
BOATHOUSE LANE
STOCKTON

ARCHAEOLOGICAL ASSESSMENT

NOVEMBER 2005



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| Prepared for: Woodford Consult (North) | By: <i>The Archaeological Practice Ltd.</i> |
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Cultural Heritage Assessment

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Frontispiece: Hand crane preserved in the Tomlinson Hall & Co factory yard.

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SUMMARY

This report represents the cultural heritage assessment which accompanies a planning application by Woodford to redevelop the site of the present Boathouse Lane industrial estate just to the south of Stockton town centre. The assessment identifies cultural heritage constraints within the proposed scheme's corridor of easement and makes recommendations regarding the work required to mitigate the scheme's impact.

The report collates evidence from a wide range of sources, including historic maps, secondary historical works and the Teesside Heritage Environment Record (HER). This has resulted in the identification of a total of 36 sites and monuments in the vicinity of proposed development. Six listed building records also relate to the surrounding area (mostly relating to the original Stockton and Darlington Railway station complex). Together these provide contextual information regarding the archaeological and historical development of the area to the south of historic centre of Stockton, demonstrating that the proposed improvement lay a short distance to the south of the built-up area of medieval Stockton, which did not expand southward to envelop the assessment site until the 19th century. Only three pre-19th century sites or findspots have been identified in the immediate vicinity of the proposed scheme and much of the assessment area was not built over until the early 20th century. Particularly well-represented in the surrounding area are remains of buildings and other features associated with the Stockton and Darlington Railway and its successors.

The assessment concludes that nothing in the assessment findings to indicate that the area of the proposed junction improvement contains archaeological remains of sufficient significance to warrant mitigation by avoidance and preservation in situ. More specifically it is noted that:

1) Only three identified sites, which date to the late 19th and 20th centuries, will be directly impacted by the proposed development.

2) The visual setting of the adjacent surviving complex of railway monuments will be changed by the construction of the proposed housing development, but this area has already been subject to such major alteration in recent years that the impact of further changes is substantially reduced.

The assessment makes a number of recommendations to mitigate the cultural heritage impact of the proposed development. In particular it is recommended that a photographic record of the remaining buildings of the industrial estate identified as being of significant architectural merit and any other surviving features of industrial interest should be completed before the initiation of construction works.

1. INTRODUCTION

1.1. Purpose of Assessment

This report, prepared by The Archaeological Practice Ltd, has been commissioned by Woodford Consulting Engineers. It is intended to accompany a planning application by Woodford to redevelop the site of the present Boathouse Lane industrial estate just to the south of Stockton town centre.

The principal aims of the assessment are to identify cultural heritage constraints within the corridor of land likely to be impacted directly by any of the proposed developments, to identify areas or locations where further investigative evaluation is necessary in order to clarify remaining areas of uncertainty regarding the nature and significance of the archaeological resource, and make recommendations regarding the work required to mitigate the scheme's impact.

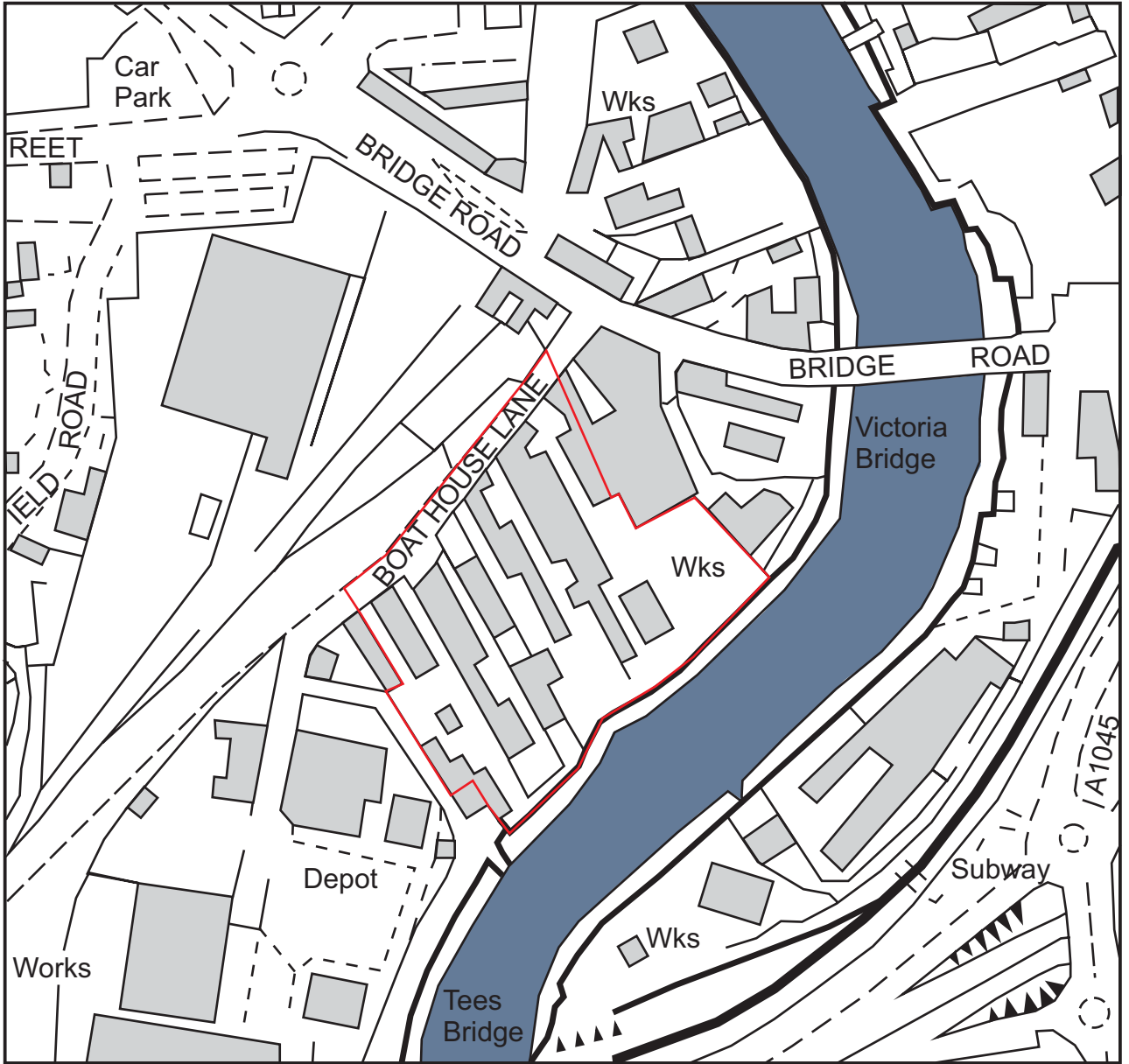
1.2. Methodology of Assessment

The assessment will:

- define the area concerned (Section 2) and list the principal sources of information available for archaeological assessment (Section 3).
- present a catalogue (Section 4) and chronological synthesis (Section 5) of archaeological data derived from various sources. Accompanying base maps will locate established structures and features within, or in close proximity to, the assessment area.
- provide conclusions with respect to the known and potential archaeological significance of the assessment area (Section 6).
- outline the further work proposed to define more clearly the nature of the archaeological record and recommend measures to mitigate the impact of the scheme on the cultural heritage resource (Section 7).



