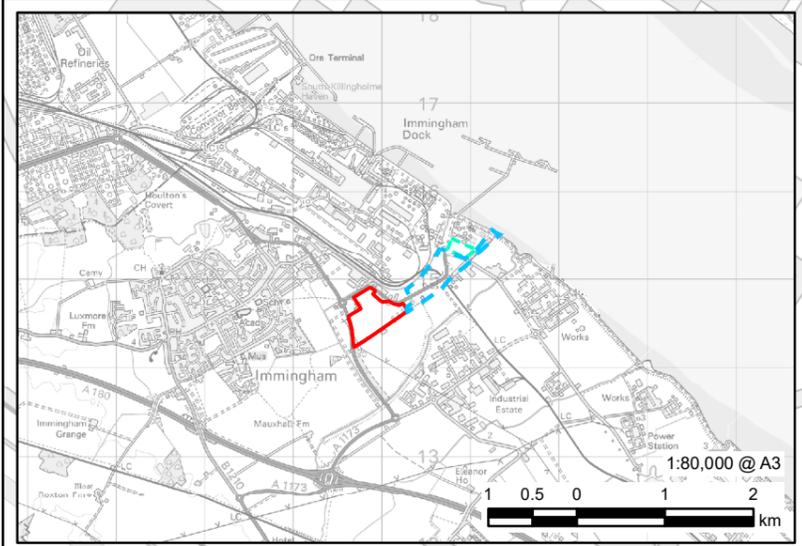
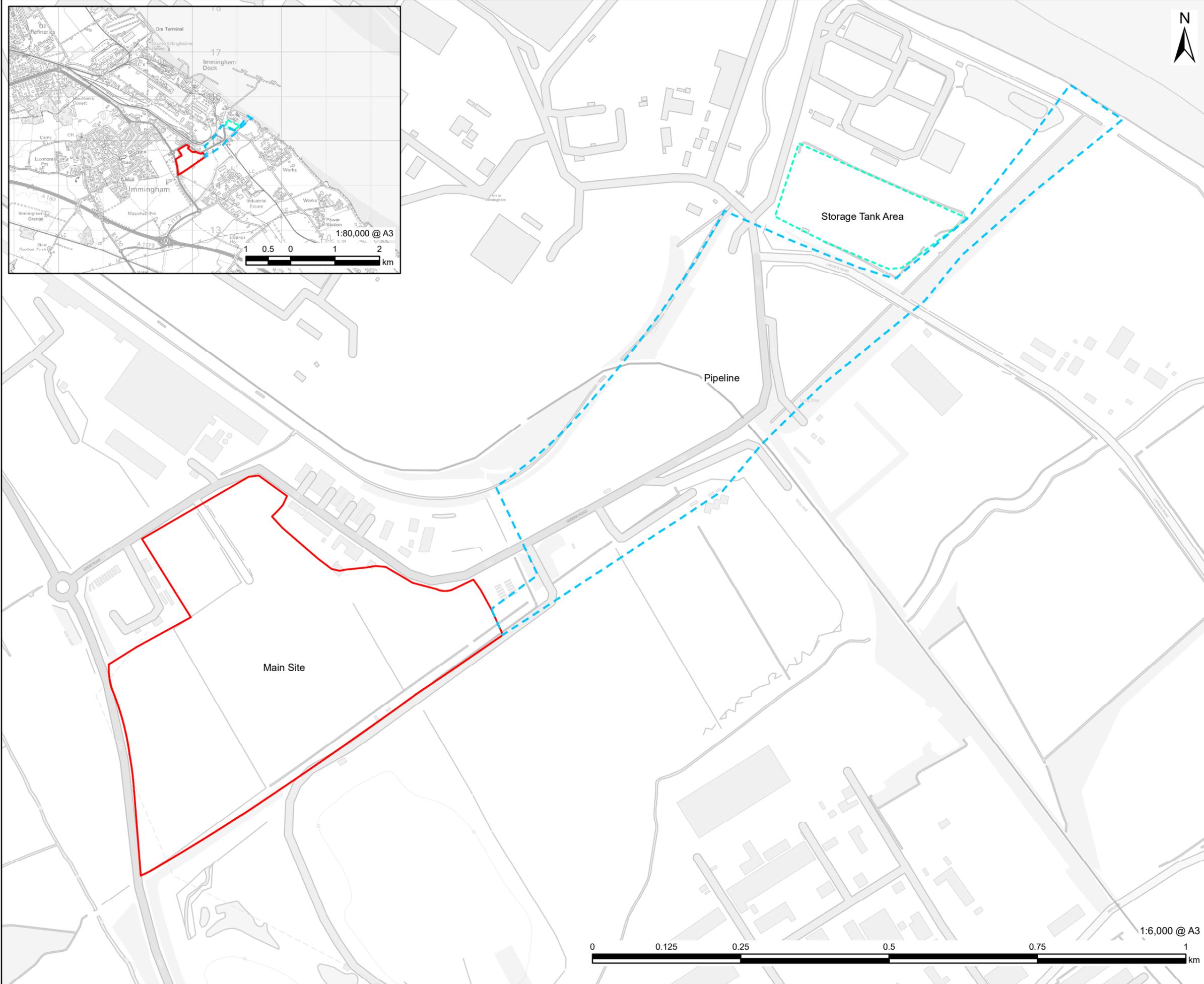
ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL4649	<p><b>Historic enclosure, Habrough Marsh, Immingham.</b></p> <p>A large, elongated rectilinear enclosure visible as earthworks on APs taken in the 1940's in the vicinity of the post-medieval farmstead at Habrough Marsh. Enclosure is not marked on the OS historic mapping and considered to be of medieval or post-medieval date, possibly relating to an earlier phase of the farmstead.</p>	Enclosure	Medieval, post-medieval	non-designated
MNL4650	<p><b>Historic flood defences, Habrough Marsh, Immingham.</b></p> <p>A long linear bank marked on the OS 1st edition map running roughly SE-NW across Habrough Marsh. It continues north westwards to the open marsh which later became the site of Immingham Docks. It is considered to be a flood defence bank of medieval or post-medieval origin (parts of the bank are visible as earthworks on APs taken in the 1940's).</p>	Flood defences	Medieval, post-medieval	non-designated
MNL4651	<p><b>World War 2 barrage balloon mooring site, Immingham.</b></p> <p>The possible site of a military installation visible as structures on APs taken in the 1940s. It includes a roadway leading to a circular structure with a second circular earthwork to the north-west.</p>	Military installation, barrage balloon mooring	Modern	non-designated
MNL4652	<p><b>Early C20 enclosure, Immingham.</b></p> <p>A small rectilinear enclosure visible as earthworks on APs taken in 1941 in a field to the west of Queens Road. It is of uncertain function.</p>	Enclosure	Modern	non-designated
MNL4653	<p><b>Post-medieval field boundary, Immingham.</b></p> <p>A linear banked feature visible as earthworks on APs taken in the 1940s. Likely to be C19 or C20 date.</p>	Field boundary	Post-medieval, modern	non-designated
MNL4654	<p><b>Post-medieval trackway, Immingham.</b></p> <p>A linear ditched feature visible as earthworks on APs taken in the 1940s. Likely be C19 or C20 date.</p>	Trackway	Post-medieval, modern	non-designated
