



Household Waste Recycling Centre Stainton Grove, County Durham

Historic Building Recording



Planning Ref: DM/16/01442/WAS
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October 2016



**Household Waste Recycling Centre
Stainton Grove, County Durham**

Historic Building Recording

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Summary

Wessex Archaeology was commissioned by Atkins to undertake a programme of historic building recording at the Household Waste Recycling Centre, Stainton Grove, County Durham, centred on National Grid Reference (NGR) 407272, 518042.

The site comprises part of a mid-20th century military camp, which has been redeveloped into a housing estate, industrial estate and the current Household Waste Recycling Centre. The survey was carried out following a previously produced Heritage Statement of the site.

The site contained six tank garages that were subject to a Historic England Level 3 survey which was conducted between the 29th – 30th September 2016. The tank garages have been identified as Romney sheds (or huts) associated with the development of the WWII, mid-20th century, military camp at Stainton Grove.

The tank garages were largely intact suffering only minor alterations throughout the late 20th and early 21st centuries. Their form and massing remains unchanged and they are easily identifiable from an aerial photograph taken in 1946. Despite this level of preservation, little remained internally that attested to a historic military function.

The historic building recording archive is currently held in the Wessex Archaeology Sheffield Office under the project code 112771. This archive will be deposited along with a copy of this report with the Durham County Record Office.



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The historic building recording was undertaken by Maria-Elena Calderón and Adam Fraser. Analysis and report compilation was undertaken by Maria-Elena Calderón. Illustrations were prepared by Maria-Elena Calderón, Joanna Debska and Alix Sperr. The project was managed for Wessex Archaeology by Lucy Dawson.



Household Waste Recycling Centre Stainton Grove, County Durham

Historic Building Recording

1 INTRODUCTION

1.1 Project background

- 1.1.1 Wessex Archaeology was commissioned by Atkins (here after 'the Client') to undertake a programme of historic building recording at the Household Waste Recycling Centre (HWRC), Stainton Grove, County Durham (**Figure 1**; hereafter 'the Site') centred on National Grid Reference (NGR) 407272, 518042. The Site comprises part of a mid-20th century military camp, which has been redeveloped into a housing estate, industrial estate and the current HWRC.
- 1.1.2 The historic building recording was carried out ahead of development works at the Site. The development works comprise the demolition of the existing tank garages and the redevelopment of the Site forming a new household waste recovery centre including sorting facility, resale shop and staff facilities (Planning application Ref: DM/16/01442/WAS).
- 1.1.3 A Heritage Statement previously produced by Wessex Archaeology (2016a) recommended a programme of historic building recording to mitigate against the loss of the heritage asset caused by the development. Through consultation with the Client and Durham County Council, it was agreed that a Historic England Level 3 Survey (2016) would be undertaken ahead of development works.
- 1.1.4 The survey was carried out at the Site between 29th – 30th September 2016 and followed the methodologies and standards set out in the Written Scheme of Investigation (WSI) (Wessex Archaeology 2016b). The WSI was produced in consultation with the Client and approved by Durham County Council ahead of archaeological works. All work conducted was in-keeping with current industry standards and guidance (Chartered Institute of Archaeologists (CIfA) 2014 and Historic England 2016).

1.2 The Site

- 1.2.1 Stainton Grove is located in south-west County Durham, approximately 2 km to the north-east of Barnard Castle and approximately 0.6 km to the south of Stainton. It is situated on the south side of a section of the A688 known as Stainton Bank (**Figure 1**).
- 1.2.2 The HWRC site occupies part of the former military facility of Stainton Camp that is located between the A688 to the north-west, Newsham Beck to the north-east and a dismantled railway line to the south. The Site occupies an irregular parcel of land on the north-east side of the former camp. It is accessible via The Green road off the A688.
- 1.2.3 The military camp has, in recent years, been redeveloped as an industrial estate and the HWRC. The council estate, Stainton Grove, is located to the west of Stainton Camp. It occupies an area that previously contained the Prisoner of War Blackbeck Camp (**Figure 2**) and the post-World War II (WWII) married quarters (**Figure 3**).



- 1.2.4 The tank garages that are to be demolished are located on the north-east edge of the Site. The garages comprise a series of six adjoining barrel-roofed sheds. A review of the sheds undertaken by a military cultural heritage expert has identified them as Romney sheds (huts) constructed c.1942 (Atkins n.d.).
- 1.2.5 The land gently falls from 188 m above Ordnance Datum (aOD) at the west of the Site to 184 m (aOD) to the east (Daft Logic). The solid geology of the area comprises Yoredale Group - Limestone, Sandstone, Siltstone and Mudstone (British Geological Survey). Deposits found in a nearby quarry are described as grey, massive, jointed, fine-grained limonitic sandstone. These are overlain by Glacial and Fluvio-glacial deposits of Boulder Clay of the Pleistocene Age (Durham County Council 2006).

2 AIMS AND OBJECTIVES

2.1 General

- 2.1.1 The principal aim of the historic building recording was to create a Historic England (2016) Level 3 record of the tank garages at the Site prior to demolition, so that they are 'preserved by record' (Wessex Archaeology 2016b).
- 2.1.2 The specific aims of the work were;
- *to produce a drawn record of the building with archaeological and architectural information;*
 - *to produce a photographic record of the building;*
 - *to produce a written account of the building; and*
 - *to produce a report which will present the results of the historic building survey in sufficient detail.*
- 2.1.3 The objective of the work was to place the crossed referenced long term record of the building in the public domain by depositing it with Durham County Record Office.

3 METHODOLOGY

3.1 General

- 3.1.1 Wessex Archaeology adopted the following methodology which is in accordance with the WSI (Wessex Archaeology 2016b) and Historic England and ClfA (2016; 2014) guidelines for archaeological investigation and recording of standing buildings or structures.
- 3.1.2 The Level 3 survey (Historic England 2016) was required to examine the tank garages at the HWRC that were identified as heritage assets, prior to the commencement of demolition works.

3.2 Documentary research

- 3.2.1 The existing Heritage Statement produced by Wessex Archaeology (2016a) was utilised to provide a general documentary background history for the Site. Research was also conducted at Durham County Record Office and Barnard Castle Library on the 28th September 2016. However, this yielded very little addition information. No historic plans of the Site could be located and it is suspected that should they still exist they would be held by the Ministry of Defence or the National Archives.

3.3 Photography

3.3.1 The photography was based on the requirements set out by Historic England (2016) for a Level 3 survey and comprised:

- *general view or views of the building in its wider setting;*
- *the building's external appearance. Typically a series of oblique views that showed all external elevations of the buildings, and gave an overall impression of its size and shape. Where an individual elevation embodies complex historical information, views at right angles to the plane of the elevation were taken as appropriate;*
- *further views to indicate the original design intentions of the builder or architect, as appropriate;*
- *the overall appearance of the principal rooms and circulation areas;*
- *any external or internal detail, structural or decorative, which is relevant to the building's design, development or use; with scale where appropriate;*
- *any machinery or other plant, or evidence for its former existence;*
- *any dates or other inscriptions, any signage, makers' plates or graffiti which contributed to an understanding of the building. A transcription was made wherever characters were difficult to interpret;*
- *any building contents which have significant bearing on the building's history; and*
- *copies of maps, drawings, views and photographs, present in the building and illustrating its development or that of the Site.*

3.3.2 The photographic record comprised 35mm black and white film and high-quality digital format using a Canon EOS 5D MkII digital camera (with 21 megapixel capability). All digital images were reproductions of the 35mm black and white image viewpoints and were taken in JPEG format. A photographic scale of appropriate size was included in all detailed views. All digital photography followed the Historic England *Guidance on Digital Image Capture and File Storage* (2015).

3.3.3 All photographic views were recorded on copies of the Site plans. These were complemented by photographic registers which, as a minimum, give the direction of the view and a brief description of the subject.

3.3.4 A selection of the digital photographic record has been used to illustrate the report (**Plates 1-36**). Plans showing the location of photographic plates used to illustrate the report are included as **Figures 1** and **5** in the report.