Illus 1: Location of Stockton-on-Tees in north east England



Illus 2: The Boathouse Lane development area outlined in red.

2. ASSESSMENT CONTEXT

2.1 Location and Extent of the Survey Area

The assessment focuses on an area of land on the west bank of the River Tees, just south of Stockton town centre, which falls within the footprint of a proposed junction improvement scheme. The area is bounded to the south by the river and to the north by Boathouse Lane. To the east, the current Doves warehouse and the parcel of land adjacent to Bridge Road (A1130) lies outside the current scheme. To the west the limit is represented by small workshop units, a narrow lane and boathouse. The scope of the report extends beyond the immediate footprint of the housing development to embrace a wider zone, which stretches up to 0.5km from the proposed development. Consideration of this broader zone provides contextual information regarding those individual sites or historic landscape components which might potentially be physically impacted by the proposed scheme. It also ensures that any site or landscape component which might be more indirectly (e.g. visually) affected is incorporated in the site catalogue (Section 4).

2.2 Topography

The industrial estate occupies low-lying level ground beside the River Tees. To the north and north-west the ground rises towards the historic town centre, but the original ground surface has evidently been subject to much modification in recent centuries, with widespread terracing, scarping, make-up and levelling activity to facilitate industrial and transport developments. The former railway goods yard on the west side of Boathouse Lane is no longer in use for rail traffic and has only partially been taken over for functions, with much lying open.

2.3 Present land-use

The site is occupied by a number of a mix of warehouses, factories, and workshops of varying function, including manufacturers of pumps and landrover repair garage. Most of the buildings are of post- WWII construction. Immediately adjacent to the site to the south is a bus depot (Arriva) and to the north-east, a building merchants store and warehouse (J T Doves).

2.4 Nature of Proposed Developments

The scheme involves the demolition of the existing industrial and commercial buildings and the construction of a housing development on the site.

2.5 Potential Impacts - General

The demolition of existing structures may remove significant components of an areas built cultural heritage resource. The construction of new buildings has the potential to cause physical damage to cultural heritage remains through excavation and general ground disturbance associated with construction operations and also through ancillary operations such as the diversion of services, site compounds, landscaping and topsoil/subsoil storage areas. In addition important sites could be adversely affected by development which materially affects their setting.

Positive impacts might include an overall improvement in the visual and environmental setting of a site or landscape complex.

2.6 Established and Potential Significance of the Assessment Area

Scheduled Ancient Monuments

The Scheduling of a site by the Secretary of State denotes it is of at least national significance and provides statutory protection over the defined area of the monument. There are no scheduled ancient monuments in the vicinity of the proposed scheme.

Listed Buildings

Listing of built structures by the Secretary of State denotes historical or architectural interest but does not necessarily include all buildings of significance or local importance. There are no listed structures within the area of the proposed development, but there are four listed building in the immediate vicinity which might potentially be visually or otherwise affected by the scheme.

Sites Appearing on Teesside Heritage Environment Record (HER)

The Teesside HER has been accessed for entries within and in close proximity to the overall assessment area which may be impacted upon by proposed developments. Consideration of sites outside the defined zone enables better evaluation of its archaeological and historical context, highlighting the nature of potential remains within the assessment area. One historic site or monument is listed within the assessment area and a further 26 are recorded in vicinity of the proposed scheme.

Previous Archaeological Investigation

No archaeological excavation has taken place within the assessment area, but it has fallen within the scope of two previous desktop surveys of the wider industrial heritage of Teesside as a whole (RCHME 1993) and Stockton in particular (Rowe 1999).



Illus 3: View of the assessment area from Victoria Bridge (looking south west)



Illus 4: View of the Tomlinson Hall factory complex from the south with a redundant vehicle pit in the foreground

3. SOURCES FOR ASSESSMENT

3.1 Archival Material and Secondary Sources

The following sources of documentary, cartographic and photographic evidence were consulted:

- *Teesside Archives, Exchange House, Middlesbrough (TA)*
- *Teesside Heritage Environment Record, Tees Archaeology, Hartlepool (HER)*
- *Durham County Record Office, County Hall, Durham, (DRO)*
- *National Monument Record, Swindon (NMR)*

3.2 Types of Information

Included amongst the various kinds of information used from each of the above sources are the following:

3.2.1 HER and Listed Buildings Records

A total of 27 entries in the Teesside HER relate to the area of the proposed scheme and its environs. Four listed building records also relate to the immediate vicinity of the proposed development with a further two in the wider environs. Together these provide contextual information regarding the archaeological and historical development of the area.

3.2.2 Primary documentary sources

The majority of sources were consulted through published synthesis, but a number of original documents were also examined, notably the tithe award (see 3.2.4 below).

3.2.3 Secondary and Published Information

Local and Regional Histories

Published works, which shed general contextual light upon the assessment area or upon particular aspects of its archaeology or history, are included in the bibliography (Section 8), and cited where relevant in the synthesis (Section 5). *A History of the Town and Borough of Stockton-on-Tees* (1972), provided by Stockton's foremost recent historian, Tom Sowler, is very useful, as is the album of reproductions of historic maps and plans with accompanying text by the same historian: *The History of Stockton and Thornaby in Maps* (1982). The wider regional archaeological and historic background is provided by a number of recent studies (e.g. Clack & Gosling 1976; Higham 1986; Brooks *et al* 2002; McCord & Thompson 1998). The development of the railways and their associated infrastructure around the station on the north side of Boathouse Lane, from the Stockton and Darlington Railway onwards, has been covered by several works by Ken Hoole and other railway historians, whilst detailed study of the buildings in this complex is provided in two recent volumes by Bill Fawcett (2001; 2003).

3.2.4 Map Evidence

The following maps have been found useful in compiling a catalogue of monuments and history of the area, many reproduced in *The History of Stockton and Thornaby in Maps* (hereafter abbreviated to *HSTM*):

HSTM map 2 – The Demesne Lands belonging to the See and Bishoprick of Durham ... laying att Stockton ... Surveyed by Thomas Pattison, 1722 (Illustration *)

HSTM map 3 – A Plan of the River Tees from Portrack to Yarm with the adjacent roads, March 1762 (Illustration 5)

HSTM map 5 - Plan of the Town of Stockton from actual survey, 1826 (Illustration 5)

HSTM map 8 - Stockton from the Ordnance Survey, 1837 (Illustration *)

DRO DT **** - *Tithe Map for Stockton, 1844* (accompanying the 1844 Tithe Award) (Illustration 6).

