# Immingham

## Port Heritage Summary

Historic England

# Contents



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**Cover illustration**

Looking across to the deep water jetties and dramatic skyline formed by the port facilities at Immingham.

# Abbreviations

| | |
|---|---|
| ABP | Associated British Ports |
| AMEP | Able Marine Energy Park |
| *c* | circa |
| DFDS | Det Forenede Dampskibs-Selskab (a Danish company) |
| GCRC | Great Central Railway Company |
| HCRDC | Humber Commercial Railway and Dock Company |
| HGD&EC | Humber Graving Dock and Engineering Company Limited |
| HE | Historic England |
| HER | Historic Environment Record (North East Lincolnshire Council) |
| ISCL | Immingham Storage Company Limited |
| LB | Listed Building |
| LEP | Local Enterprise Partnership |
| Lo-Lo | Lift on – Lift off |
| MoD | Ministry of Defence |
| MHW | Mean High Water |
| NRHE | National Record for the Historic Environment |
| NTL | Normal Tidal Limit |
| OS | Ordnance Survey |
| PDZ | Policy Development Zone (a management area included in an SMP2) |
| RFC | Royal Flying Corps |
| RNAS | Royal Naval Air Station |
| Ro-Ro | Roll on – Roll off |
| SM | Scheduled Monument |
| SMP2 | Shoreline Management Plan 2 |
| SSSI | Site of Special Scientific Interest |
| WRNS | Women's Royal Naval Service |


*Fig 1 Location, topography, place-names and features.*

# Introduction

The *England's North Sea Ports* project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-related heritage.

This Port Heritage Summary relates to the area of Immingham in North East and North Lincolnshire where seven individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Immingham's distinctiveness today, to the interpretation of its historical development, and that of the Humber Estuary and the North Sea. This includes the cultural associations and feelings of local people and communities to the maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Immingham's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

## Location

Immingham is located on the southern side of the Humber estuary, approximately ten miles from the North Sea and six miles north west of Grimsby.

It is a strip of port-related development that currently stretches along four miles of the coastline and includes offices, warehousing, car redistribution hubs, storage areas, tank farms, lorry haulage depots, with links to the railway network and A-roads.

It has three areas of port-related activity.

1. Port of Immingham - run by Associated British Ports (ABP).
2. South Killingholme Jetty - located to the west of the Port of Immingham and run by an independent commercial operator.
3. Humber Sea Terminal – located at North Killingholme Haven and run by C.RO Ports Killingholme Ltd.

## The Port

ABP is the country's biggest ports group, which owns and operates twenty one ports, including the four Humber Ports of Grimsby, Immingham, Hull and Goole.

The Port of Immingham's activity is focussed around Immingham Dock; a wet dock accessed from the River Humber via a lock. Several terminals formed by riverside jetties project out into the deep water channel. It is a nationally significant port and is the United Kingdom's largest port by tonnage, handling up to fifty-five million tonnes a year including nearly twenty million tonnes of oil and ten million tonnes of coal. Much of the coal is distributed by rail to nationally important power stations including Drax in North Yorkshire. Over a quarter of the UK's rail freight comes through the port and approximately twenty five percent of the country's oil-refining capacity is located adjacent to the port. The port also offers an extensive range of Roll on –Roll off (Ro-Ro) and Lift on - Lift off (Lo-Lo) freight services to Northern Europe, Scandinavia, and the Baltic.

Immingham deals with dry bulk goods (coal, biomass, animal feed, roadsalt and grain), containerised freight (including frozen fish and fish products), timber and paper, oil and chemicals, and steel (ABP website – Port of Immingham).

South Killingholme Jetty is owned and operated by an independent company. It extends out to the deep water channel and has a small tank farm (partially under-grounded) on its landward side.

C.RO Ports Killingholme Ltd runs the Humber Sea Terminal which operates for lorry freight and car distribution. It includes a jetty with Ro-Ro berths with extensive parking areas for cars and lorry trailers.

ABP is also the Competent Harbour Authority for the River Humber, one of the busiest waterways in the British Isles.

A large area of greenfield land on Killingholme Marshes between the Port of Immingham and the Humber Sea Terminal has been ear-marked for port-related development but current proposals are under dispute.

## Local Authorities and heritage organisations

The area comes under two Local Authorities; North Lincolnshire (N Lincs) County Council and North East Lincolnshire (NE Lincs) County Council, both unitary authorities.

Both authorities oversee the management of a separate Historic Environment Record (HER - database of historic buildings and archaeological sites and monuments) and provide heritage input and advice for archaeological mitigation within the normal planning process.

The Historic England (HE) East Midlands office is in Northampton. HE provides input and advice on heritage matters including the roles of the inherited cultural environment in the management of change and specific advice for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

# Historical development of the port and its North Sea roles and relationships

Immingham Dock has been a nationally significant port since its construction in the early 20th century. Its layout and scale were designed with considerable foresight as the inner dock and entrance lock can still be used by most modern commercial vessels despite their huge increase in size from a hundred years ago.

Immingham's continuing success for modern port activity is due to its location, its potential for deep-water berthing and the large amount of flat land available for portside development. It is these factors that have encouraged the more recent development of further port activity in the form of Humber Sea Terminal and South Killingholme Jetty.