3.3.5 The full photographic record, together with copies of any marked up plans are included in the full site archive.

3.4 Survey and drawn record

3.4.1 The drawn record comprised a measured survey of the tank garages using a Leica Disto and hand-measuring techniques with data recorded onto a tablet PC where it was manipulated in real-time using AutoCAD software. Subsequently this survey data was converted through AutoCAD software into scale plans for the structures. Hard copies of the drawn record were enhanced to Historic England endorsed standards (2016) and are presented in the report and project archive at an appropriate scale.



3.4.2 All works were based on the requirements for a Historic England Level 3 survey (2016) and comprised:

- *a site plan;*
- *measured floor plans (to scale or fully dimensioned) as existing. Plans show the form and location of any structural features of historic significance, such as blocked doors, windows, masonry joints, ceiling beams and other changes in floor and ceiling levels, and any evidence for fixtures of significance;*
- *measured cross-sections, illustrating the vertical relationships within the structure (floor and ceiling heights or the form of roof trusses, for example);*
- *representative measured elevations; and*
- *the location and direction of accompanying photographs identified on the resultant floor plans.*

4 HISTORICAL BACKGROUND

4.1 Introduction

4.1.1 The historical background and development of the Site was previously undertaken by Wessex Archaeology (2016a). The following is a summary of that information, combined with additional research undertaken by Wessex Archaeology.

4.2 Roman (AD 43 – AD 410)

4.2.1 The A688 which lies north of the Site is a known Roman road that broke away from Dere Street (A1), to connect with the A66, both major Roman highways. It connected the Roman sites of Lavatris (Bowes) and other fortifications along the A66 with the northern bound section of Dere Street (A1), connecting to Vinovia (Binchester) and beyond (Archaeology Data Service (ADS)). There is no evidence for activity of this period within the Site.

4.3 Medieval (AD 410 – 1485)

4.3.1 During this period the Site was within the historic Anglo-Saxon kingdom of Northumbria that was later part of the Danelaw. The centre of the estate was the nearby village of Gainford, and part of the Congregation of Cuthbert of Lindisfarne.

4.3.2 The name Stainton Grove is derived from nearby Stainton (village) formerly *Staynton c1150*. This is from the Old English *stān + tūn* meaning 'farmstead on stony ground' (Mills 1991).

4.3.3 A marker located to the immediate west of the Site attests to a chapel known through documentation to be extant in 1210 (ADS). However, the location is unknown but probably existed somewhere along the A688.

4.3.4 Other more notable activity in the area lies at the nearby town of Barnard Castle that was fortified by Bernard de Balliol during the 12th century and it is from this founder that the town is named. It was later inherited by Richard III through marriage to Anne Neville but fell into disrepair after his death.

4.3.5 The A688 was undoubtedly in constant use throughout this period, however, there is no evidence of archaeological activity within the Site.

4.4 Post-medieval to 19th century (AD 1485 – 1899)

4.4.1 Evidence from historic mapping suggests that the Site was predominantly agricultural throughout this period. In 1854 plans were approved for the Darlington to Barnard Castle Railway which opened two years later (Transport Heritage). The railway line, now dismantled, ran immediately south of the Camp (**Figures 2-4**). Also in the 19th century a Grade II Listed milestone was erected to the west of the Site on the A688 by the Bowes and Sunderland Bridge Turnpike Trust marking the distance to Bowes and Durham respectively (ADS).

4.5 20th century to World War II (AD 1900 – 1946)

4.5.1 The land that comprised Stainton Camp covers the entirety of the Site and beyond. The Camp was acquired by the War Department in November 1941. It was one of a group of camps near Barnard Castle, which included Barford, Deerbolt, Humbleton, Streatlam, and Westwick. The Camp initially housed troops that had been rescued from Dunkirk that had been temporarily housed in a former mill and Co-op building at nearby Barnard Castle (Stainton Grove). The details are scarce as troop movements were under a military news blackout. Later in the War it was used as a training camp for the Royal Armoured Corps including their 61st Training Regiment. Training periods lasted eight to twelve weeks with 400 to 500 men trained simultaneously. Many of the tank crews trained at Stainton Grove were deployed to North Africa (Wessex Archaeology 2016a).

4.5.2 A poster (available online) shows an oblique aerial illustration of the Camp with various areas and buildings labelled (Stainton Grove). The tank garages are labelled as '*Transport Depot*' located next to a vehicles and maintenance yard to the east. Tank and vehicle parking areas are located in loops off the north and south sides of the A688 and there is a tank driving practice area to the south of the railway line. Tank tracks are still visible in the local environs today (Stainton Grove).

Development and use of the Romney shed

4.5.3 The Romney shed (or hut) was a WWII elaboration of the successful World War I Nissen hut. The requirement of large-scale supply or vehicle storage and replacement of the unsatisfactory Iris hut (which had a tendency to collapse after snowfalls) was the driving force behind the development of the Romney shed (Dobinson 2001). The sheds were designed by the British Directorate of Fortifications and Works in 1941, and named after its offices 'Romney House' (Schofield 2006). Typically the Romney shed was constructed in 8 foot by 35 feet (2.44 m x 10.67 m) wide modules, the normal length being 96 feet (29.26 m), although 48 feet (14.02 m) also appears to have been common. However, neither of these formats was adopted for the sheds within the Site. The tubular steel frame was commonly covered with corrugated iron and occasionally canvass (Schofield 2006).

4.5.4 Romney sheds in general were used as storage, workshops and for any facility which required an abnormal roof span. The basic unit was later modified and adapted to serve a number of purposes: locomotive shed, tank garage, workshop, cinema and canteen, and after the D-Day landings they were even deployed as accommodation for Prisoners of War (Northern Archaeological Associates 2013). On some airfields, two or more Romney sheds or Iris huts would be erected to accommodate large stores and workshops; or occasionally used as aircraft hangars (Smith 1981).

4.5.5 While examples of Romney sheds were constructed at military facilities across Britain (the most northerly example found survives at the former Royal Naval terminal at Lyness, Hoy), many sheds appear to have been constructed as part of temporary camps and

airfields for the United States air groups and later troop build-up in Britain in 1942-4 (Operation Bolero and Operation Overlord). Most of the centres for this were in the south of England where airfields and hutted encampments were rapidly erected. In addition to storage facilities, Romney sheds formed briefing rooms where 60 spectators could be seated (Schofield 2006).

- 4.5.6 Many of the war time camps had been dismantled by December 1947 and the land derequisitioned (Schofield 2006) which may account for some of these buildings appearing at non-military sites. Much of the 'Nissen type' military hutting was disposed of by the military as it was considered 'low grade' although the simple, prefabricated nature of these sheds meant that they could be dismantled and re-erected elsewhere (Schofield 2006). Examples of relocated Romney sheds can be found at some non-military sites, including Belgar Farm, Tenterden (Kent) and Eastoff (Lincolnshire), where they appear to be used for agricultural garages/workshops (Wessex Archaeology 2016a). At the end of the War, the Ministry of Food erected six Romney sheds at a disused brickworks at Hammill, Woodnesborough (Kent) to create a 'Buffer Depot' for emergency food storage (Wessex Archaeology 2013).
- 4.5.7 Despite their estimated short lifespan (10 years by military estimation) (Schofield 2006), with maintenance many Romney sheds have survived more than 70 years after their initial construction. A listed group of Romney and Iris sheds exists at Upper Arcott, Bicester (Oxfordshire) (ADS). However, the majority of examples that survive are located at active or former RAF/USAF airfields.