DRO - *First Edition Ordnance Survey, 1855/7, Durham 6"* (Illustration 7)

DRO/TA - *First Edition Ordnance Survey, 1857, Durham 1:2500* (Illustration 8)

DRO - *Second Edition Ordnance Survey, 1899, Durham 1:2500* (Illustration 9)

TA – *Plan of the Borough of Stockton, 1878, showing new and projected streets.* Assistance of Mr James Hall CE Borough Surveyor; B H Heslop, Engraver

HSTM map 13 – In Parliament: Session 1889. Stockton Extension and Improvement Plan. K F Campbell, Engineer; B H Heslop, Engraver

DRO - *Third Edition Ordnance Survey, 1915, Durham 1:2500* (Illustration 10)

DRO - *Fourth Edition Ordnance Survey, 1939, Durham 1:2500* (Illustration 11)

3.2.5 Illustrative Material

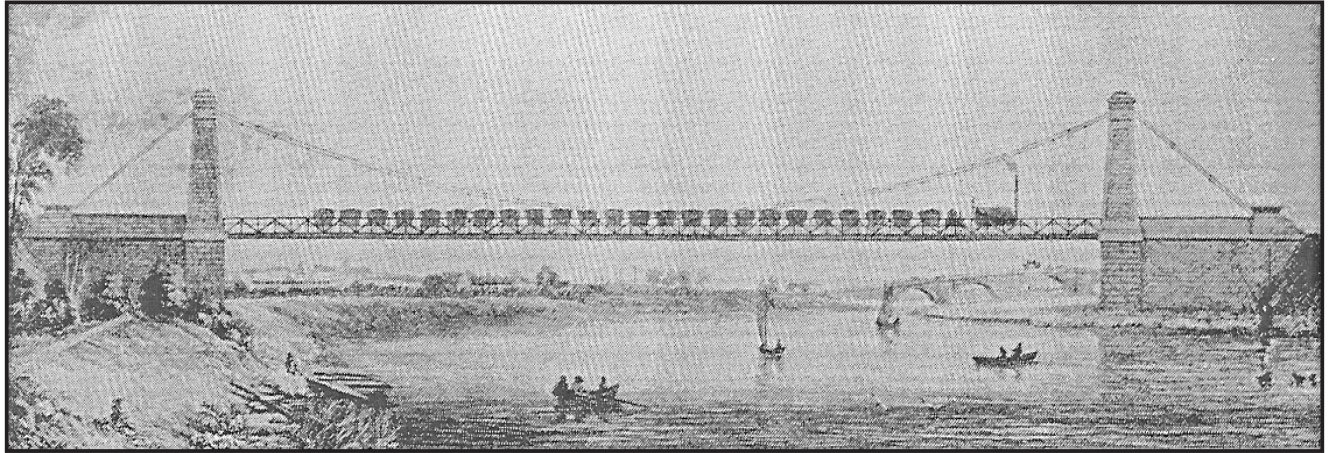
A variety of illustrative sources, predominantly housed in Teesside Archives (TA), were examined for information relating to the development of the assessment area. These included 19th- and 20th-century photographs, paintings and sketches.

3.2.6 Site Inspection

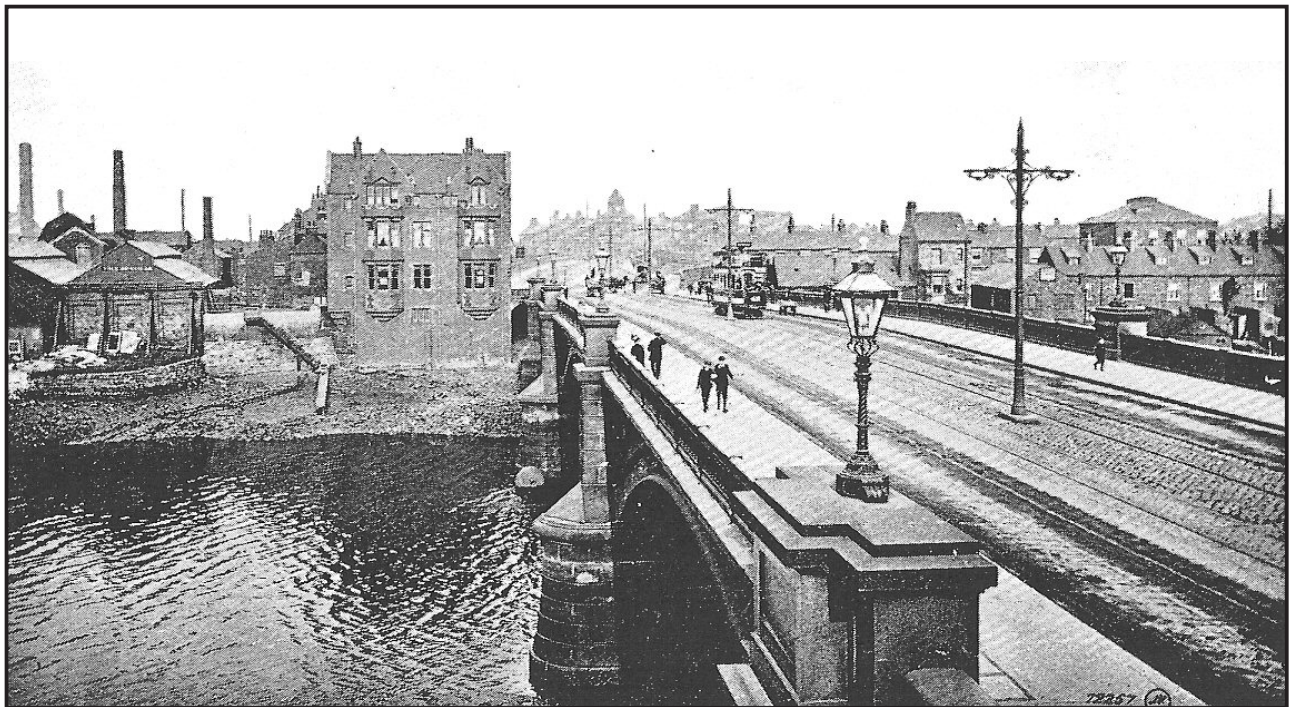
An extended visit was made to assess the current condition of archaeology within and around the defined assessment area, during which a range of features were observed and photographically recorded. The principal observations derived from this inspection have been included in the catalogue, below (Section 4).