MNL4655	<p><b>Possible World War 2 Anti-Landing Obstacles, Immingham Docks.</b></p> <p>Linear features visible as earthworks on APs taken in the 1940s cutting across open ground east of Immingham Docks (not marked on the OS 1st edition map and are therefore likely early C20 date.</p>	Anti-landing obstacle	Modern	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL4656	<p><b>Possible railway embankment, Immingham Docks, Immingham.</b></p> <p>A large embanked linear feature visible as earthworks on APs taken in the 1940s running from Habrough Marsh northwards for 500m to the shoreline. It has several small branches to the north-east and looks like a disused rail embankment (not marked on the OS 1st edition map and is therefore likely to be of early C20 date.</p>	Railway embankment?	Modern	non-designated
MNL4657	<p><b>C20 enclosure, Immingham Docks, Immingham.</b></p> <p>A large polygonal bank and ditched feature visible as earthworks on APs taken in the 1940s immediately to the west of the possible rail embankment (MNL4656).</p>	Enclosure?	Modern	non-designated
MNL4658	<p><b>Post-medieval field boundaries, Immingham.</b></p> <p>Two linear banked features visible as earthworks on APs taken in the 1940s immediately to the east of Immingham Docks (not marked on the OS 1st edition map and likely to be C19 or C20 date.</p>	Field boundary	Post-medieval, modern	non-designated
MNL4659	<p><b>Post-medieval field boundaries and ridge and furrow, Immingham.</b></p> <p>Two units of narrow post-medieval ridge and furrow visible as earthworks on APs taken in the 1940s south of Immingham Docks and associated with a field boundary and linear terrace.</p>	Field boundary, narrow ridge & furrow	Post-medieval, modern	non-designated
MNL4660	<p><b>Post-medieval linear terrace, Immingham.</b></p> <p>A linear scarp (possible cultivation terrace) visible as earthworks on APs taken in the 1940s running for 390m from what was Fox Covert in a WSW direction. It forms the southern end of the two units of narrow ridge and furrow (described in MNL4661) and incorporates a sloped trackway onto the higher ground to the north.</p>	Cultivation terrace	Post-medieval	non-designated
MNL4674	<p><b>Undated curvilinear ditched enclosure, Immingham.</b></p> <p>The feature is visible as cropmarks on APs taken in 1942.</p>	Enclosure	Prehistoric to modern	non-designated
MNL4675	<p><b>World War 2 barrage balloon mooring site, Immingham.</b></p> <p>Site visible as earthworks and structures on APs taken in 1940. It includes a small circular anchor point 11m across and three associated buildings. Located immediately south-east of Immingham Docks (one of a number of balloon sites built to protect the docks).</p>	Barrage balloon mooring	Modern	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL4679	<b>World War 2 Anti-Landing Obstacles, Immingham.</b> Site of earthworks visible on APs taken in the 1940s in a field north of Immingham.	Anti-landing obstacle	Modern	non-designated