4.6 Post-WWII (AD 1946 – present day)

- 4.6.1 Tank training continued in the immediate post-war period including the radio operators and gunners of the 54th Royal Armoured Corps Training Regiment. Also in this period, the Blackbeck Prisoner of War Camp was set up to the west of the training camp (Wessex Archaeology 2016a) An aerial photograph taken in 1946 (**Figure 2**) provides a picture of the immediate post-WWII plan of the Camp. The tank garages, gatehouse and other military building are noted, as well as the Prisoner of War Camp to the south-west.
- 4.6.2 Married quarters had been erected to the south-west of the Site by Calverly of Leeds during the early 1950s. A newspaper article described the sentence of Albert Maude, who was convicted of theft from the Calverly of Leeds at Stainton dated 3rd July 1952 (Teesdale Mercury Archive). However, an OS map published in 1956 does not show the married quarters as yet constructed (**Figure 3**). The Camp was primarily used for holding troops yet, the training of Cadet and Territorial Army (TA) forces continued.
- 4.6.3 The main military camp closed in 1972 with Cadet training still ongoing. An OS map dated 1974 (**Figure 4**) depicts the Camp in more detail including the tank garages divided into their six sheds. The buildings to the west of the Site have been removed to make way for the married quarters which extend beyond the original camp boundary. The map also labels the Stainton Camp Primary School and Garrison Church.
- 4.6.4 Teesdale District Council became the owner of Stainton Grove in 1980 and the married quarters were developed into council housing. Towards the end of the 20th century, the majority of the training camp changed use to become an industrial estate. The cadet training facility is the exception to this which remains active within the Camp to the immediate east of the Site. Upon the dissolution of Teesdale District Council the Site was transferred to Durham County Council (Wessex Archaeology 2016a).

5 BUILDING DESCRIPTION

5.1 Introduction

5.1.1 The tank garages (Romney sheds) within the Site were identified as heritage assets by Atkins and assessed further by Wessex Archaeology (2016a). They are located with the HWRC to the north of Stainton Grove. Beyond the Site are numerous military and former military buildings that comprised the earlier Stainton Camp. Private dwellings are located to the south-east of the Site, some of which were redeveloped from military married quarters. The environs beyond comprise a system of open fields (**Figure 1; Plates 1-4**).

5.2 External

5.2.1 The Site is surrounded by modern wire and 'W'-section security fencing. It is accessed from the west via 'The Green' through a set of vehicular gates (**Plates 2-5**). Within the Site is the former Gatehouse (**Figure 1; Plate 4**) to the Camp (not included within this survey) which now provides storage and welfare facilities to the Durham County Council employees stationed at the HWRC. The remainder of the Site is overlain with hardstanding, upon which are numerous containers associated with the waste and recycling facilities (**Plate 5**). Evidence of a former modern building, recently demolished is noted within the hardstanding to the south-east of the Site (**Figure 1**; not included within this survey). Two further buildings known from mapping (**Figure 1**) have also been recently demolished, although no evidence of this was observed.

5.2.2 To the north of the Site are the six tank garages identified as Romney sheds. They are as a group orientated east-west on their long axis, parallel with the Site boundary (**Figures 1, 5-7; Plates 6-12**). The structures are modular and uniform in design. Low redbrick piers with tapered capstones are infilled to the outer west, north and east elevations creating a plinth wall. This redbrick infill is coursed in an English Garden Wall Bond. The north elevation of G5 is an exception, being infilled with modern blockwork. However, it retains the brick piers but the capstones appear to have been replaced. The piers support a barrel vaulted roof, clad with corrugated metal sheeting. Gutters delineate between the roofs and direct rainwater to a down spout to the south elevation (**Figures 5-6; Plates 6-11**). The piers to the west elevation are all encased with an additional modern brick skin, suggesting that they required additional structural support in recent times (**Figure 5; Plate 12**).

5.2.3 The south elevation is built largely of redbrick coursed in an English bond. Each of the six tank garages, to this elevation, contains two vehicular entrances fitted with modern roller shutter doors. Wicket doors are located within in G1, G4 and G5 which correlate to the internal configuration. Above the entrances the walls are clad in corrugated metal sheeting. Embedded within the brickwork are metal hinges that flank the vehicular entrances (**Figures 5-6; Plates 6-9**). These relate to historic doors that were previously fitted. A discarded timber door with strap hinges was noted to the west of the structures (**Plate 13**). It is indicative of the type of door that was fitted to the structure, however, the dimensions do not marry with the structures themselves. Modern brick infill is noted to the enlarged entrances to G5 and the eastern entrance to G6 (**Figure 6; Plate 8**).

5.3 Internal

5.3.1 Internally the tank garages all follow the same modular construction with each roof supported by a frame of hollow steel sections bolted together. The roof for each garage comprises eight steel arches that spring off of a series of concrete capped redbrick piers supported by tie, ridge and purlin steels (**Plates 14-17**). Each garage is divided by nine

internal piers, the northern and southern most being embedded within the outer walls. The frame is further stabilised by 'T'-shaped trusses (**Figure 7; Plates 14-17**).

- 5.3.2 The piers noted externally are embedded within the south walls (**Figure 5; Plates 18-19**). They appear to be of a separate construction to the main brick wall. In contrast to this the piers to the outer west, north and east walls with the exception of the corners are constructed as one with the wall (**Figure 5; Plates 15, 20**). Concrete lintels to the vehicular entrances are noted, as is a fixing relating to the historic hinges mentioned earlier (**Plate 21**) and typical mechanical opening systems for the roller shutter doors are seen throughout (**Plate 22**). The concrete floor is inset with bolt keeps along the thresholds, evident of an earlier door type (**Plate 23**).
- 5.3.3 The only natural light is provided by two skylights to each garage that flank the central three purlin steels (**Figure 5; Plate 14**). Evidence of historic white, green and red paint can be seen throughout (**Plates 15-22, 25-36**).
- 5.3.4 Tank garage G1 is self-contained, separated by a single skin redbrick wall from the remaining structure (**Plate 24**). A high louvered vent that is obscured externally is noted in the south wall (**Plates 21, 25**). Also, a workbench situated off centre abuts the north wall (**Figure 5; Plates 24, 26**) that is the same height as a brick abutment of unknown function in the north-west corner.
- 5.3.5 The central four tank garages (G2-G4) are open plan with a partial redbrick division between G2 and G4 (**Figure 5; Plates 14**) that infills the five southernmost piers. An opening within this wall is noted (**Plates 27, 30**). Between vehicular entrances the words 'NO 10', 'NO 11' and 'NO 12' are painted into the walls in G2-G4 respectively (**Plate 33**). G5 appears to have undergone later alterations having a modern east and north blockwork wall (**Figures 5, 7; Plate 31**). The enlargement of the vehicular entrances to G5 and G6 exhibited by modern brickwork, noted previously, is also shown in better detail within their south wall (**Plates 32, 34-35**).
- 5.3.6 The eastern tank garage (G6) is self-contained (**Plates 20, 35**) and also contains the painted inscription 'NO 14' upon the south wall between the two vehicular entrances (**Plate 36**). No further detailing is noted.

6 CONCLUSION

6.1 General

- 6.1.1 The tank garages (Romney sheds) have a clear date of construction known from the historical record. The Site was developed to train tank crews during WWII and the tank garages undoubtedly housed these tanks. Tracks from the tank training are evident in the local landscape (Stainton Grove). However, little remains within the structures to indicate this specific function. Stylistically the lettering used to number the tank garages as seen internally (**Plates 33, 36**) might date to this period. The paint on the walls to G1 and G5 had suffered greater degradation and it is highly likely that they originally contained 'NO 9' and 'NO 13' inscriptions. Although this numbering was not observed elsewhere within the Site, the numbers do not run from one to six which implies that they are part of a larger organisational layout. The brick workbench in G1 is possibly associated with tank maintenance. However, no machinery or paraphernalia was identified that related to any former military function.