3.2.7 Geotechnical trial pit data

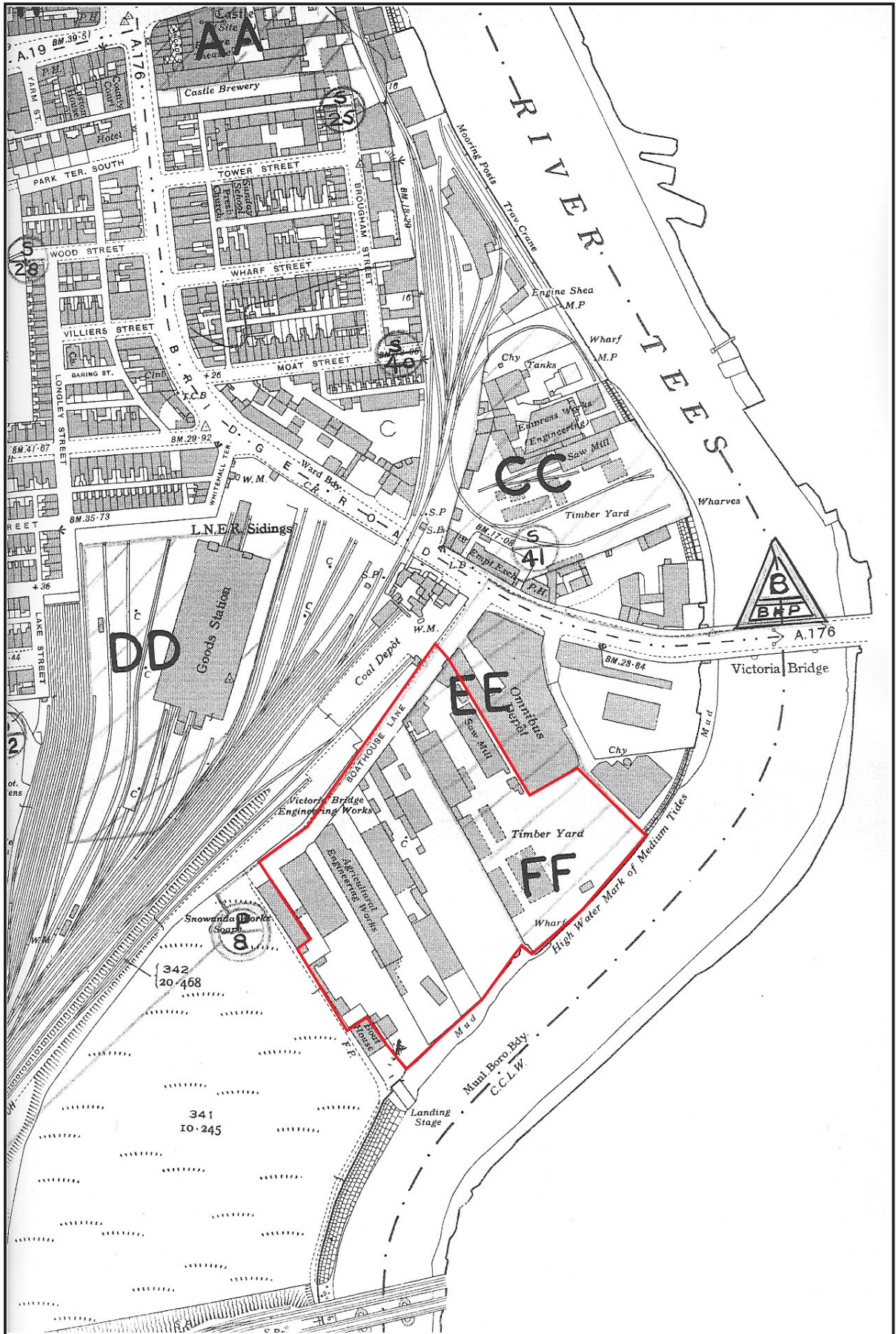
A total of 14 trial pits have been dug across the Boathouse Lane site to investigate the underlying strata for geotechnical purposes (see Appendix 2). These revealed various layers of modern overburden across the site, ranging in depth from 0.60-1.70m, overlying soft silt/clays which often contained plant material and probably represent river alluvium. At only one point (Trial Pit 6 towards the southern corner of the site) was a buried topsoil horizon clearly recognised – a soft black silt/clay with much fibrous plant material – though a similar layer was recorded in Trial Pit 7 nearby. This was reported to include ‘old pottery’. This is described as a straight-sided white glazed ware (Sarah Davies, Woodford Consult, pers comm.) and therefore may be assigned a relatively recent, 19th/early 20th-century date.



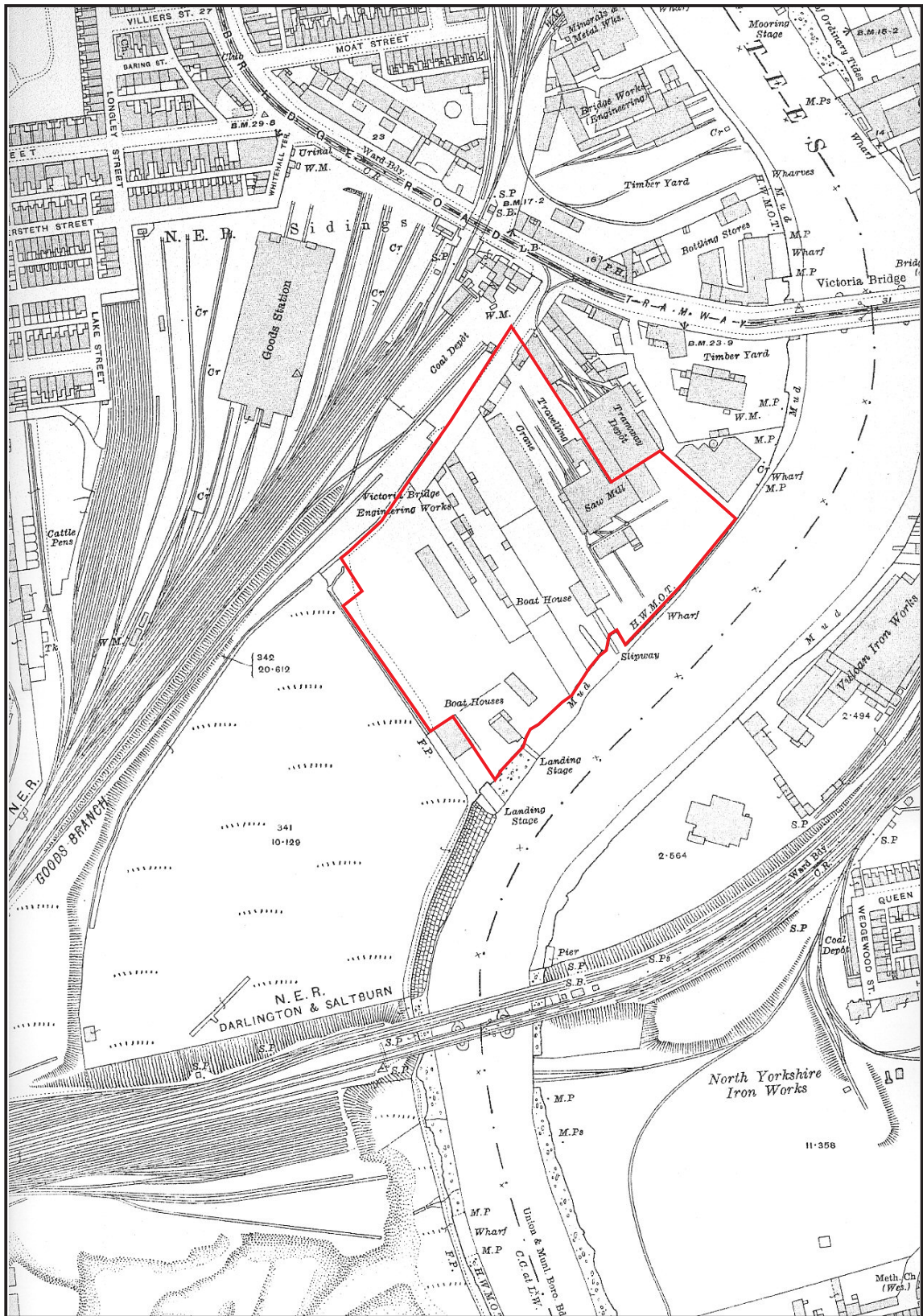
Illus 14: The 1830 suspension bridge over the Tees on the Stockton and Darlington Railway's Middlesbrough branch. The 18th-century bridge can be seen in the background with the assessment area visible to the left showing its rural character at this date (Tomlinson 1914, pl viii)