## Early origins

The general topography of the Humber Estuary was formed after the last Ice Age. Its coastal edge has fluctuated due to floods and sea level changes which resulted in a sequence of clay and peat deposits laid down that indicate former land surfaces and inundation events (Cottam and Cox 2011).

Finds of prehistoric flint flakes suggest the use of the area's coastal margins for hunting and gathering. Iron Age settlement, salt production and boat use has been identified in the area with some settlement locations continuing in use in the Roman period (Cottam and Cox 2011).

The Angles and Frisians and later, the Vikings, had a considerable impact on the region in the early medieval period. The Humber estuary and its river tributaries were an easy way to access inland areas and trade passing to and from York, an important commercial centre, would have passed along the river.

The importance of the Humber for seaborne trade continued throughout the medieval period when the settlements of Immingham, North and South Killingholme and Stallinborough have their origins. They were located on the ridges of higher ground as the coastal margins were still marshland prone to flooding.

Each village was surrounded by open fields with lanes leading out to the coastal marshes and to the havens. Where the open fields met the marshes they are likely to have been enclosed by a sea defence bank.

The marshland may have been used for seasonal rough grazing and next to the tidal inlets salterns or salt production sites were often built. Evidence for medieval salterns has been identified in the vicinity of East Halton and Stallinborough. The large amounts of debris from the salt production process may have pushed the salt marshes nearer to the sea (Cottam and Cox 2011).

*Fig 2 The former New Inn at North Killingholme Haven, now an office.*

*Fig 3 The High Lighthouse from Rosper Road.*

Steadily further sea defence banks were built for the reclamation and improvement of the wet ground. From the late 18th century this increased dramatically with Parliamentary Enclosure. Study of the fields surrounding North and South Killingholme suggests that this was often accompanied by large scale drainage works including the canalisation and straightening of many of the drains (Russell and Russell cited in Cottam and Cox 2011).

The havens continued in use as places for the loading and un-loading of goods and passengers. A memorial, now relocated to St Andrew's Church, Immingham, commemorates Immingham Haven as the departure point in the 17th century for a group of people who fled England for Holland due to religious persecution. Many later formed part of the Pilgrim Fathers movement to America (Crossland and Turner 2012).

The Humber remained a nationally important artery for maritime trade, whose volume increased dramatically with the Industrial Revolution and the further growth of Hull as a port. Correspondingly, the infrastructure to defend the ports and to ensure the safe navigation of the river increased.

The current sea defence wall along this part of the Humber was in place by 1819 but could date from late 18th century enclosure (Metcalf 1819).

Between South Killingholme and Stallinborough Havens a Napoleonic coastal battery was built as a partner fort to Fort Paull on the north bank of the Humber. A smaller coastal battery of similar date was built to the north of North Killingholme Haven, immediately to the south of the Meergate Hedge (Cottam and Cox 2011; N Lincs HER; NE Lincs HER).

Despite improvements in navigation the Humber's channel could still be difficult to navigate. The church tower at Killingholme had long been used as a daymark for the main channel but Trinity House Hull expressed concern about its visibility. To improve navigation in the 1830s Trinity House built the Killingholme High and Low Lighthouses and in 1851 added the Killingholme North Low Lighthouse (and its adjoining keeper's house) to mark the channel from the north.

The High Lighthouse was rebuilt and heightened in 1876-7. By the early 1900s the channels in the Humber had shifted and the High Lighthouse was closed in 1920; the North Low Lighthouse was used as a signal station for trawlers until then (Killingholme Lighthouse web page; English Heritage Listed Building descriptions).

Late 19th century Ordnance Survey (OS) maps record the area as a rural landscape with small villages inland of large blocks of reclaimed coast land marked by straight drainage ditches. The Havens were all enclosed by the sea defence wall. Some had limited built development but others none at all.

At North Killingholme Haven the New Inn public house has a brick and tile works shown to the south of it, on Killingholme Marshes.

South Killingholme Haven also had a large brick and tile works. On the southern flank of the inlet was a wharf and to the east, a coastguard station, flagstaff and rocket post.

Immingham Haven was only a narrow inlet whilst Stallinborough Haven was slightly larger. On the eastern side of the latter Haven was the Ship Inn and next door, Stallinborough Light. The Haven was the departure point for the Stallinborough ferry with a coastguard station and oyster bed also recorded. The former presence of the 'Stallinborough Malt Kiln', recorded in 1809, is remembered by 'Kiln Lane' leading to the inlet.

The OS map records a number of brickworks built next to the coast. Some had short, narrow jetties extending out in the inter-tidal area.

Between Stallinborough and Immingham Havens was the Newsham Booth navigation lights and jetty established by Trinity House Hull in the 1880s as leading lights for vessels navigating up the Humber (Rod Collins webpage – Newham Booth Lights article and comments).

## Construction of Immingham Dock

In the late 19th century the port operators of Grimsby, the Great Central Railway Company (GCRC), concluded that Grimsby could not be further developed; it lacked the space for expansion and was

*Fig 4 Immingham Dock, the historic Dock office (middle) with the Marine Control Centre in the distance (left).*

*Fig 5 Looking to the Port of Immingham from the modern sea defence wall to the north of where Stallingborough Haven was once located.*

hampered by tidal limits for the safe access to its docks. The GCRC could also foresee a dramatic increase in the trade of coal and iron from North Lincolnshire. Local businessmen were also keen to develop a new dock near to Grimsby to further their interests (Crossland and Turner 2012).