- 6.1.2 A photograph dated 2007 on the Stainton Grove webpage clearly shows the enlargement of the entrances in G5 and G6. The logical dating of the entrance enlargement is late 20th to early 21st centuries. This is based to the fabric of the brick infill, the internal modifications (blockwork walls in G5 and G6, **Plates 31, 35**) and the logical conclusion that the council updated the buildings to make fit for purpose when the HWRC was established. The brick of the enlarged doorways (**Figure 6; Plates 8, 34-5**) is in-keeping with the additional skin added to the western piers (**Plate 12**), suggesting a contemporary date. The corrugated metal cladding to the south gables is a later addition. This is evident not only in the 2007 photograph (Stainton Grove) but also in the fabric that obscures the earlier louvered vent in G1 (**Plate 25**). The removed door is of interest (**Plate 13**), yet as stated earlier it can only be indicative of the original doors as it does not conform to the vehicular entrance dimensions.
- 6.1.3 The partition walls between G1 and G2 (**Plates 24, 28**) and the partial between G2 and G3 (**Plates 27, 30**) all appear to be built of a similar redbrick to the south wall (**Plates 6-9**). They are coursed in a stretcher bond which differs from the building proper. However, little significance can be placed on this difference as these are not loadbearing walls. Despite the internal wall having straight joints with the piers and south wall, it is possible that it is contemporary to the south wall or at the latest mid-20th century. The southernmost piers also have straight joints to the fabric of the south wall (**Plates 18-19**). These straight joints possibly refer to the construction method of the building, however, in all likelihood they indicate that the south wall belongs to a later phase of development. The Stainton Grove webpage depicts a Churchill tank at the Camp. Churchill tanks were 3.25 m wide and would require greater openings than the vehicular entrances currently provided which measure an average of 2.6 m. Whilst other tanks were smaller, most would have struggled with an entrance 2.6 m wide. The standard Romney huts featured a sliding door that was 3.2 m wide (NAA 2013). Further to this, differing brick colour and bonding of the south wall also indicates that it is of a later construction. It is possible that the south elevation was open or covered with canvass or steel sheeting to allow easy access for the tanks. Examples of canvas and steel sheeting covered Romney huts are noted elsewhere (Schofield 2006; NAA 2013).
- 6.1.4 It is clear that the later use by the HWRC has erased and/or removed most of any significant military machines, equipment or paraphernalia. However, if these tank garages were used only for storage rather than as functional space, then it is probable that any significant military machines, equipment or paraphernalia was minimal from the outset. The possible exception to this is the brick workbench. Perhaps machine removal is the cause for the rebuilding of the north wall in G5 (**Figure 5**). However, given the nature of the landscape to the north of the Site this seems unlikely. It is far more probable that the cause of rebuilding was to correct structural issues.
- 6.1.5 The tank garages (Romney sheds) appear to have altered very little in form. The aerial photograph from 1946 (**Figure 2**) shows the tank garages in a form that is easily recognisable today. Despite the village of Stainton Grove (formerly Stainton Camp) undergoing functional changes from military to domestic and industrial, there is little in terms of the large scale development and urbanisation so prevalent in other areas of the country in the latter half of the 20th century. This lack of urbanisation has enabled these structures to survive intact in their setting for so long.



6.2 Archive

- 6.2.1 The recording of the historic structures on the Site has produced a drawn, written and photographic archive. This is currently held in Wessex Archaeology's Sheffield Office and will be delivered to the Durham County Record Office for deposition in due course. An OASIS form will be completed at <http://ads.ahds.ac.uk/projects/oasis> for inclusion in the ADS database. This will include an electronic copy of this report in PDF format which will be accessible six months after deposition.

7 BIBLIOGRAPHY

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- Wessex Archaeology, 2016b. *Household Waste Recycling Centre, Stainton Grove, County Durham: Written Scheme of Investigation* (ref: 112771.01)

7.2 Consulted cartographic sources

- OS, 1860
- OS, 1899
- OS, 1923
- OS, 1956
- OS, 1974



7.3 Consulted online sources

ADS <http://archaeologydataservice.ac.uk>

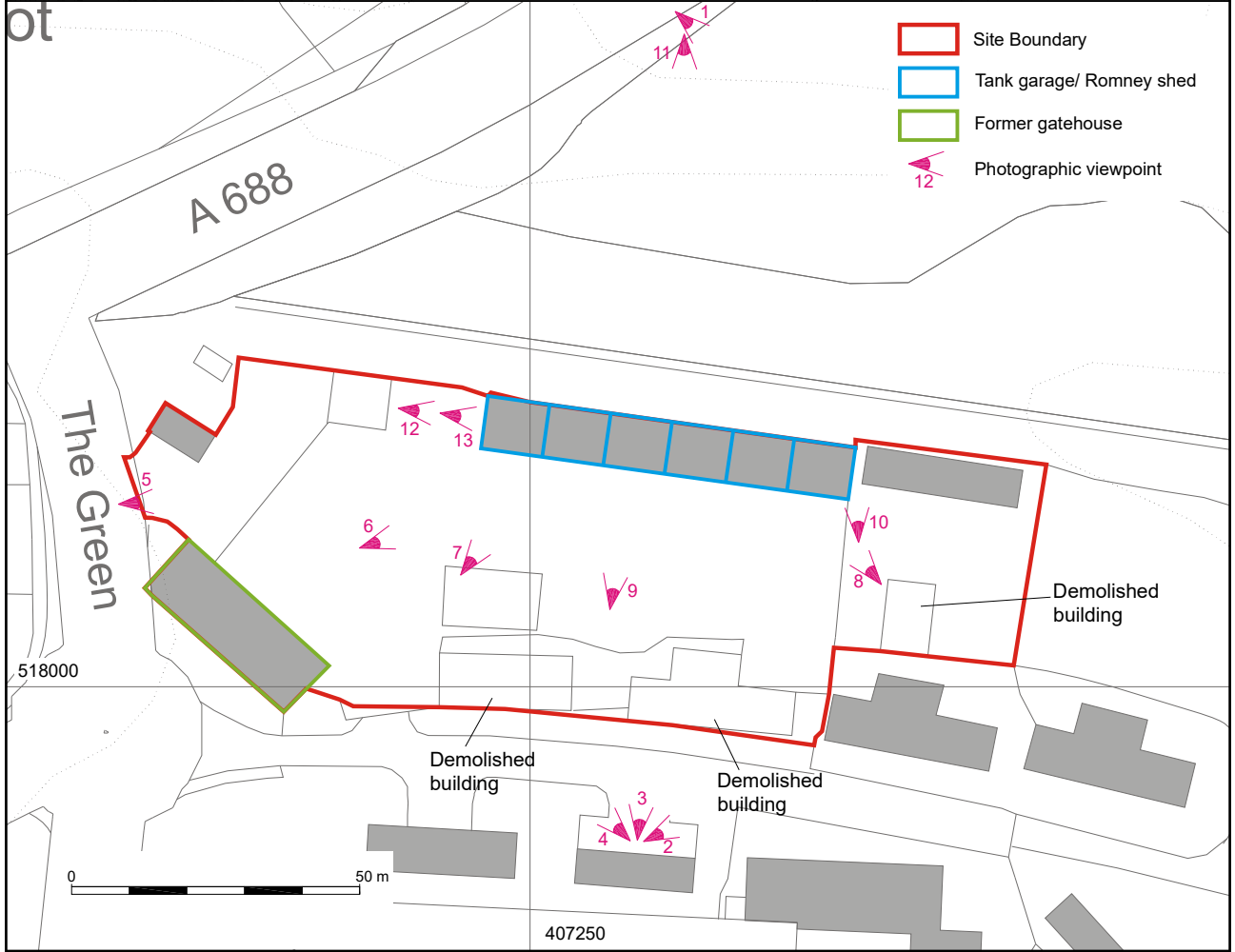
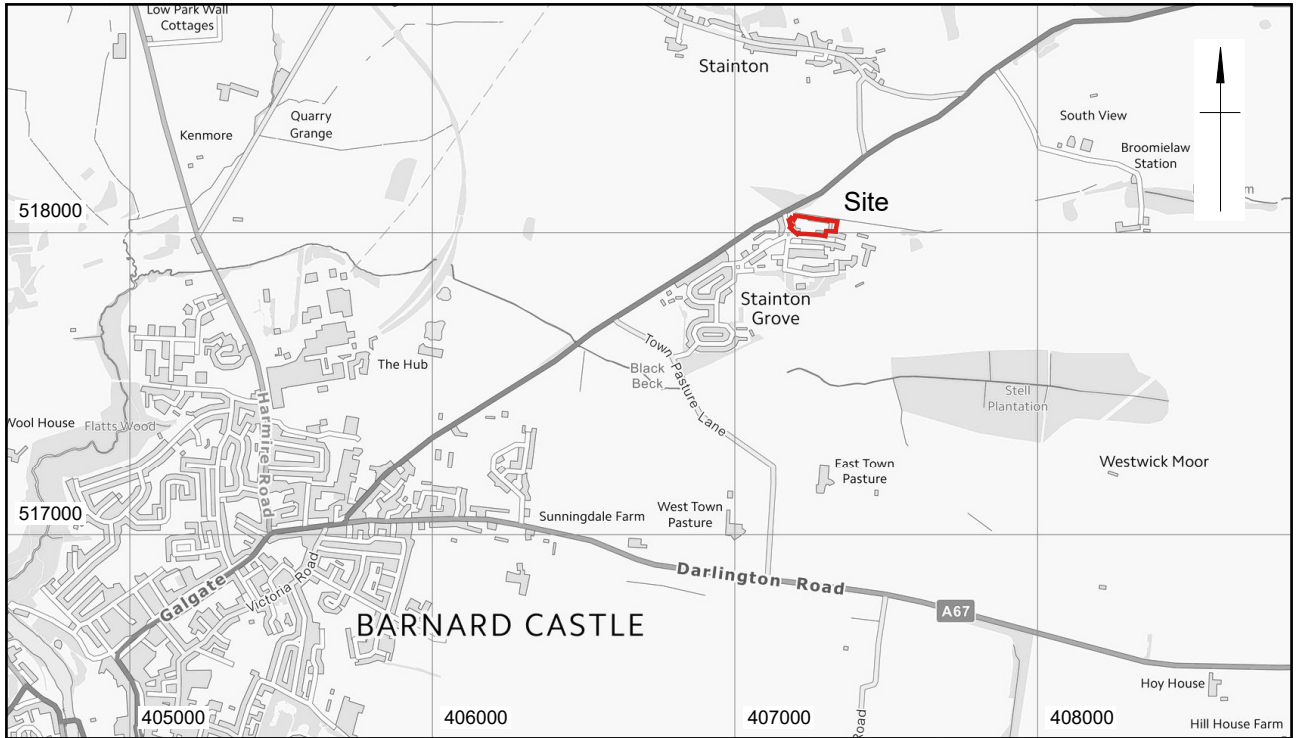
British Geological Survey <http://mapapps.bgs.ac.uk/geologyofbritain/home.html?>