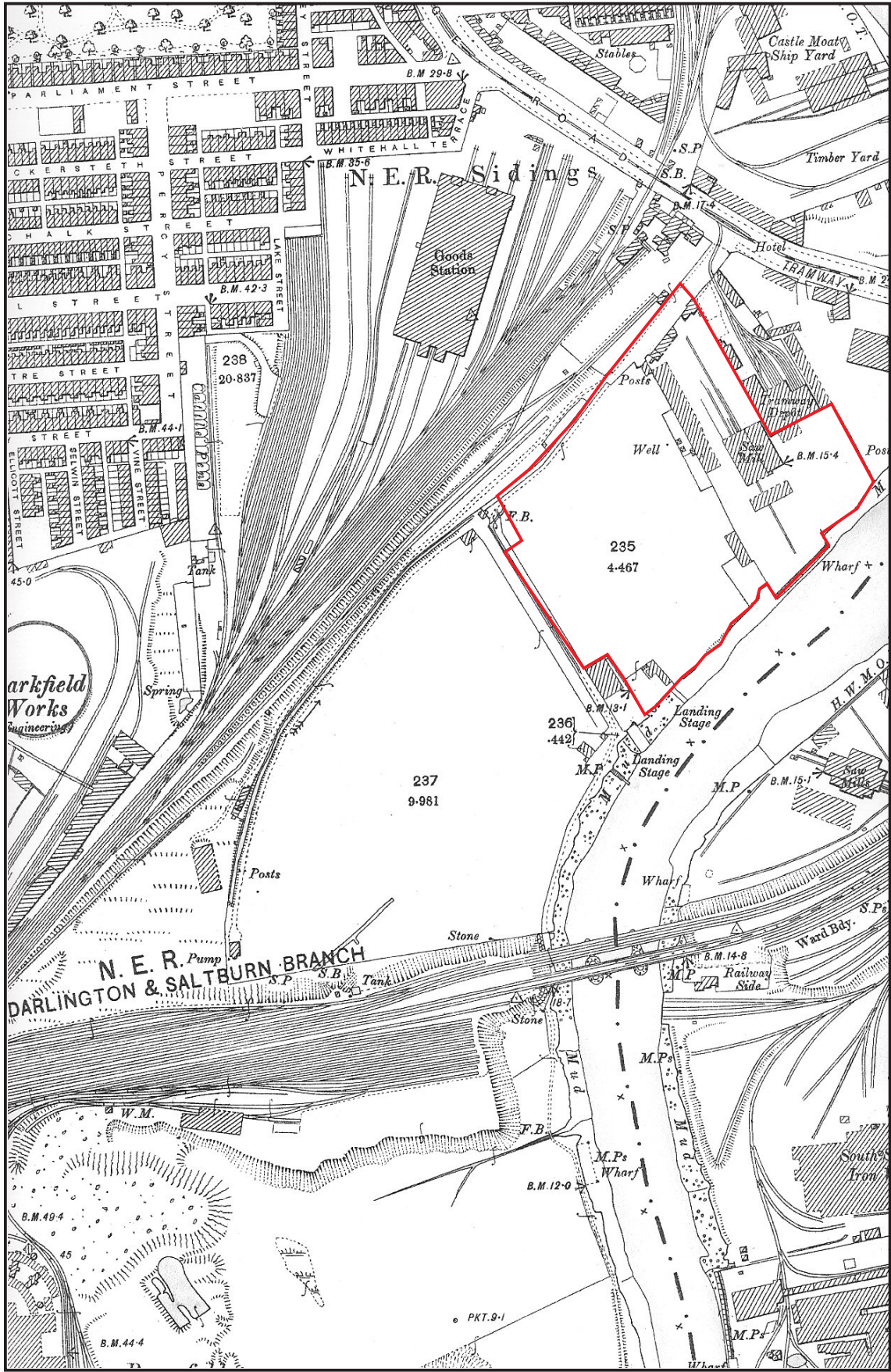
Illus 15: Early 20th century photograph of Victoria Bridge showing the tramway depot and timber yards just north of the assessment area.



Illus 13: Fourth Edition 1:2500 Ordnance Survey 1939. Assessment area highlighted in red.



Illus 12: Third Edition 1:2500 Ordnance Survey 1915. Assessment area highlighted in red.



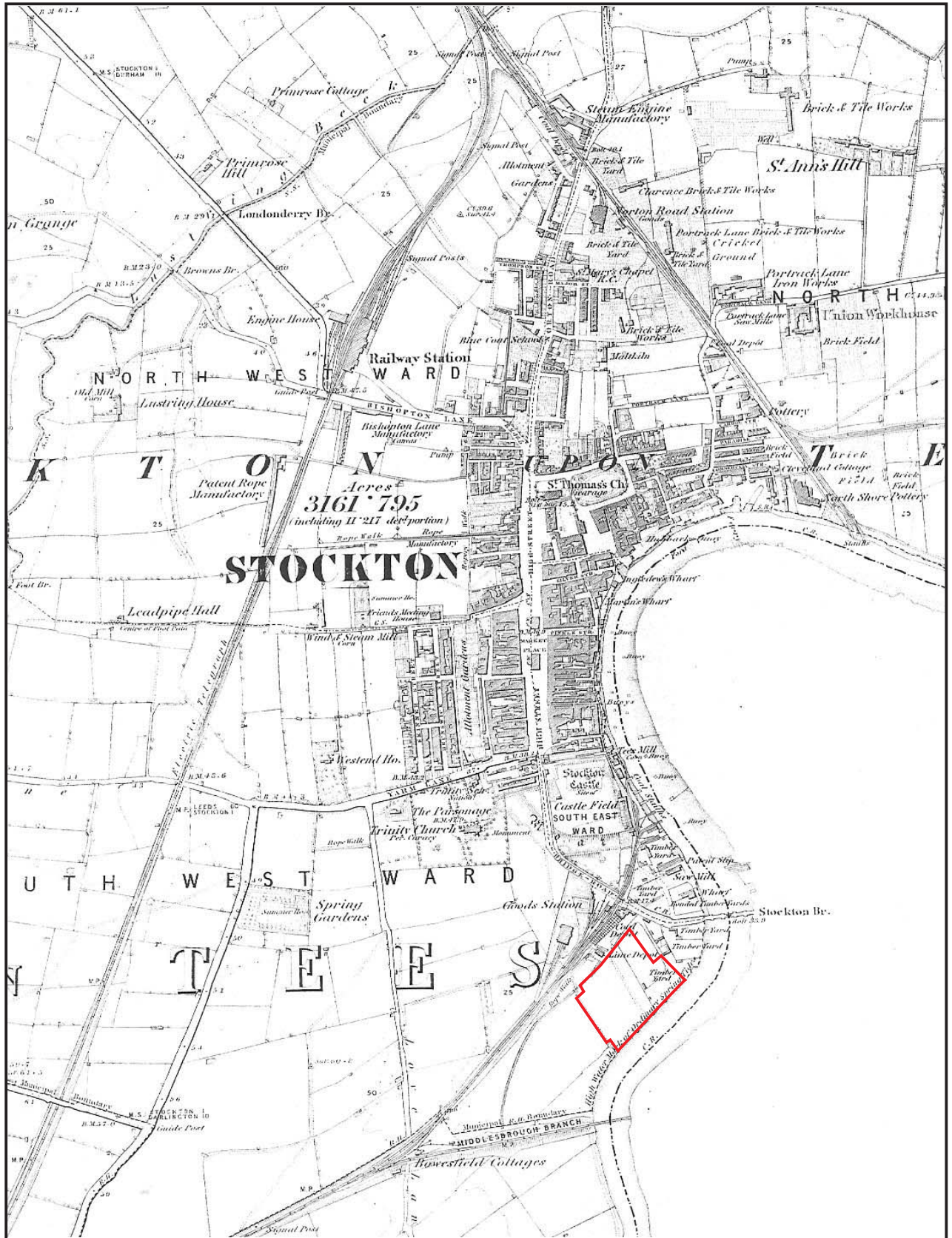
Illus 11: Second Edition 1:2500 Ordnance Survey 1899, assessment area highlighted in red.