MNL4682	<b>Historic flood defences, Immingham.</b> Features marked on the OS 1st edition map north-east of Immingham. A short stretch is marked on the 4th edition map running northwards from allotments before being cut by Immingham Dock. It is visible on APs taken in the 1940's.	Flood defences	Post-medieval, modern	non-designated
MNL4684	<b>World War 2 barrage balloon mooring site, Immingham.</b> Features visible as earthworks and structures on APs taken in 1940, including a small circular anchor point 8m across and associated buildings.	Barrage balloon mooring	Modern	non-designated
MNL4689	<b>World War 2 military buildings, Immingham Docks.</b> Site of a group of buildings constructed at the eastern end of Immingham Docks during World War 2. Marked on the OS 4th Edition map and possibly of military function (docks becoming a naval base in 1940). They are associated with a series of parallel structures of uncertain function, possibly a firing range.	Military building, firing range	Modern	non-designated
MNL4715	<b>Tram Shelter, Queens Road, Port of Immingham.</b> Site of a single storey building with a rectangular footprint that probably dates to the formation of the Grimsby and Immingham Electric Railway (an electric light railway primarily for passenger traffic linking Grimsby with the Port of Immingham). This spur of the railway dates to c.1914. Probably rebuilt during World War 2 with engineering brick and considerable use of pre-cast concrete possibly to provide shelter for workers during air raids. The tram service closed in 1961.	Tram shelter	Modern	non-designated
MNL4726	<b>Immingham Police Station.</b> Cells and police houses of 1912 built to serve the developing town. Red brick with slate roof and corner quoins, façade is five bays wide with two right bays set back creating an asymmetrical appearance. Plans were drawn up in 1910 by the County Surveyor James Thropp for a complex including a superintendent's house, inspectors house, 12 cells, four constables' houses, courthouse etc (unclear if these plans were executed to the full). An important landmark for the development of Immingham from a village to town.	Police station	Modern	non-designated