Daft Logic <https://www.daftlogic.com/sandbox-google-maps-find-altitude.htm>

Stainton Grove http://staintongrove.com/ww2_military_camp/index.html

Teesdale Mercury Archive <http://www.teesdalemercuryarchive.org.uk/>

Transport heritage <http://www.transportheritage.com/find-heritage-locations.html?sobi2Task=sobi2Details&catid=29&sobi2Id=166>



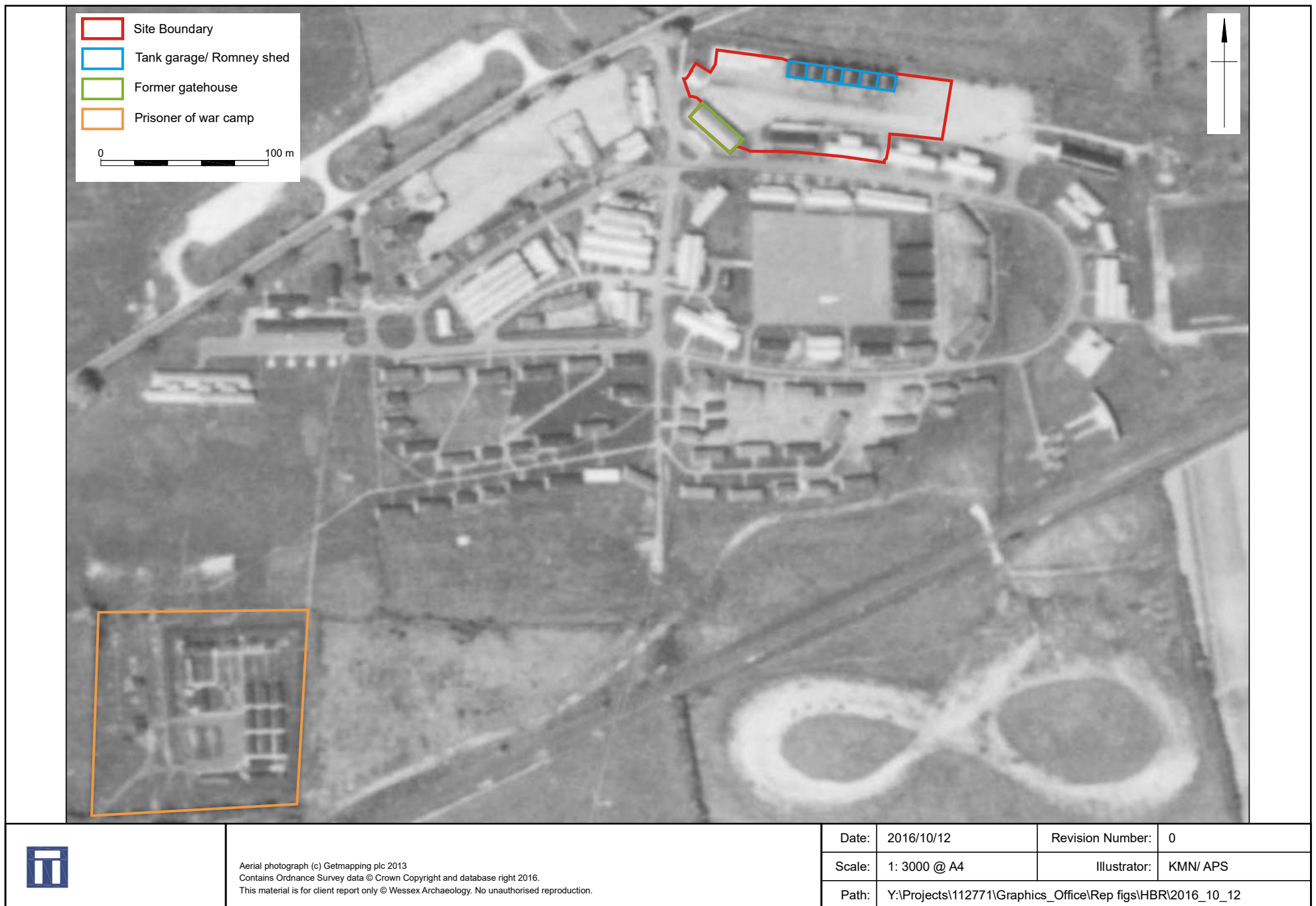
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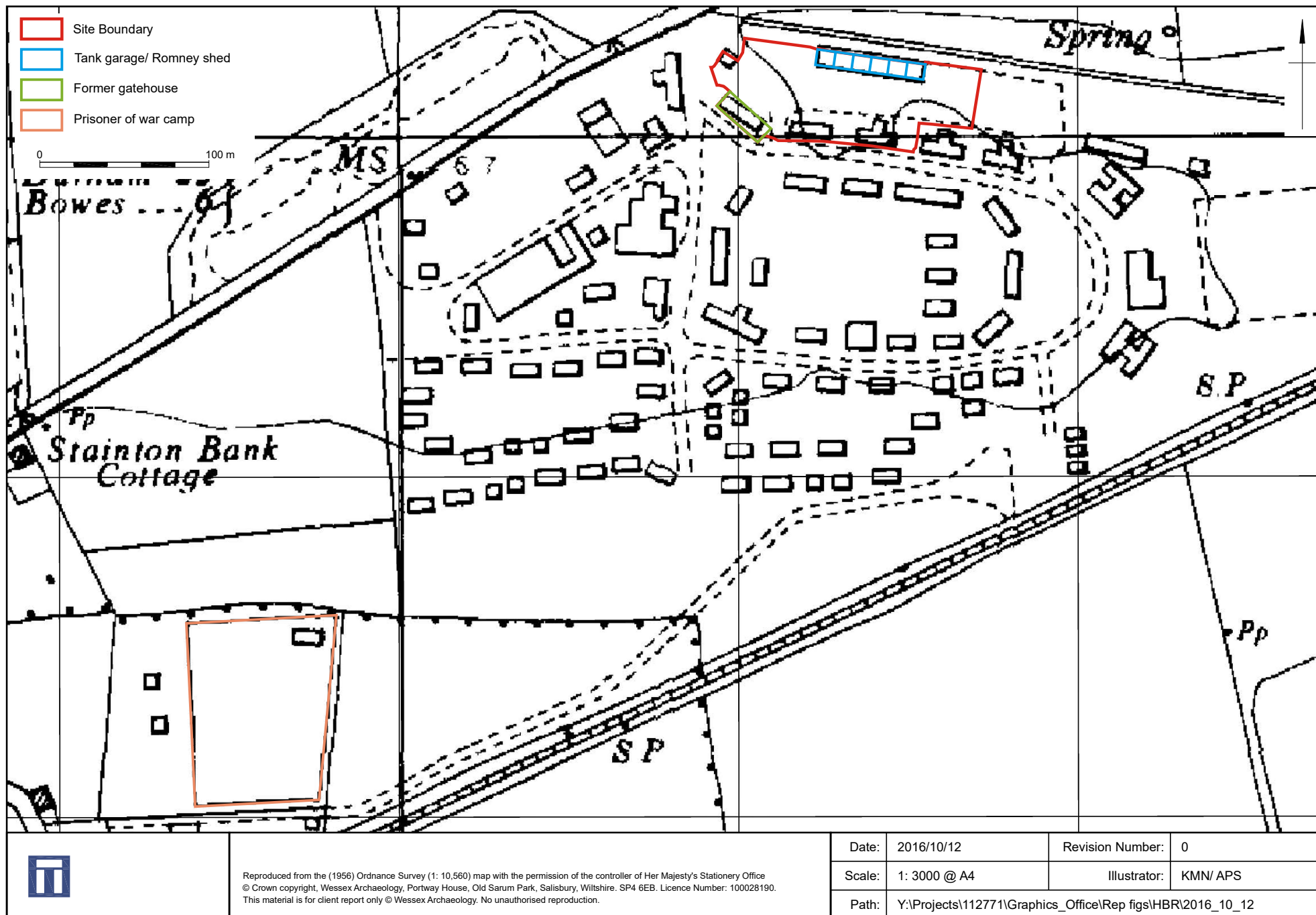
Site location showing external photographic viewpoints