Much to the ire of long-term rival, Hull, the Humber Commercial Railway and Dock Act was passed in 1901 allowing for the formation of the Humber Commercial Railway and Dock Company (HCRDC) to develop such a dock. The project's initial favoured location for the new development was at Pyewype (to the west of Grimsby) but this was found to be unsuitable.

The HCRDC hired the civil engineer Sir John Wolfe-Barry to identify a new site and after surveying the river and coastal land Immingham was chosen. It could be accessed by large ships at all stages of the tide, had the space for the development and later expansion of a large port. Following further Acts work began at Immingham in 1906.

Construction required the use of latest mechanical technology including steam powered excavators. A local temporary railway to transport materials and machinery was built across the site and, from Pyewype to Immingham, a purpose-built light railway was built to transport workers and further materials.

The construction project lasted five years and required a labour force of 2,500. The large influx of workers resulted in the massive expansion of the village of Immingham. Several hundred workers also travelled daily from Grimsby using the light railway.

The clay walls of the dock were lined with brickwork with construction materials sourced as locally as possible. However, granite was imported from Sweden, timber from Russia, America and Australia, aggregate from Sunderland and southern England and cement transported from the Medway (Kent) by barge (Crossland and Turner 2012).

## Early use of the Dock and the development of North Killingholme Jetty

The new port was opened in 1912. Integral to it was the use of the railway with the dock focusing on the handling of coal, iron ore and grain.

The South Quay (located on the southern side of the wet dock) had seven hydraulic coal hoists served by rail wagons moved from the coalfields of Yorkshire and the East Midlands. This was an integrated and continuous system capable of moving large amounts of coal efficiently and effectively and considered to be at the cutting edge of contemporary technology. The coal sidings from which the wagons were moved to and from were considered to be the largest in Europe (Crossland and Turner 2012).

At the eastern side of the Dock was a large grainhouse linked to the quay by a raised elevator and conveyors, notable for its design to allow the free passage of rail wagons beneath its structure.

The western quay was used to move iron ore and again, was integrated into the rail system.

Hydraulic cranes were used, including a number of movable ones built by Armstrong and Whitworth, for moving iron ore - the design of the crane unusual for the time as they allowed for the movement of rail wagons beneath them. The cranes were powered by a hydraulic accumulator tower to the south east of the dock.

To the east of the lock was the present Dock Office and to the west the Humber Graving Dock and Engineering Company Limited (HGD&EC) were established with the creation of a graving or dry dock and associated workshop. The business had a troubled beginning but continued to use the dock through the World Wars. The north western arm of the dock was used as a timber pond (Crossland and Turner 2011).

Operators such as John Carlbom Shipping and HGD&EC were attracted to Immingham Dock, establishing their business at the port from its opening. Other operators came slightly later. Immingham Storage Company Limited (ISCL) was formed in 1929 by a group of British tar distillers who purchased the oil tanks used by the Admiralty in the First World War (see below).

The two wooden jetties (Eastern and Western) that project from the dock entrance into the Humber were part of the original development, constructed to help protect the lock and to guide ships into the port. They could also provide deep water berths: the

eastern jetty was used by passenger steamers and connected to the Grimsby railway whilst the Western Jetty was equipped with coal hoists that could be used for extra coal shipments.

The tramway leading to Immingham from Pywype was powered by electricity generated from a power station at Immingham Dock. It was extended to the eastern side of the dock in 1913 to provide a direct passenger link with Grimsby; the service continued until 1961.

As a strategically important port area Immingham had a major role in the First and Second World Wars.

In the First World War Stallinborough Coastal battery (on the coast to the south east of Stallinborough Haven) was built to protect the area. It included a gun emplacement, observer post and barracks (NE Lincs HER).

In the build up to the war the Admiralty built oil tanks to the east of the lock at Immingham Dock and established an oil storage depot at North Killingholme Haven. Its corresponding deep-water jetty may have been built at the same time.

With the outbreak of the war the Naval Wing of the Royal Flying Corps (RFC) established a base at Immingham Dock. First named Royal Naval Air Station (RNAS) Immingham, it later became RNAS Killingholme when its duties extended to coastal patrols, and a sea-plane base was established to the north of Killingholme Haven, north of the oil depot. A wooden slipway associated with the sea plane base survives offshore in the inter-tidal mudflats. Killingholme Marshes was also the site of a heavy anti-aircraft battery but the precise location is unknown (N Lincs HER).

The Dock became a base for submarines with an Admiralty shore base and depot established to the west of the lock. Immingham became the centre of the East Coast Command, and further administrative personnel were needed. This led to a number of women being employed; the success of the initiative encouraging the formation of the WRNS or Wrens, the Women's Royal Naval Service (Crossland and Turner 2012, 51).

Initially coastal patrols and anti-U-boat operations were undertaken from RNAS Killingholme using sea-planes but it later mainly became a training station for sea-plane and flying-boat crews.

In 1917 a balloon base for U-boat spotting was established in the south west corner of the Dock. The balloons were based in two purpose-built hangars to be used in conjunction with a small fleet of armed vessels. The Admiralty base was decommissioned following the end of the war.