Illus 10: Extract from the Stockton Extension and Improvement Plan (1889 Parliamentary Session), (reproduced from HSTM map 13). Assessment area highlighted in red.



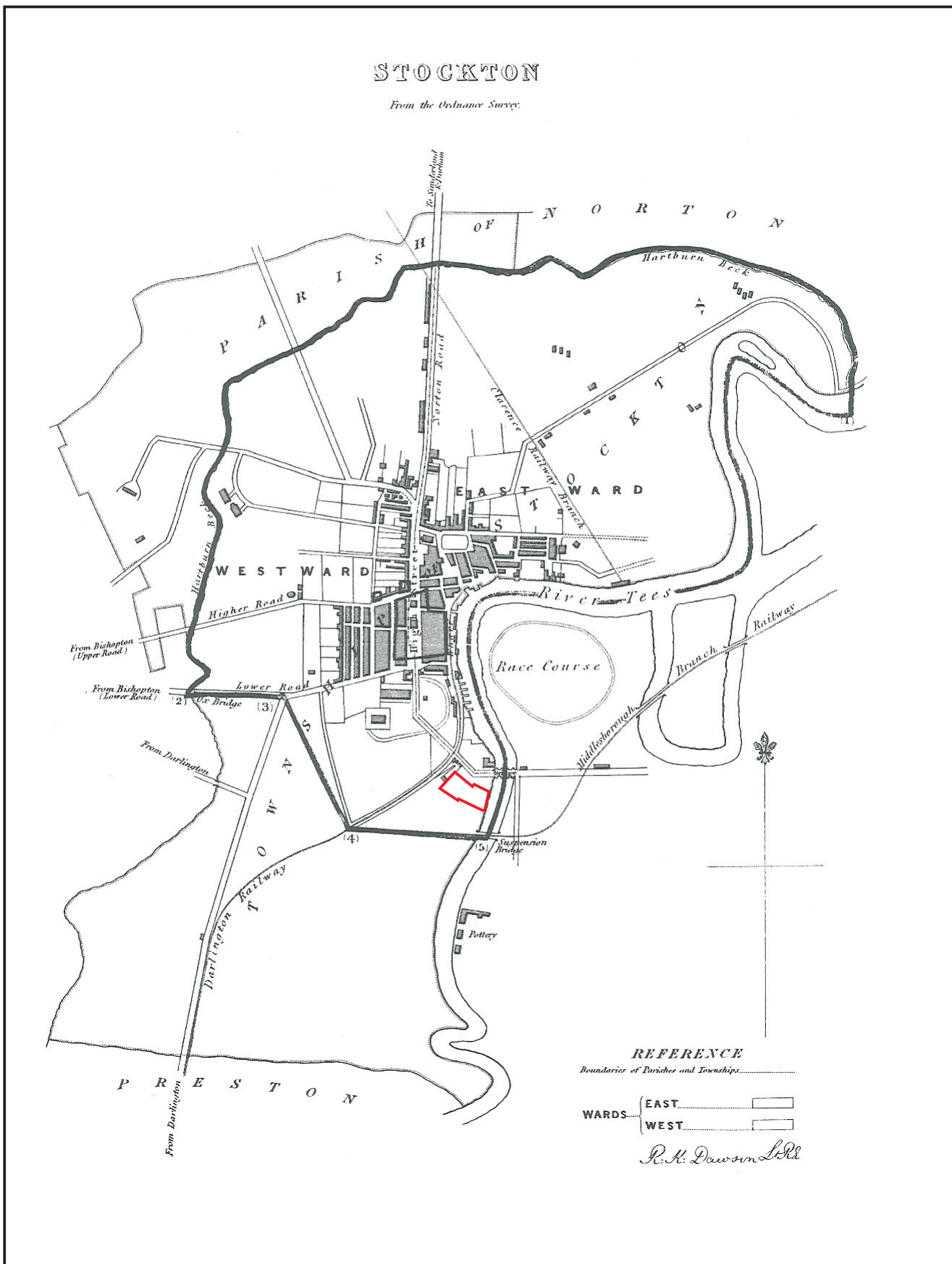
Illus 9: Extract from the Plan of the Borough of Stockton, 1878. Assessment area outlined in red.



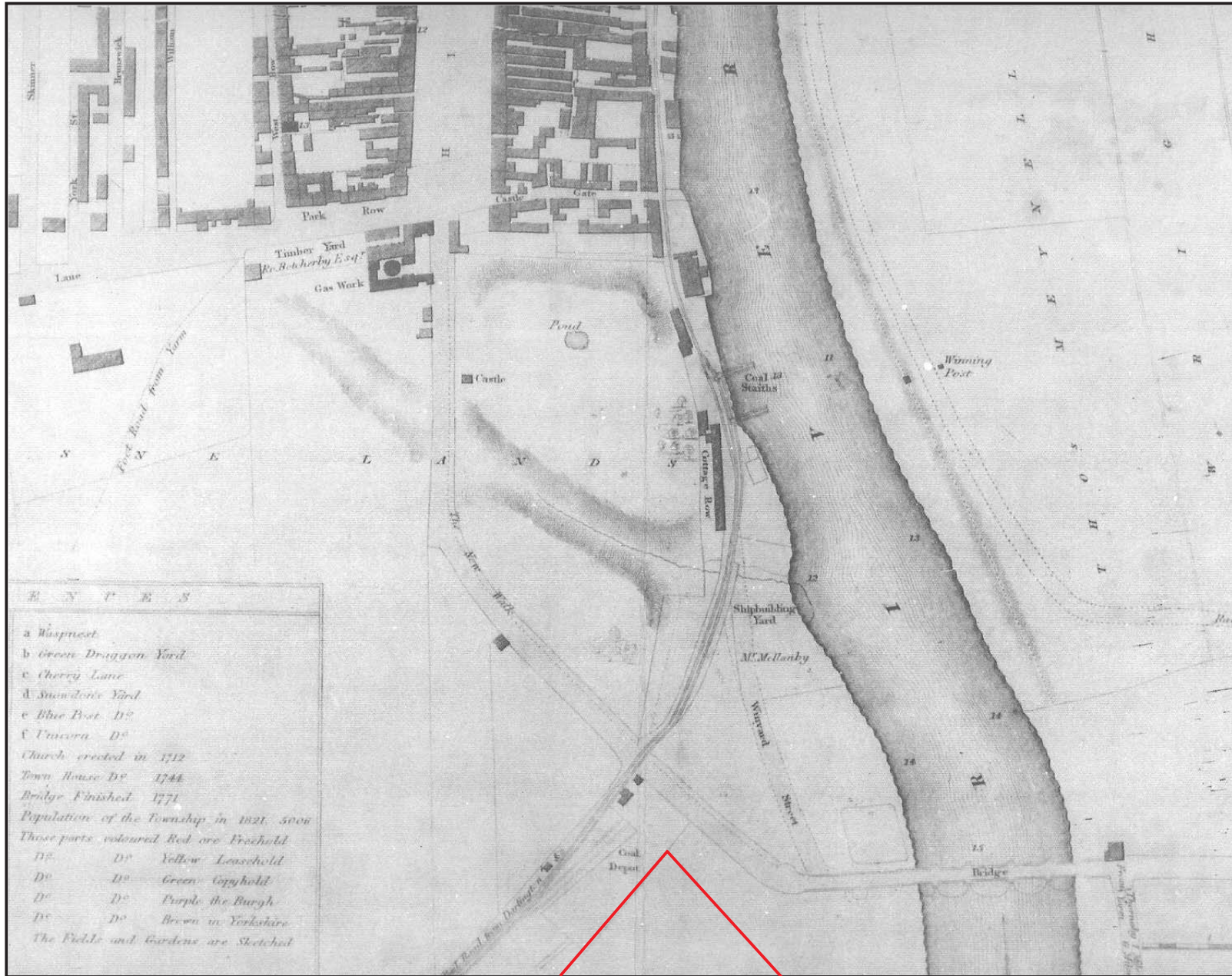
Illus 8: First Edition 6 in Ordnance Survey, c. 1855-7. Assessment area outlined in red.