Figure 1



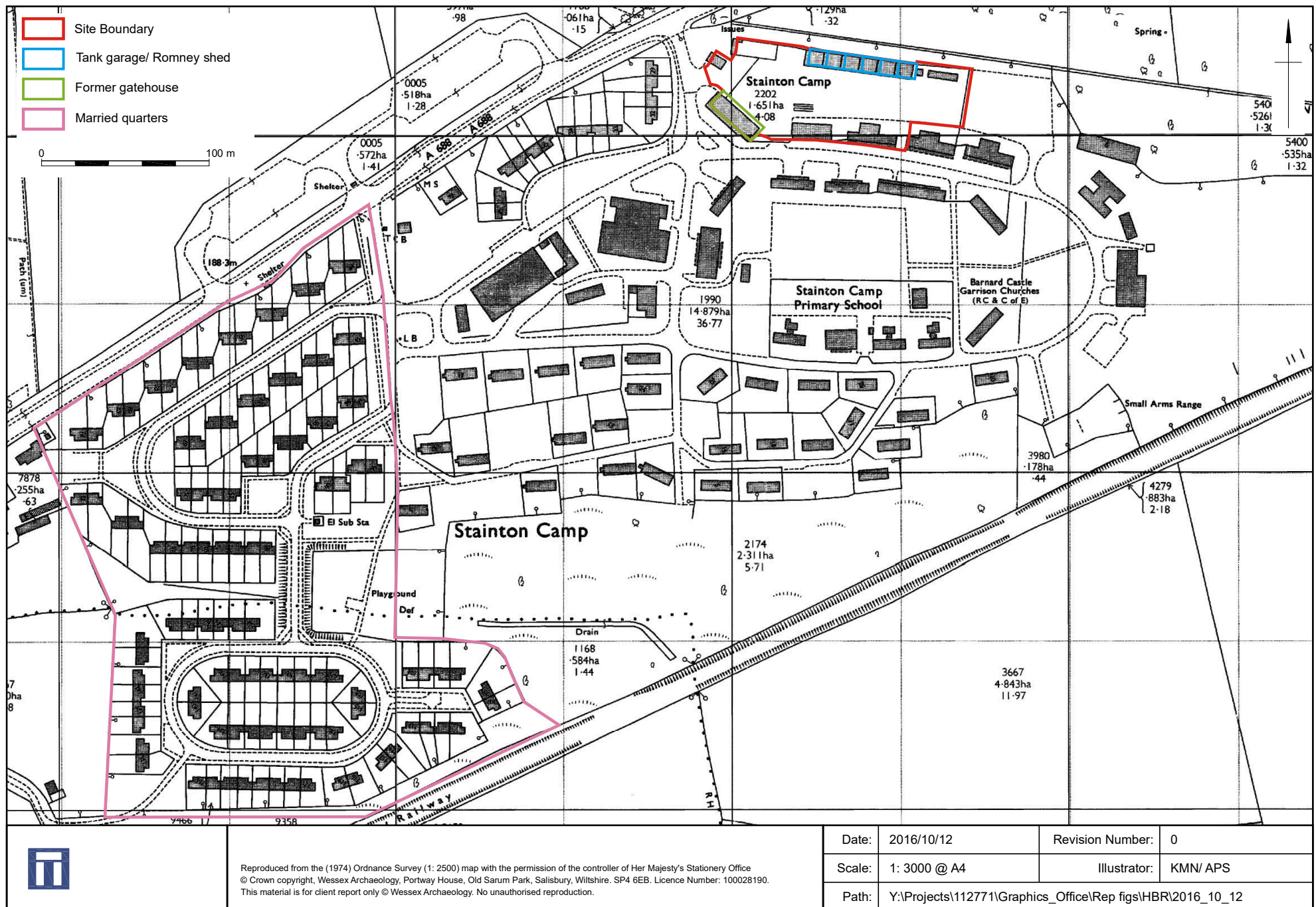
A historic aerial photograph of the Site dated 1946

Figure 2



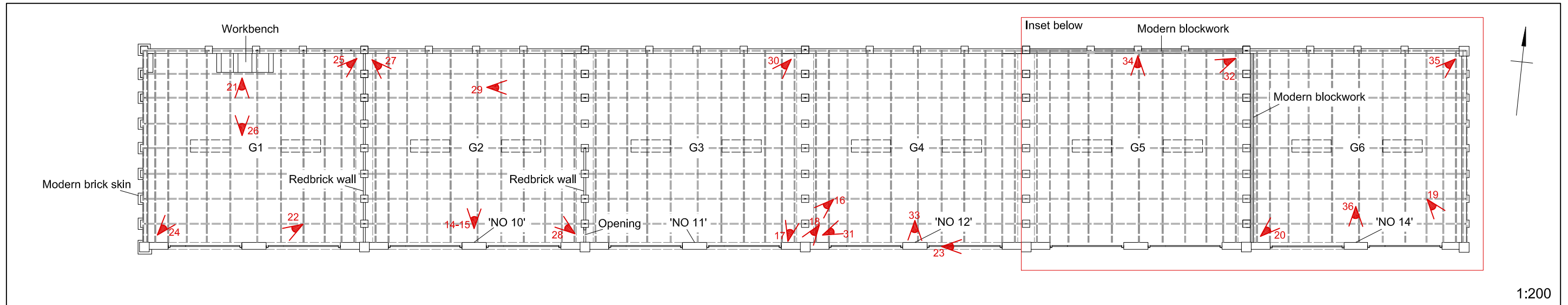
Ordnance Survey map of the Site published 1956