In the late 1920s luxury passenger vessels used the port, making the most of its rail links on the Eastern Jetty. The passenger services ran until the late 1930s with the use of the port by the Orient Steam Navigation Company, the White Star Line, the Blue Star Line and other cruise ship operators (Crossland and Turner 2012).

The 1932 OS map shows the Immingham Dock as a rectangular enclosed dock encircled by a complex network of railways and sidings. To the west of the dock entrance it records the new tanks built by ISCL in 1931. The surrounding landscape was more open than today and predominantly rural with little further development on the coastal margin except for the expansion of existing brickworks, a Fish Meal and Oil Works to the south east of the Killingholme lighthouses and a jetty and railway station at North Killingholme Haven. From the fish works three jetties are shown projecting out into the inter-tidal mudflats.

At North Killingholme Haven, the OS map does not record the tank farm but only the jetty and a railway siding. However, aerial photographs taken in 1930 not only show the Admiralty jetty but also the tank farm and a small oil refinery located in the area of the former sea-plane base (Britain from Above website). The difference in the OS map reflects the OS policy of the time of not depicting military bases.

With the outbreak of the Second World War naval activity once again resumed, with the establishment of a base at the port. New buildings, a vehicle depot and mooring dolphins and jetties were built, with many of the quays requisitioned for military use.

The Dock not only had to fulfil its role to merchant and military shipping but also had to be defended – being of national strategic importance it was a target for German bombing.

It was enclosed by a security fence and air raid shelters were built for the workers, with blast walls and sand bags used to protect important infrastructure. A torpedo net was located across the lock entrance and deck-mounted torpedo tubes at the end of the Eastern and Western jetties (Crossland and Turner 2012).

A complex of gun emplacements, heavy batteries, pillboxes and barrage balloon sites were built at Immingham Dock and North Killingholme Haven and in the areas surrounding them. To the west of North Killingholme village Royal Air Force (RAF) North Killingholme airfield was established (RAF North Killingholme Wikipedia page).

## Adaptation and expansion

The post war period was characterised by the rapid development and adaptation of Immingham Dock and later, the Admiralty jetty at North Killingholme Haven as the Humber Sea Terminal.

Before the Second World War there had been little further development of the port's estate surrounding Immingham Dock. But this changed greatly from the 1950s onwards when much of it was undertaken in hand, with companies leasing parts of the port. With the increasing size of commercial vessels offshore jetties were developed to extend the deep water port.

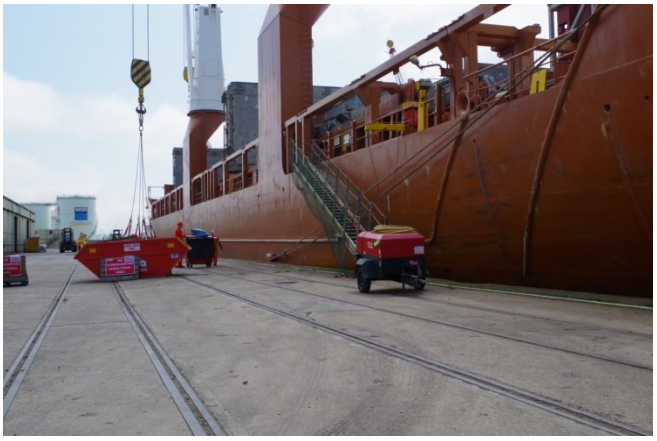

*Fig 6 A ship being loaded at Immingham inner dock.*

*Fig 7 Immingham oil jetty.*

The importance of Immingham's deep water capability together with its proximity to the North Sea and large amount of potential development land resulted in Immingham becoming a centre for petrochemical industries.

In 1951 Fisons opened a fertiliser plant in the south east corner of the Dock and leased part of the South Quay (resulting in the loss of two coal hoists). The plant included a sulphuric acid handling facility and tanks, and its own small power station.

The plant was thought to be the largest of its kind in the United Kingdom and possibly Europe. Due to its success the company leased more berthing space on South Quay and extended the plant (Crossland and Turner 2012).

In the 1960s two oil refineries were built near to the port; Total's Lindsey's refinery and Continental Oil's Humber refinery. These were supplied by oil tankers which needed deep water berths to accommodate their size.

The eastern jetty had been adapted as an oil terminal for Esso and Texaco in the 1950s and 1960s with overland pipelines built to serve tank farms. In the 1960s the West Terminal was developed for oil with the extension and adaptation of the Western Jetty and the expansion of the tank farm complex on its landward side.

In 1969 the first deep water jetty was built at the port - The Immingham Oil Terminal. Its use also required the dredging of the Middle Shoal off Grimsby to create a deep water channel capable of handling the oil tankers (Crossland and Turner 2012).

In 1960, to the west of the existing dry or graving dock, a second dry dock was built to deal with the increase in the types and size of vessels able to be repaired. New workshops were also added. Its construction revealed peat deposits believed to be Mesolithic in date (NE Lincs HER).

The western part of the Dock was developed as a Ro-Ro berth and ferry terminal for a service to Sweden and the Netherlands. By 1968 the ferries were carrying 148,000 passengers and 345,000 tonnes of freight with the further development of freight facilities undertaken in the early 1970s. There was also a corresponding increase in the freight redistribution of cargo by road from the port.

The next important development was the development of Immingham Bulk Terminal in 1972 as a deep water jetty to deal with coal and ore.