ACM / NHLE /NELC HER number	Description	Type	Period	Designation
MNL4763	<b>Roman pottery sherd found on land off the Stallingborough Interchange, Stallingborough.</b>	Find spot	Roman	non-designated
MNL290	<b>The County Hotel</b> Large hotel built 1910 by G.H. Mumby. Two storeys plus attics in brick with ashlar-clad ground floor. A two storey gabled west wing was later added in brick. The hotel occupies a prominent corner plot and is considered an important landmark, its construction signifying Immingham's transformation from village to port town. Briefly used as a HQ by Lord Mountbatten after HMS Kelly sustained damage.	Hotel	Modern	non-designated
ACM1	<b>Two terrace rows on Queen Road</b> Two rows of terraces located on Queens Street. Early 20th century, first appearing on the 1932 25-inch Ordnance Survey map. Terraces are in brick and render with pitched pantile roofs. Set back from Queens Road behind short gardens, with narrow enclosed yards to the rear.	Terraced housing	Modern	non-designated

# Appendix B Figures



**PROJECT**  
AP Ammonia Import Terminal

**CLIENT**  
Air Products and Chemicals Inc

**CONSULTANT**  
AECOM Limited  
5th Floor  
2 City Walk  
Leeds, LS11 9AR  
www.aecom.com

**LEGEND**

- Main Site
- Pipeline
- Storage Tank

**NOTES**  
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**ISSUE PURPOSE**

FINAL

**PROJECT NUMBER**

60673509

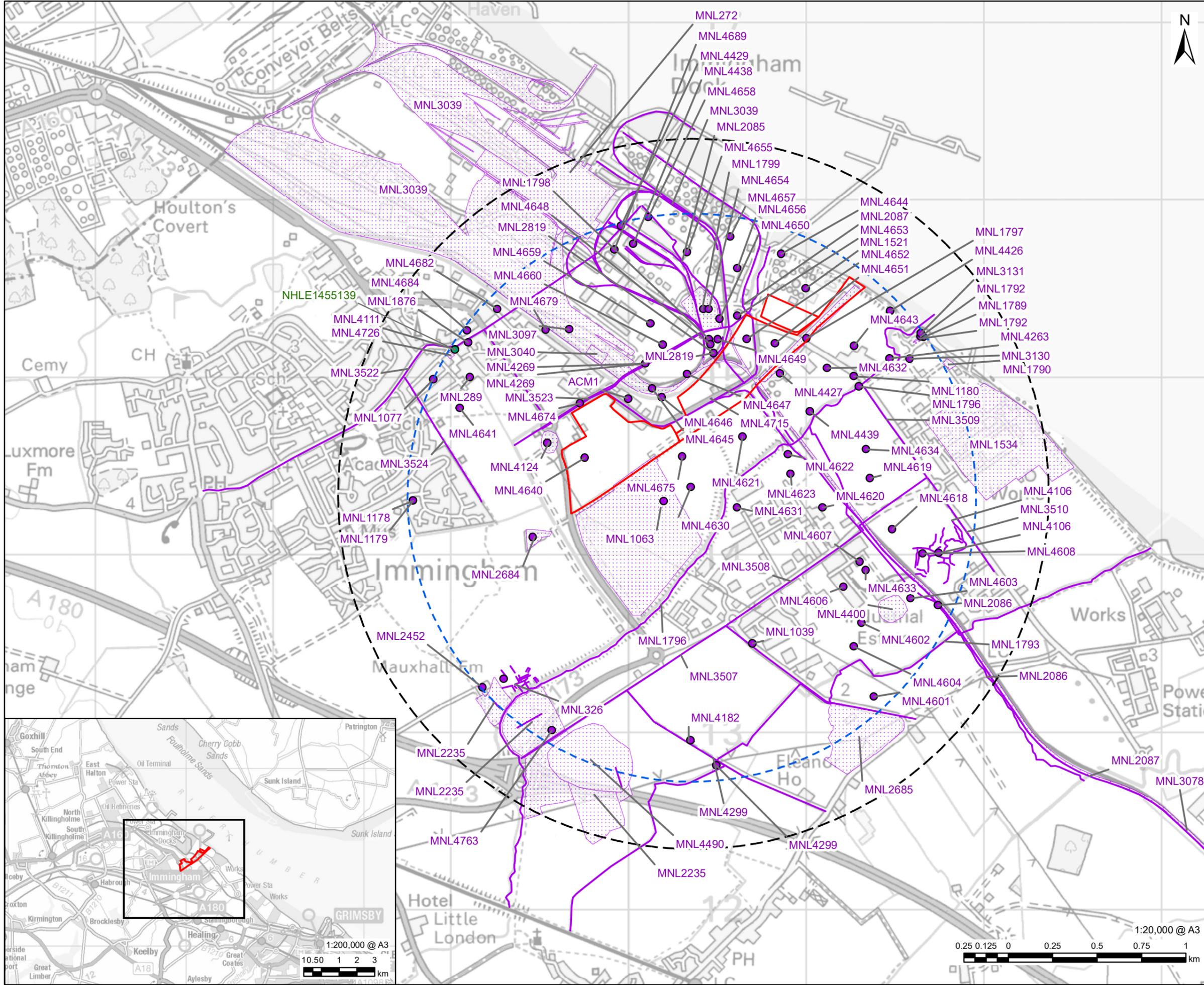
**FIGURE TITLE**

Location of Site

**FIGURE NUMBER**

Figure 1