Figure 3

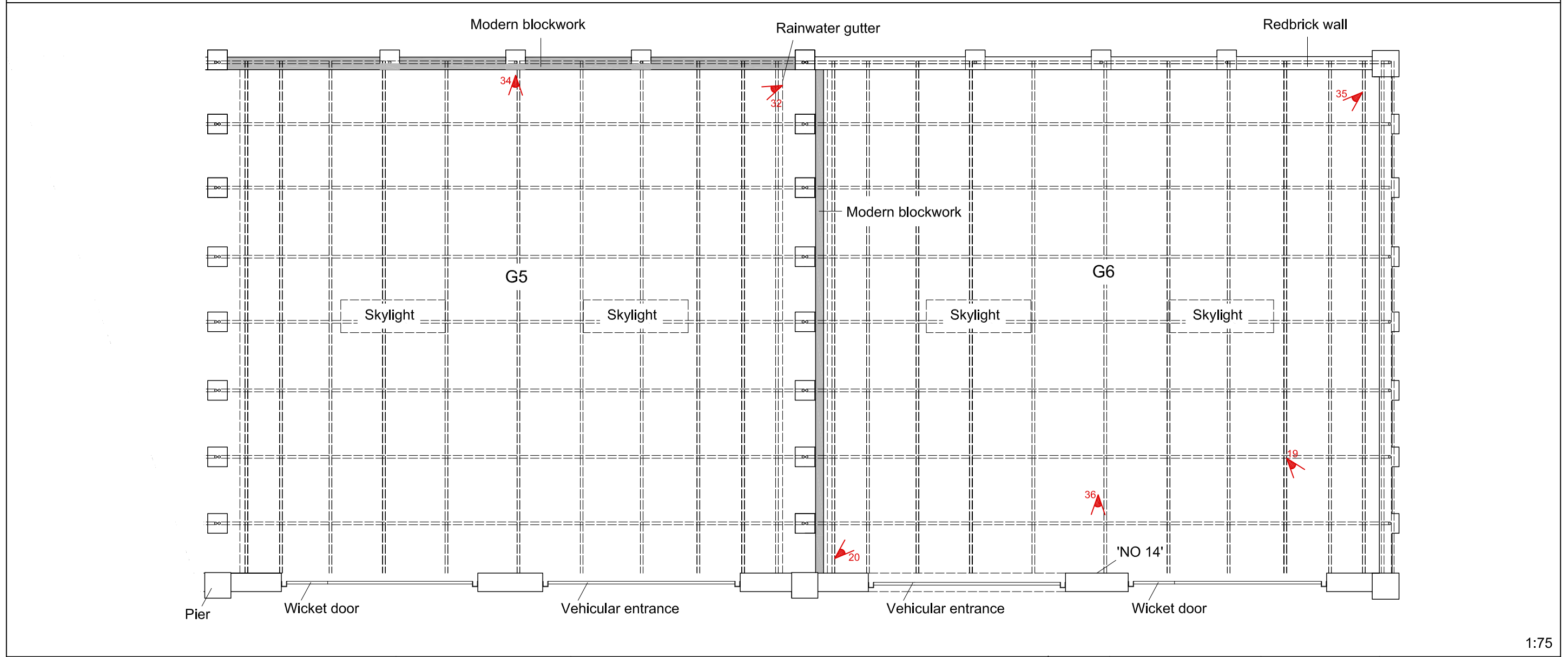


Ordnance Survey map of the Site published 1974



Figure 4



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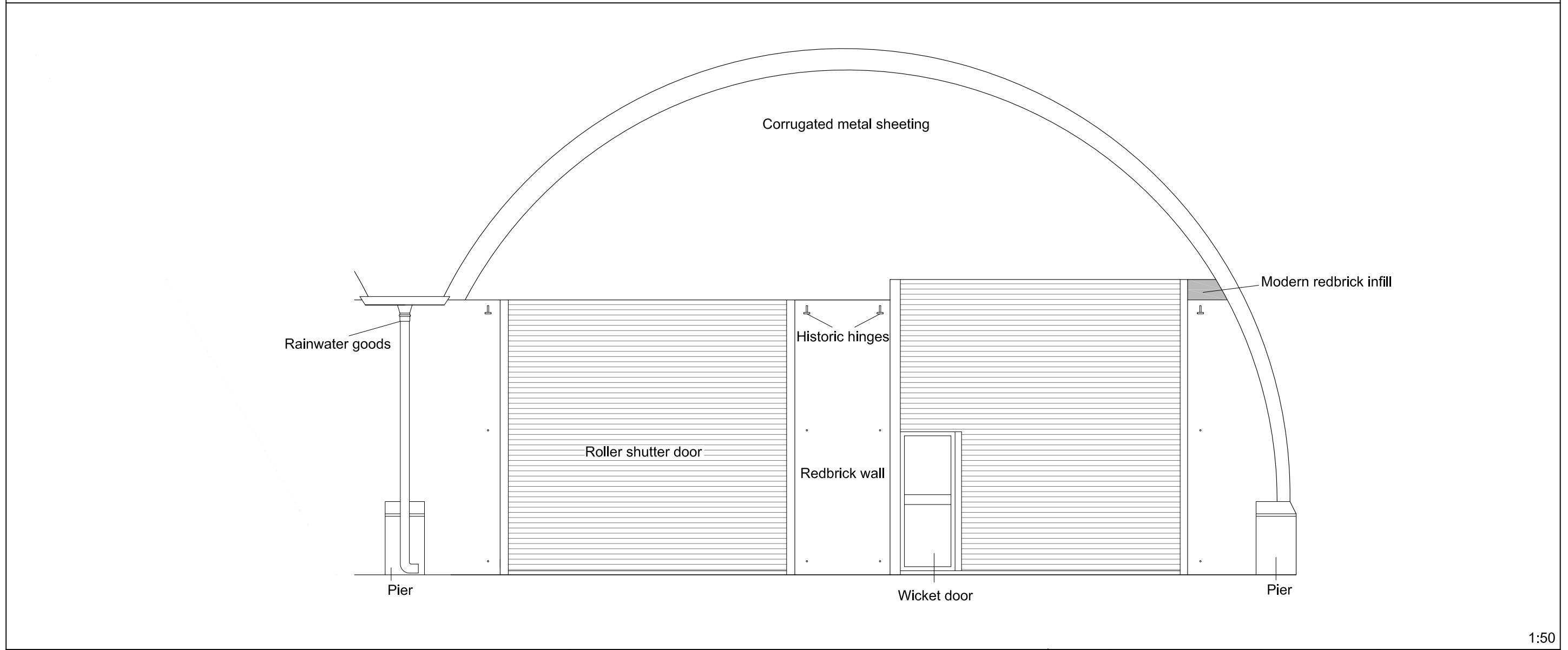
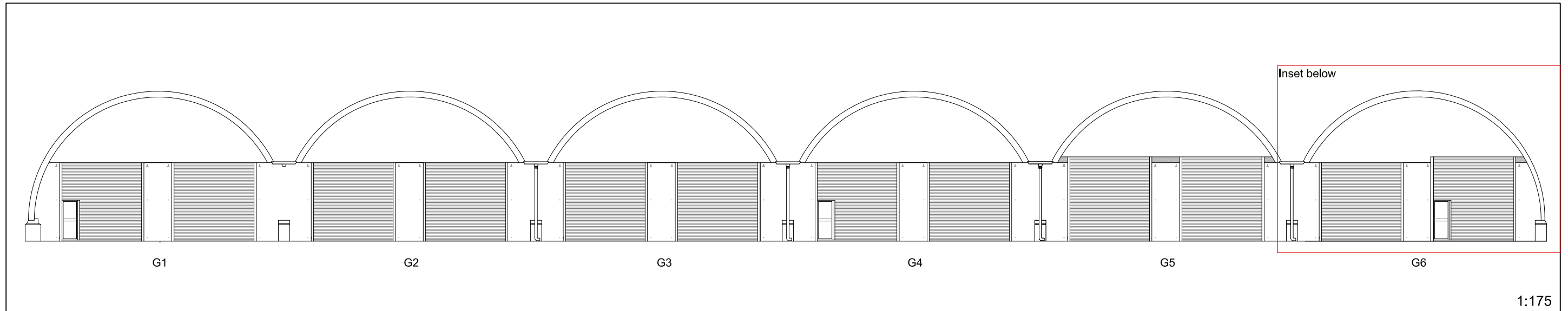