STOCKTON

From the Ordnance Survey.



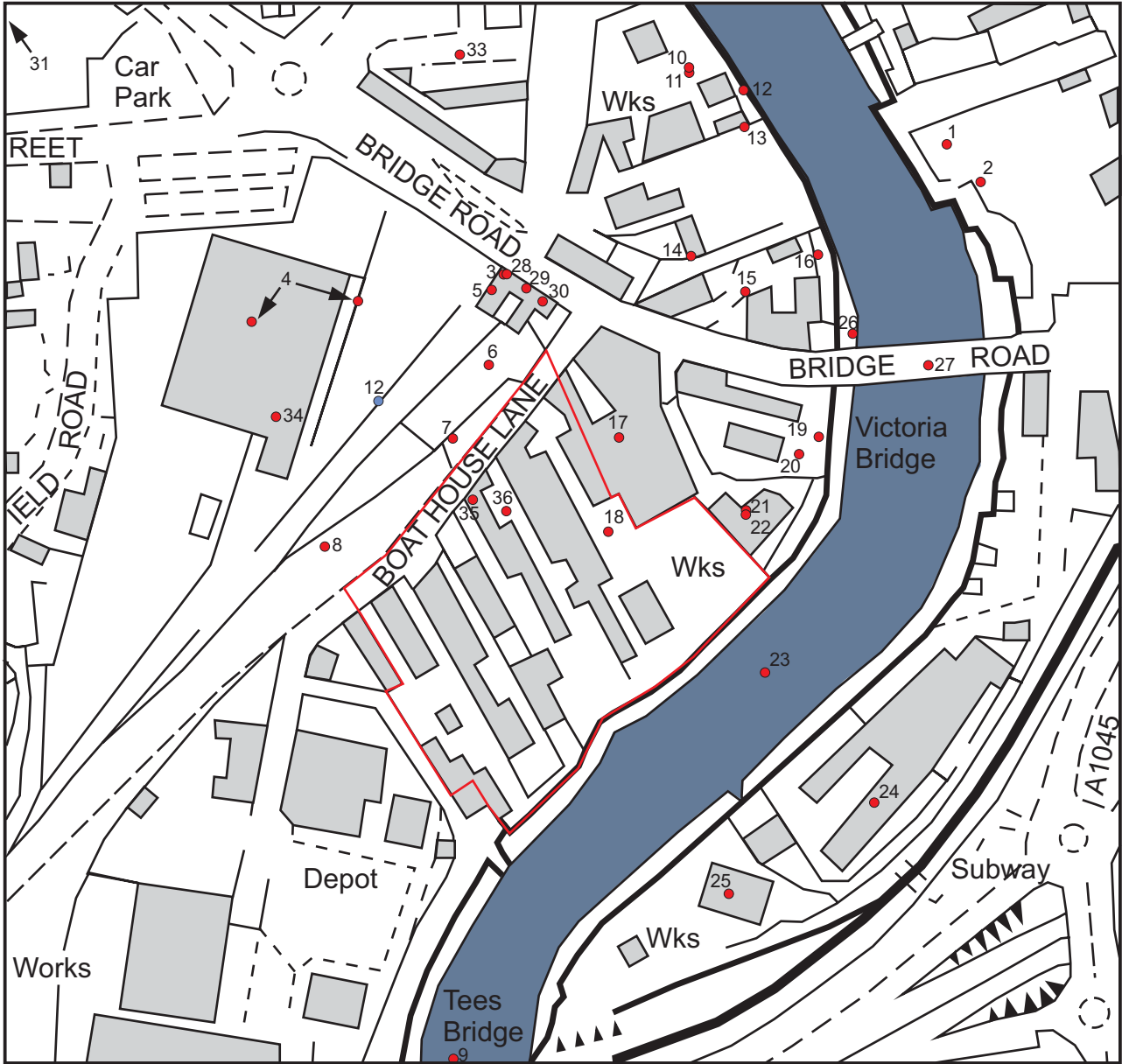
Illus 7: Stockton from the Ordnance Survey, c. 1837 (reproduced from HSTM map 8). Assessment area outlined in red.



Illus 6: Extract from the Plan of the Town of Stockton from actual survey, 1826 (reproduced from HSTM map 5). Assessment area outlined in red.



Illus 5: Extract from the Plan of the River Tees from Portrack to Yarm, March 1762, (reproduced from HSTM map 3).
The red circle marks the location of the assessment area.



Illus 16: Location of known sites of cultural heritage significance. Assessment area outlined in red.

4. SITE CATALOGUE

The catalogue below provides a listing both of the sites within the area of the proposed scheme which are likely to be materially affected by redevelopment and of monuments in the vicinity which may be visually impacted or which may provide contextual information regarding the historical development of the area. This catalogue is derived from consultation of the sources noted in Section 3. Cross-referencing is provided to the relevant SMR, NMR and Scheduled Ancient Monument identifiers.

| No. | SITE | HER REF. | GRID REF. | STATUS/COMMENTS |
|-----|--|----------|--------------|---|
| 1 | Shipyard | 4205 | NZ 4494 1846 | Appears on 1 st edition OS map, surveyed c.1855. |
| 2 | Cleveland Flour Mills | 4289 | NZ 4496 1844 | Appears on 2 nd edition OS map, c.1898. |
| 3 | St. John's Well (cf 50 Bridge Road – Site no 28) | 1181 | NZ 4463 1843 | Some doubt has arisen over the exact position of this well, and its attribution as a holy well is questionable, but it is shown on Thomas Pattison's map of 1722 (Illus. 6). The well with its associated buildings clearly figures on the 1st edition 1:2500 Ordnance Survey map (Illus. 20). As many as 700 houses are reported to have drawn water from the well in 1848 (<i>VCH</i> 1928). Recent fieldwork uncovered a small, brick-lined well at NZ 4463 1843, but this is unlikely to represent St John's Well. |
| 4 | Stockton & Darlington Railway, Goods Station | 4159 | NZ 4466 1837 | Appears on 1st edition OS map, surveyed c.1855. Replaced by a much larger structure in 1877 (Fawcett 2003, 172), evident on the 2nd edition OS map, c.1898, but since been removed (part of platform remains?). |
| 5 | Stockton & Darlington Railway, Booking Office, 48 Bridge Road | 1278 | NZ 4469 1837 | <i>Listed Grade II*</i> . S & DR 'booking office'. Originally a weigh house constructed next to the St John's Well level crossing for the opening of the railway in 1825 (Fawcett 2001, 13-14, 17). Situated close to the weigh bridge the S & DR installed to collect tolls on the loaded wagons. The building was probably modelled on turnpike toll houses. Brick construction. |
| 6 | Stockton & Darlington Railway, Coal Depot | 4157 | NZ 4469 1834 | Coal depot built just to the S of St John's Well. An original component of the S & DR 'station' terminal shown on the 1826 map of Stockton (<i>HSTM</i> map 5), the 1837 map (<i>HSTM</i> map 8) and |