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**PROJECT**  
 AP Ammonia Import Terminal

**CLIENT**  
 Air Products and Chemicals Inc

**CONSULTANT**  
 AECOM Limited  
 5th Floor  
 2 City Walk  
 Leeds, LS11 9AR  
 www.aecom.com

- LEGEND**
- Proposed Development Boundary
  - 1.6km Study Area For Non-Designated Assets
  - 2km study area for designated assets
  - Historic England Designated
  - Heritage Assets (point)<sup>1</sup>
  - Heritage Assets (polyline)<sup>1</sup>
  - Heritage Assets (polygon)<sup>1</sup>

**NOTES**  
<sup>1</sup> Provided by North East Lincolnshire Council Historic Environment Record

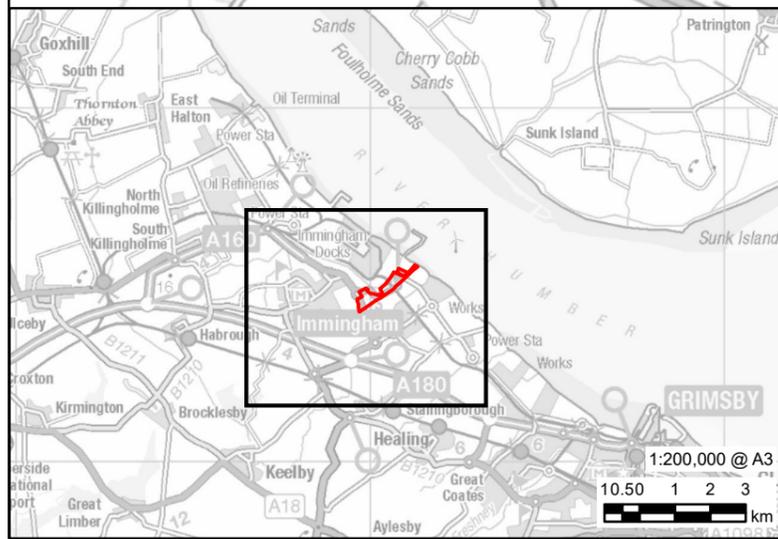
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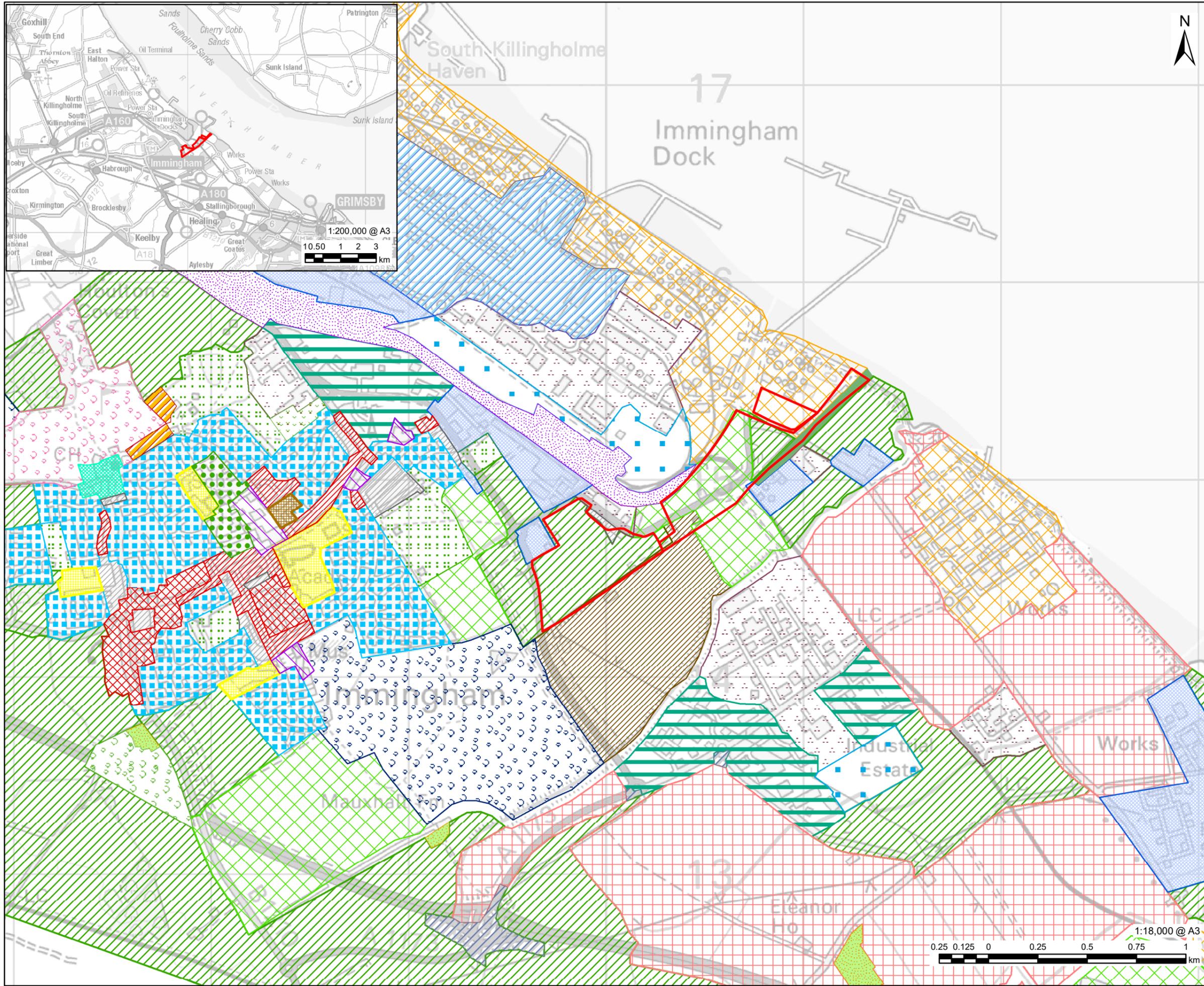
**ISSUE PURPOSE**  
 FINAL