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Plan of the tank garages (Romney sheds) with internal photographic viewpoints

Figure 5

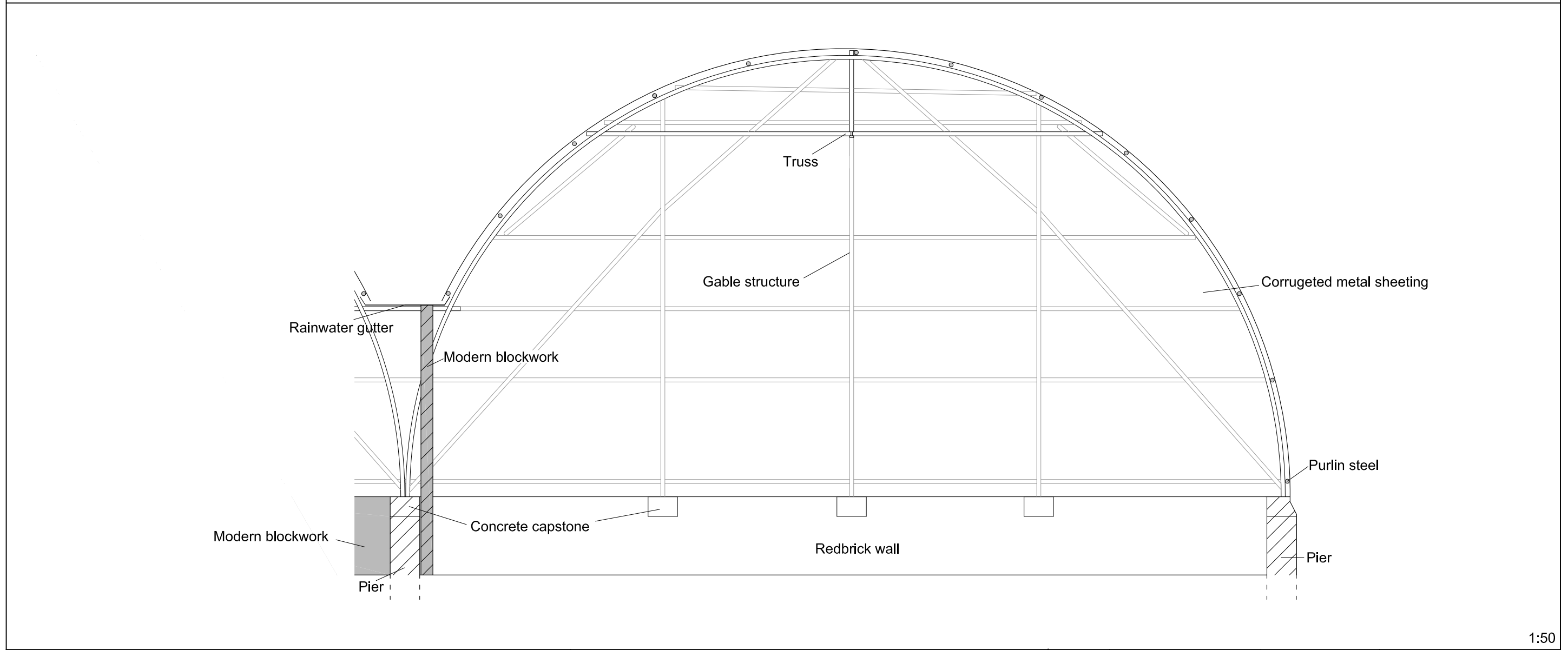
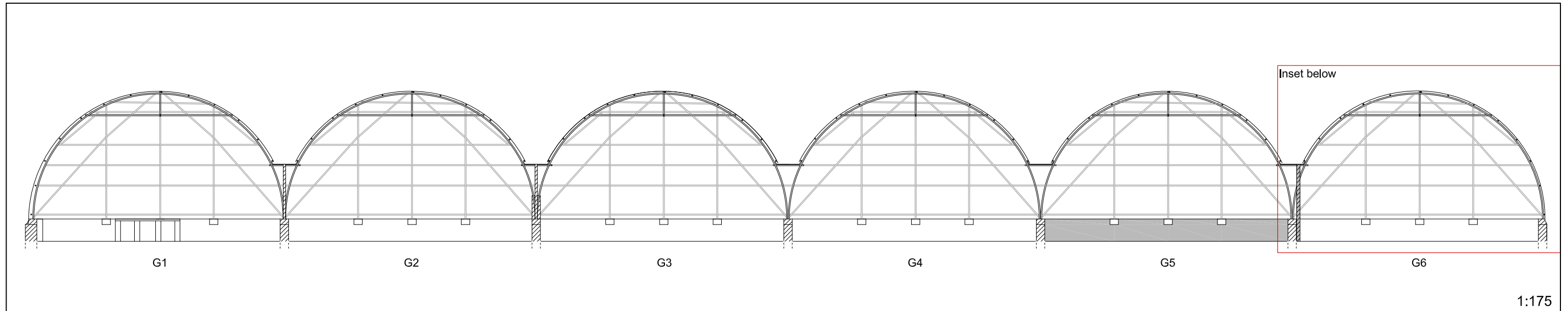


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South facing elevation of tank garages (Romney sheds)

Figure 6



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South facing section through tank garages (Romney sheds)

Figure 7



Plate 1: General view of the Site from the A688 with the Army Cadet Centre and open fields beyond, looking south-east



Plate 2: General view of the Site with the Army Cadet Centre beyond, looking north-east


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Plate 3: General view of the Site, looking north



Plate 4: General view of the Site showing the former gatehouse, looking north-west


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Plate 5: General view of the entrance to the Site, from 'The Green', looking east



Plate 6: General view of the tank garages (Romney sheds), looking north-east


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Plate 7: Oblique view of the south elevation of the tank garages (Romney sheds), looking north-east


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Plate 8: Oblique view of the south elevation of the tank garages (Romney sheds), looking north-west



Plate 9: View of a typical bay of the south elevation of the tank garages (Romney sheds)


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Plate 10: Oblique view of the east elevation of the tank garages (Romney sheds)



Plate 11: View of the north elevation of the tank garages (Romney sheds)


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Plate 12: View of the west elevation of the tank garages (Romney sheds)



Plate 13: Detail of a removed timber door within the Site


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Plate 14: View within G2 showing a typical roof structure of the tank garages (Romney sheds)



Plate 15: View within G2 showing a typical north wall and gable structure within the tank garages (Romney sheds)


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Plate 16: Detail of a typical pier showing the steel arches within the tank garages (Romney sheds)



Plate 17: Detail of a typical row of piers and arch springs within the tank garages (Romney sheds)


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Plate 18: Detail of an embedded pier with the south wall of the tank garages (Romney sheds)



Plate 19: Detail of an embedded pier with the south-east corner of the tank garages (Romney sheds)


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Plate 20: General view of G6 showing the joint of roof structure with the outer walls, looking north-east



Plate 21: General view of G1, looking south


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Plate 22: Detail of typical opening mechanism for the roller shutter doors



Plate 23: Detail of typical bolt keeps embedded within the threshold to the vehicular entrances of the tank garages (Romney sheds)


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Plate 24: General view of G1, looking north-east



Plate 25: General view of G1, looking south-west


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Plate 26: Detail of the brick workbench in G1



Plate 27: General view of G2, looking south-east


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Plate 28: General view of G2, looking north-west



Plate 29: General view from G2 through to G5, looking east


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Plate 30: General view of G3 with G2 beyond, looking south-west



Plate 31: General view of G4 and G5, looking north-east


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Plate 32: General view of the south wall of G5 and G4, looking south-west


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Plate 33: Detail of the inscription in G4



Plate 34: View of the south wall in G5, looking south



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Plate 35: General view of G6, looking south-west



Plate 36: Detail of the inscription in G6

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