In this area rail transport still formed an important part of the movement of bulk commodities at the port. Coal was brought in by rail from nearby coal fields and discharged to a stock pile, then moved to the berthed ships using conveyors. Iron ore was transported off vessels using a similar conveyor system, whereby it was stockpiled and moved on to trains using stackers and reclaimers. The Terminal signalled the end of coal exports from the Dock allowing for the further redevelopment of land surrounding it (Crossland and Turner 2012).

In the late 1970s the ferry passenger service was transferred to Felixstowe and the existing freight terminal expanded to become the DFDS (Det Forenede Dampskibs-Selskab) Nordic Terminal (the south western arm of the Dock).

In the mid-1980s Immingham Gas Jetty was developed. Its pipelines fed underground tanks dug into nearby chalk deposits to store propane and butane. Construction required the further dredging of the channel to secure deep water berthing.

Between 1983 and 2000, the yearly throughput at the Port of Immingham steadily increased from 27 million tonnes to 46 million tonnes, the increase in trade requiring the development of further facilities.

To cope with the increase in coal imports the Humber International Terminal was opened in 2000. The imports were needed due to the closure of many of Britain's coal fields and the need to supply nearby power stations with coal imports.

It includes a long jetty and on its landward side a bund protects an area of reclaimed land where storage areas and warehousing were built. As with its predecessor, the Immingham Bulk Terminal, rail transport was integrated into its use.

*Fig 8 Humber Sea Terminal.*

*Fig 9 The car redistribution centre at the Humber Sea Terminal.*

Its construction required further dredging to create deeper water berthing and a channel. The bund built with the dredged material used 80,000 tonnes of Norwegian granite to form its protective wall. A second phase in 2006 extended the Terminal.

Due to the substantial increase in freight passing through the port and the increasing size of the ships, the Outer Harbour was opened in 2006. It has a finger pier for berthing and a fifty acre terminal for freight storage (Crossland and Turner 2012).

Often the expansion and adaptation of development within the Port of Immingham's footprint was prompted by the loss of long-existing businesses, changes in leases and the rationalisation of space. For example, Fisons ran the fertiliser plant from 1951 until the 1980s when it was taken over by Norwegian owned Norsk Hydro and converted into a sulphuric and phosphoric acid plant. The plant closed in 2001 and in response ABP took part of the business involved in mixing and bagging fertiliser. From this developed ABP's agribulk facility handling the import and export of grain.

The Port has become the second busiest ferry freight port after Dover. The rise in freight has led to the adaptation of further facilities surrounding the western arm of the Dock.

The Humber is believed to be the UK's busiest trading estuary and as a result of the increases in shipping movements a Marine Control Centre opened next to the lock in 2008. This controls all shipping movements within the designation of the Dock Master including the jetties, tugs guiding ships into and out of berths, and part of the Humber's deep water channel.

The success of Immingham as a deep-water port has led to the development of further commercial port activity in this part of the Humber. At North Killingholme the current modern jetty was extended with further Ro-Ro facilities and a car redistribution centre built in 2004-5 to create the Humber Sea Terminal. The Admiralty Jetty was removed in 2007-8 and its tank storage farm demolished at a similar time.