**PROJECT NUMBER**  
 60673509

**FIGURE TITLE**  
 Location of heritage assets within study area

**FIGURE NUMBER**  
 Figure 2





**LEGEND**

- Proposed Development Boundary
- North East Lincolnshire Council (NELC) Historic Landscape Character Types <sup>1</sup>
- Allotments
- Ancient Enclosure
- Car Storage
- Chemical Works
- Docks, Wharves and Havens
- Educational
- Flats and
- Golf Course
- Historic Settlement Core
- Industrial Estate
- Isolated Farmstead
- Junction
- Landfill
- Modern Fields
- Municipal
- Other Factory
- Other Industrial Works
- Other Woodland
- Parliamentary Planned Enclosure
- Planned Residential Development
- Plantation Woodland
- Post 1960s Semi Detached Housing
- Pre 1960s Semi Detached Housing
- Private Planned Enclosure
- Recreation Ground
- Sidings
- Terraced Housing (C20)
- Village Farmstead
- Warehouses & Distribution

**NOTES**

<sup>1</sup> - Digitised from: NELC Historic Landscape Characterisation Map - Historic Landscape Character Types for Immingham, Stallingborough, Healing and Habrough.

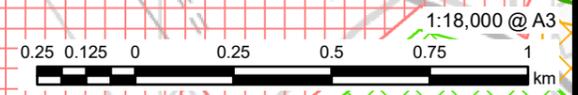
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**ISSUE PURPOSE**  
FINAL

**PROJECT NUMBER**  
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**FIGURE TITLE**  
Historic landscape character types

**FIGURE NUMBER**  
Figure 3



# Appendix C Plates

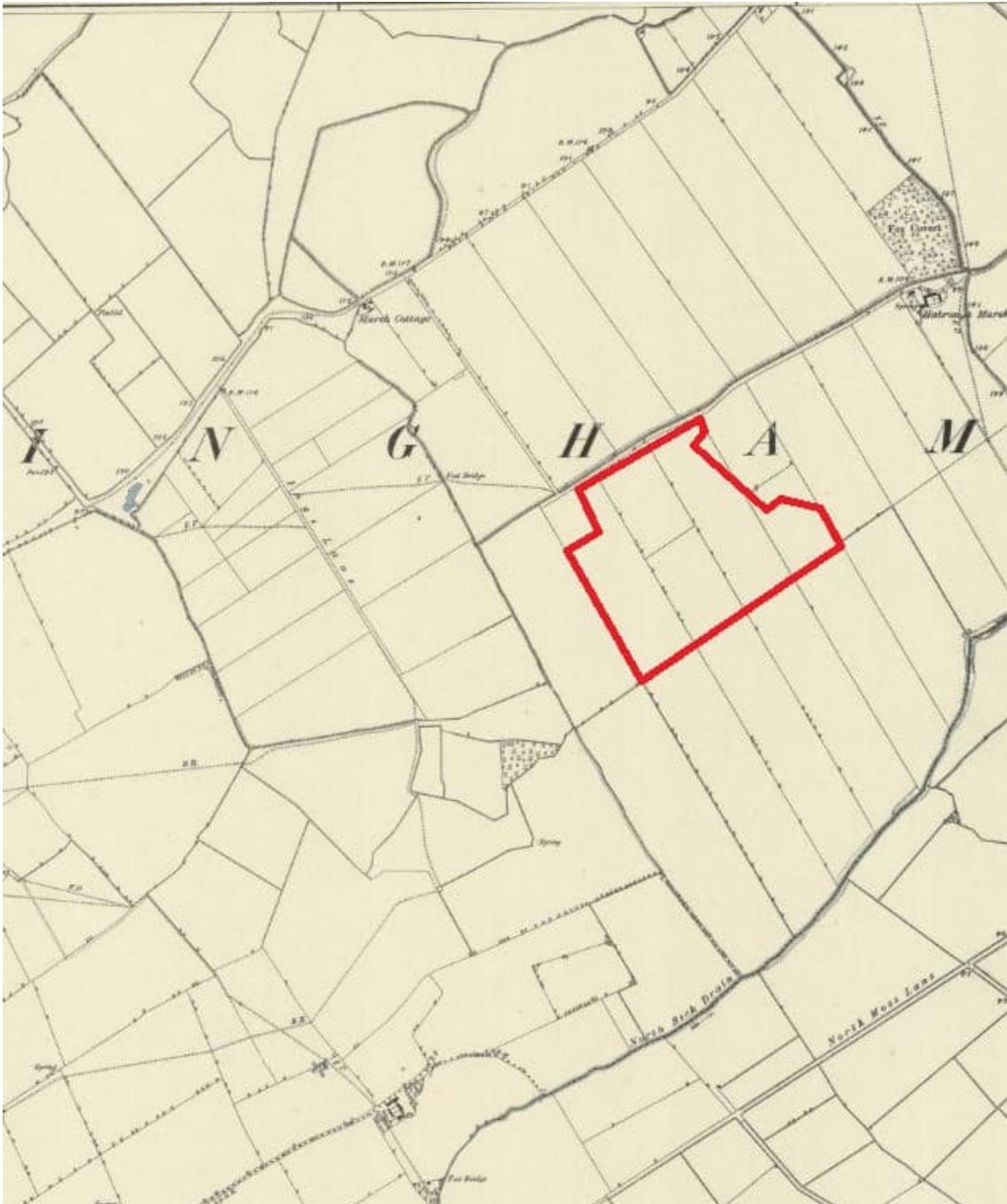


Plate 1: 1887 1st edition Ordnance Survey (Lincolnshire sheet XIII.SE West)



**Plate 2: View across Main Site (looking south)**



**Plate 3: View across Main Site, east side (looking south)**



Plate 4: Developed land at corner of Laporte Road and Queens Road



Plate 5: Woodland known as 'Long Strip'

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