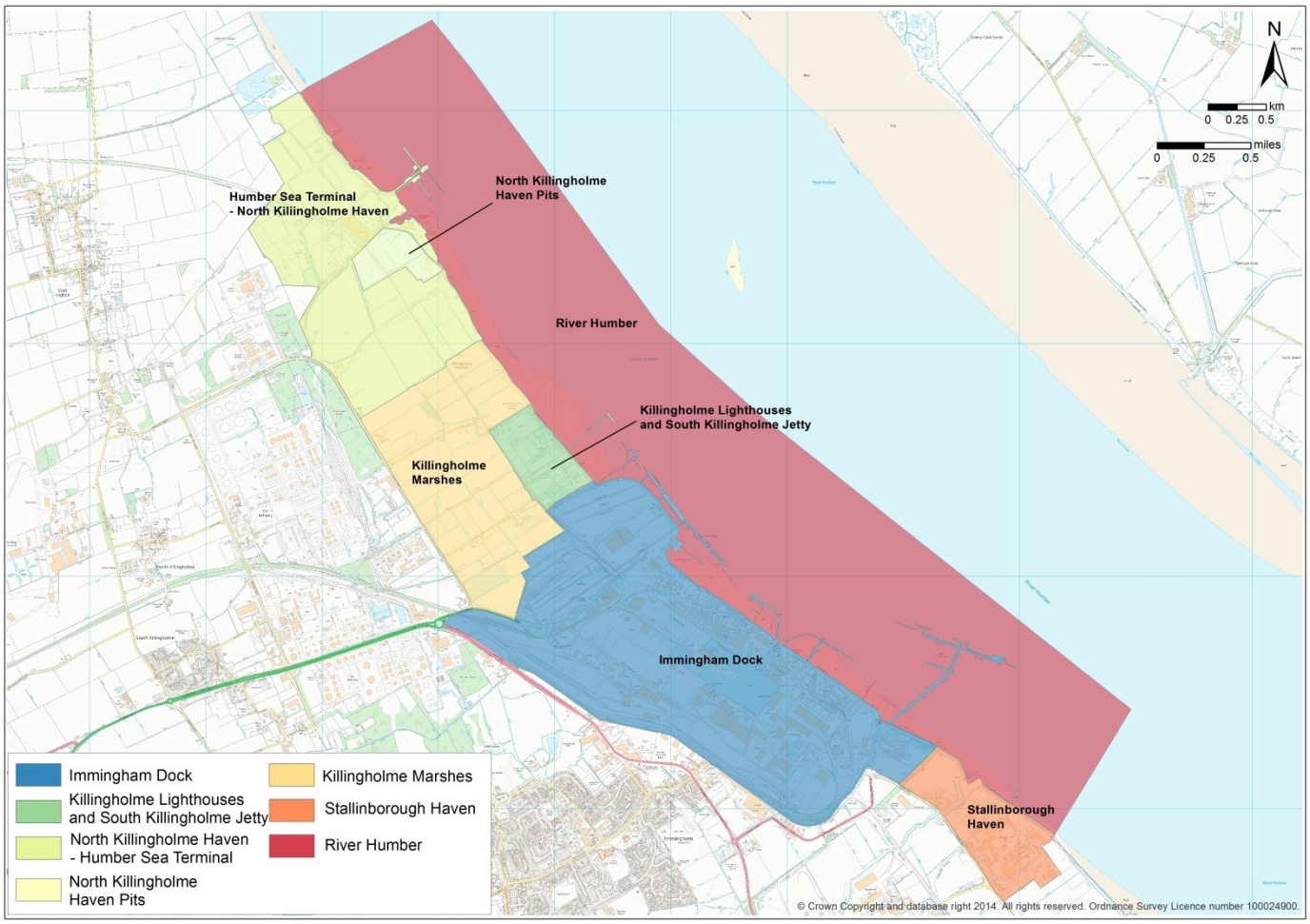


*Fig 10 Character Areas.*

## Port-related heritage assets and contributions to present character

Immingham's overall port-related area has been divided into seven distinctive Character Areas (Fig 10).

The distinctive feel of these Character Areas is shaped by their historical development and influenced in the present by patterns and sometimes direct survivals from their inherited past. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide links in the present to Immingham's past, even if the original structures which influenced and defined present aspects may have long gone and been replaced by modern features. These distinctive aspects of place add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in Immingham or use the port area have interest in its heritage as such, its historical development has shaped the place which is familiar to them, with which they have cultural associations and where they undertake their recreational, industrial and commercial lives.

This section seeks to examine how the surviving port-related heritage contributes to the present character of Immingham.

### Character Area Summary

1. Immingham Dock

An extensive area of port development built around the early 20th century Immingham Dock, its lock and entrance jetties. These features still retain most of their original extent – a testament to the foresight of their original design and construction.

A huge development in its day, the Dock is now dwarfed in character and scale by the modern Port of Immingham. The skyline is crowded with modern cranes, conveyors, oil tank farms, stackers and reclaimers, warehousing, silos and offices. Also crowding the area are the stockpiles of bulk products such as coal, metals and ore.

Reminders of an earlier time-depth still survive – the port's head offices are still located in the original headquarters building; the original dry or graving dock has only been partially filled in; an early 20th century coaling drop survives on the southern edge of the area; and a signal box is located in the south east corner of the Area.

Once serviced by an extensive network of railway

sidings, much of which has now been replaced by modern portside development, including storage areas for containerised and lorry hauled freight. Road transport now has a significant role in the logistics of the port. However, rail transport is still important to the port, in particular the movement of coal and iron ore at the Humber International Terminal.

Extending from the landward edge of the historic extent of the Dock is a number of deep-water jetties. These represent the adaptation of the port over the past sixty years to accommodate the larger vessels and economic demands of modern sea-borne trade and industrial production.

2. Killingholme Lighthouses and South Killingholme Jetty

The trio of 19th century Killingholme lighthouses are surrounded by the modern tank storage farm fed by pipework extending to South Killingholme Jetty, which extends out in the deep water channel.

The red tower of the High lighthouse is visible from afar whereas by design, the shorter North and South low lighthouses are more hidden from view.

The best location for people to view the lighthouses is from the River Humber or from the coastal path that follows the route of the sea defence wall. The wall was built to protect the coastal margins from flooding and dates to the late 18th/early 19th century. It has been updated in more recent times clearly indicating its continued need.

3. Humber Sea Terminal – North Killingholme Haven

A large expanse of modern port development surrounding North Killingholme Haven – historically used as a small port. The present character of the Area is dominated by the modern-built car parks of the car redistribution centre associated with the Terminal. Haven Road is busy with lorries bringing freight to the Humber Sea Terminal, the large storage parks needed for freight covering a significant part of the Area.

The landward part of the terminal is built on reclaimed land, defended from the Humber by a flood defence bank first built in the 18th century but updated and reinforced by a concrete wall in the late 20th century.

The modern Terminal has two modern concrete and steel built jetties with Ro-Ro platforms fed by a roadway.

Forming only a small part of the Area is North Killingholme Haven. The red brick building of the former New Inn is now used as an office and is the only historic building associated with the former use of the Haven.

On the seaward side of the Haven, flanking each side of the inlet, modern development has extended quays out into the inter-tidal mudflats. The quays are used for the loading and unloading of metalwork. Small commercial vessels still use the inlet and a small jetty built to the east of the Haven.

Character Area Summary

4.North Killingholme Haven Pits

A Lincolnshire Wildlife Trust reserve of four flooded pits encircled by scrubby woodland and rough grassland. The pits were dug by a brick and tile works which was in operation in the late 19th and early 20th centuries. The current extent of the pits had been dug by the time of the OS map of 1932. The area of the brickworks is rough grassland but little appears to survive as upstanding remains.

The western edge of the Area is marked by a sea defence wall established in the late 18th /early 19th century, later updated in the late 20th century as a concrete wall. The wall has a footpath leading along the edge of Killingholme Marshes.

5.Killingholme Marshes

An area of rectangular fields defined by straight drainage ditches reclaimed from marshland from the 18th century. The fields are a mixture of rough and improved pasture and are dissected by two roads that link inland areas to the coast.

At present there is little port development other than a pipeline taking crude oil to the Lyndsey and Humber oil refineries.

6. Stallinborough Haven

An area of modern port-related development and chemical works in the area of South Killingholme Haven.

The Area is located on reclaimed land next to the coastal edge. This land, like other local areas, was mainly reclaimed in the late 18th century, most probably linked with the building of the sea defence wall. The wall has been updated and improved in the 20th century as a concrete wall.

Stallinborough Haven was once a small tidal inlet with an inn, malthouse, beacon, ferry, oyster bed and coastguard station, although there are no upstanding reminders of these.

To the southeast of the Haven is a large modern-built chemical works; the former site of a landfill dump and the First World War Stallinborough Coastal Battery. A modern jetty extends out from the chemical works.

7. River Humber

Offshore from Immingham the River Humber forms a broad expanse of water, often rich in sediment and dark in colour. As the tide drops inter-tidal mudflats are revealed on its coastal edge.

It has been a busy navigation route for several centuries and as a result the inter-tidal mudflats contain the remains of historic features relating to this.

Immingham and the Humber Sea Terminal owe their location and success to the proximity of the deep-water channel. Access to the port and berthing space at the Dock and Terminals has been enhanced by dredging in the 20th century and dredging continues today to maintain deep water access.

*Fig 11 The modern sea defence wall sitting on the earlier bank to the north of North Killingholme Haven with the remains of the sea plane jetty in the inter-tidal area.*

*Fig 12 Modern port infrastructure dominates the built infrastructure of the port areas.*

## Conservation values of the port heritage assets

In 2008, English Heritage published *Conservation Principles*, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). Conservation Principles identifies four main types of values: Evidential, Historical, Aesthetic and Communal Values (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Immingham's present port-related heritage.

### Evidential

*– 'the potential of a place to yield evidence about past human activity'*

Immingham Dock's history of large scale redevelopment gives the surviving early features of its use significant evidential value, contributing strongly to the historic character and time-depth of the dock's present landscape. This not only includes buildings and features (eg the early graving dock) but also the present overall layout and plan of the inner dock.

As early aids in relation to the navigation of the Humber and the deep water channel off Immingham which led to the development of this port, the Killingholme Lighthouses have a high evidential value, especially as they pre-date the large-scale development of the port.

The former New Inn building at North Killingholme is surviving evidence of the 19th century character and use of the Haven.

### Historical

*– 'the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative'*

Immingham's location next to the deep-water channel and the large area of space available for portside development are critical to understanding the port's history. The same advantages make further development at this port complex highly likely.

Originally handling coal, ore and grain, the greater range of cargoes now being handled by the ports at Immingham are not only a result of the diversification of national, regional and local industries, but also a reflection of the constant need for a port to adapt. In this respect the use of jetties from 1969 to extend the workings of the port into deeper water is a significant historical development.

From its original development Immingham has been a nationally important port - in its volume of trade, the infrastructure built to bulk handle goods and in its integration with transport redistribution networks.

Immingham Dock's story of adaptation is important in understanding the national economy, port privatisation, the need for coal and petrochemicals, the increasing volume of import and export goods moved by sea, and the increasing economies of scale and size of commercial vessels.

The growing importance of deep-water berthing in recent decades for modern commercial vessels and sea-borne trade is reflected in the development of further port activity in the area – the Immingham Oil Jetty and Humber Sea Terminal for example.

### Aesthetic

*– 'the ways in which people draw sensory and intellectual stimulation from a place'*

As a working port area, the port complex at Immingham is constantly changing, generating interest for many, whether from the coming and going of visiting ships, the type of cargoes being stored and redistributed, and the buildings and structures associated with its use. To some, these activities may not always be seen as attractive but nonetheless many find them stimulating and they arise as a direct consequence of the port's historic industrial development and its continuing industrial use today. The scale of the port, its infrastructure and the ships using it visually dominate the area. However it is difficult to get a good visual overview of the port due to its vast scale, the lack of public access and the flatness of the surrounding area. Much of the port complex is also hidden behind earth bunds and security fences.

## Communal

*– 'the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory'*

The port areas at Immingham form an important focus for the local area and its community, both those who work there and who live in and around the town of Immingham. It is evident from local people writing on the internet that they are acutely aware that the history of the town is linked to port activity. Considerable pride in the town is associated with the port and there is also considerable interest in the early history of the port and maritime-related infrastructure built before its development.

Public access to the port areas at Immingham is limited due to security reasons. However, a coastal public path leads through the Humberside Sea Terminal and Killingholme Jetty but it does not cut across Immingham Dock. This lack of access naturally isolates the port areas from the normal workings of the surrounding landscape. In 2012 the Port of Immingham had an open day to commemorate the opening of the port.

# Current levels of heritage protection

There are three Listed Buildings in the Killingholme Lighthouses and South Killingholme Jetty Character Area. All three are Grade II Listed and comprise the 19th century lighthouses built on Killingholme Marshes; Killingholme High Lighthouse (LB 1103706), Killingholme North Low Lighthouse and adjoining lighthouse keeper's house (LB 1103707) and Killingholme South Low Lighthouse (LB 1215093).

In terms of non-heritage based designations the River Humber Character Area is included within the Humber Estuary Site of Special Scientific Interest (SSSI). The SSSI extends to Mean High Water (MHW) and slightly above, to the seaward edge of the sea defence wall that follows the coastline.

The North Killingholme Haven Pits Character Area corresponds with the area of the North Killingholme Haven Pits SSSI.

Change of use and ground disturbance within the SSSIs are strictly controlled and therefore offer archaeological features general protection from unlicensed disturbance.

# Pressures for change

The pressure for ports to adapt and change in response to the economic demands of the global marketplace and its reliance on sea-borne trade is high. The challenge is to manage ports while retaining the distinctiveness of their heritage.

The coastal margins surrounding the Port of Immingham and the Humber Sea Terminal are likely to come under pressure for future development. The Humber Local Enterprise Partnership (LEP) consider Killingholme Marshes as the UK's largest developable land bank with a deep-water frontage (Humber LEP)

In relation to the Port of Immingham:

The entrance lock to Immingham Dock was designed with great foresight as it is still possible for large commercial vessels to navigate it despite the huge increase in their size. However, it is possible that changes to ABP's business model may result in adaptations to the shape and size of the historic Dock and entrance lock.

By establishing the Dock in an inland area it has been possible to surround it with development land; much of which has been developed and altered successively over the past fifty years – this is likely to continue in the future. The Port's Masterplan 2010-2030 makes clear that the port anticipates an increase in trade resulting in the rationalisation and adaptation of existing port development and the need for further development land surrounding their existing holding (Associated British Ports 2012).

Increasing crude oil and gas imports from the Middle East through the Immingham Oil Terminal will require the deepening of the Humber estuary's Sunk Dredged Channel due to the size of the vessels that will be using it. This will be accompanied by an increase in the existing tank farm capacity. Further changes to gas imports may require changes to the Immingham Gas Jetty, the change to other jetties or the development of the Western Deepwater Jetty (for more discussion see below).

ABP also believes that there will be an increase in containerised freight requiring the adaptation and extension of existing facilities and the further adaptation and extension of the rail and road network supporting the Dock (*ibid*).

Much of the Killingholme Marshes Character Area (and adjacent to it, the inter-tidal area of the River Humber Character Area) is being developed by Able (UK) to build the Able Marine Energy Park (AMEP), an area of a quay frontage, staging area and developable land for offices, warehousing, storage areas and engineering shops aiming to meet the needs of the offshore renewable energy sector (Able Marine Energy Park website).

Part of the footprint of the AMEP development extends into the Humber Sea Terminal – North Killingholme Haven Character Area including an area associated with the car distribution centre linked to the Humber Sea Terminal.

It is also possible that the Humber Sea Terminal will seek to expand its operations in the near future.

The Shoreline Management Plan 2 (SMP2) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner.

The coastal margin east of Immingham Dock is covered by the *Flamborough Head to Gibraltar Point* SMP2, East Immingham to Humberston Fitties Policy Unit area. The SMP2 makes clear that the existing sea defence wall will be maintained and updated (as needed) to 'Hold the Line' (Scott Wilson 2010).

## Heritage risk assessment and opportunities

This Port Heritage Summary has highlighted the essential historic character and heritage assets that underpin Immingham's port-related character.

Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments enhance the distinctiveness and strong 'sense of place' which arise from Immingham's historic cultural development rather than developing it as if from a blank canvas. Such culturally-informed regeneration will ultimately be more sustainable for the local community.

In the Immingham Dock Character Area the earlier graving dock is at high risk as it is currently underused and partially filled in. The surviving coaling drop, signal box and railway sidings are also at high risk as they are no longer actively in use as part of the working port and therefore vulnerable to redevelopment. If viable alternative roles can be found, the sensitive re-use of these features would benefit their long-term survival.

The landscape setting of the Grade II Killingholme Lighthouses is at medium risk of further deterioration with the planned development of Killingholme Marshes. It is also possible that public access to this area will become more difficult with future port-related development.

In the Humber Sea Terminal Character Area few vestiges of North Killingholme Haven survive except for the building that was once the New Inn. This is at low risk as it is presently used as an office.

The wooden slipway associated with the sea-plane base of RNAS Killingholme is unused but survives in poor condition and therefore is at high risk.

Areas of ground disturbance in certain parts of the Character Areas including the dredging of the River Humber Character Area could potentially reveal buried archaeological deposits, although in certain areas that potential could be limited by previous substantial ground disturbance.

Archaeological assessment in advance of the proposed AMEP development has identified the high archaeological potential in the area of former salt marsh and its landward edge (Cottam and Cox 2011).

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