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| | | | | OS 1st edition 1:2500 (surveyed c 1855). Coal ‘drops’, depots or staithes of this kind were a ubiquitous feature of S & DR and NER stations. The depot still features on later OS editions, but in a much modified form. Now J T Doves sand gravel and brickyard. Some coal bays survive. |
| 7 | S &DR lime depot (site of) | 4158 | NZ 4467 1830 | Site of former S&DR lime depot. Not shown on the 1826 map of Stockton, but does figure on the 1837 map of Stockton from the Ordnance Survey (<i>HSTM</i> map 5) and the OS 1st edition 1:2500 (1857) and was probably built shortly after the opening of the railway. The lime depot sidings and drops were laid out at right angles to the coal depot sidings and accessed via wagon turntables. Already removed by the time of the OS 2nd edition 1:2500 (1899). |
| 8 | Ropewalk. | 4161 | NZ 4460 1824 | Appears south of the Stockton & Darlington Railway on 1 st edition OS map, surveyed c 1855, but had been removed by the end of the 19 th century. |
| 9 | Stockton & Darlington Railway Suspension Bridge. | 4979 | NZ 4467 1796 | Built in 1829 to carry the Middlesborough branch of the S&D Railway, it was replaced in 1842-4 by Robert Stephenson’s new bridge. |
| 10 | Timber Yard. | 4148 | NZ 4480 1850 | Appears on 1 st edition OS map, surveyed c 1855, but had been replaced by a shipyard by the end of the 19 th century. |
| 11 | Castle Moat Shipyard. | 4277 | NZ 4480 1850 | Appears on 2 nd edition OS map, c 1898, but since removed. |
| 12 | Patent Slip | 4149 | NZ 4483 1849 | A c.100m slipway which is shown on the 1 st edition OS map, surveyed c.1855, but had been replaced by the Castle Moat Shipyard by the end of the 19 th century. |
| 13 | Saw Mill. | 4150 | NZ 4483 1847 | Shown on the 1 st edition OS map, surveyed c.1855. |
| 14 | Timber yard. | 4151 | NZ 4480 1840 | Shown on the 1 st edition OS map opposite the Stockton & Darlington Railway Booking Office. |
| 15 | Timber yard. | 4152 | NZ 4483 1838 | Shown on the 1 st edition OS map and in expanded form on the 2 nd edition, having amalgamated with HER re. 4151. |
| 16 | Wharf. | 4153 | NZ 4487 1840 | Shown on the 1st edition OS map Nof Victoria Bridge, where timber structures remain visible at the water’s edge. |

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| 17 | Tramway depot. | 4276 | NZ 4476 1830 | Appears on 2nd edition OS map, c.1898. |
| 18 | Saw Mill. | 4275 | NZ 4472 1826 | Shown on the 2nd edition OS map, but no longer present. |
| 19 | Timber Yard. | 4154 | NZ 4487 1830 | Shown on the 1st edition OS map, but no longer present. |
| 20 | Timber Yard. | 4155 | NZ 4486 1829 | Shown on the 1st edition OS map but no longer present by the time of the 2nd edition at the end of the 19 th century. |
| 21 | Tramway Power Station. | 3515 | NZ 4483 1826 | Built in 1898 by Imperial Tramway Co. to house a steam driven electricity generating plant. It was characterised by a prominent octagonal chimney, but was demolished in 1995-7. |
| 22 | Timber Yard. | 4156 | NZ 4483 1826 | One of a series of timber yards south of Victoria bridge. This one was present by the time of the 1 st edition OS survey, c.1855, but had disappeared by the end of the century. |
| 23 | Human Burial. | 478 | NZ 4484 1817 | A skull was dredged from the river Tees some 200 yds. Below Stockton Bridge in 1903. It was described as having an “unusually narrow receding forehead” and on that basis regarded as of prehistoric origin. However since there were no associated finds and no absolute date is available for the skull, its suggested prehistoric origin must be regarded with caution. |
| 24 | Tees Bottle Works | 4199 | NZ 4490 1810 | The works was founded in 1838 and closed in 1890 and once included 3 bottle kilns. Following recent excavation (NAA 2000) some remains of the works were preserved <i>in situ</i> when the site was redeveloped. Site later occupied by the Vulcan Iron Works (OS 3 rd edition 1915) |
| 25 | Saw Mills | 4294 | NZ 4483 1805 | Saw Mills shown on the 1 st and 2 nd edition OS maps |
| 26 | Stockton Bridge. | 3506 | NZ 4492 1834 | An Act of Parliament to replace the ferry crossing with a bridge was passed in 1762, and the bridge completed in 1771. It was superseded by the Victoria Bridge in 1887, but one abutment survives on the east side of the river. |
| 27 | Victoria Bridge. | 1820 | NZ 4490 1834 | This bridge, which replaced the 18 th -century Stockton Bridge in 1887, features three spans, cast iron parapets and spandrels. |

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| 28 | 50 Bridge Road (<i>cf</i> St John's Well – Site no 3) | | NZ 4470 1838 | <i>Listed Grade II</i> Terraced house associated with St John's Well (<i>cf</i> Site no 3). Clearly shown and labelled on the 1st edition 1:2500 Ordnance Survey map (Illus. 20) and probably figures on the 1826 map of Stockton (Illus. 6). May predate the construction of the S & DR. |
| 29 | 52-54 Bridge Road <i>The Railway Tavern</i> | | NZ 4471 1837 | <i>Listed Grade II</i> <i>The Railway Tavern</i> . Built by the S & DR in 1826 to ensure the availability of waiting facilities for the railway's passengers (Fawcett 2001, 15, 17). |
| 30 | 56 Bridge Road | | NZ 4472 1837 | <i>Listed Grade II</i> House adjoining the Railway Inn (52-54 Bridge Road). Part of the complex of buildings erected at the time of the opening of the S & DR or shortly thereafter. W gable has painted advert for the adjacent Foster Brotherton timber yard. |
| 31 | Church of Holy Trinity (not shown on Illus 16) | | NZ 4440 1855 | <i>Listed Grade II*</i> Second oldest parish church in Stockton. Built 1834-8 by John & Benjamin Green. Vestry added by Hicks & Charlewood in 1891; chancel in 1908. Largest and most ambitious Gothic Revival church in the North when first built (Pevner & Williamson 2002, 435-6). |
| 32 | Thornaby Old Town Hall (not shown on Illus 16) | | NZ 4522 1835 | <i>Listed Grade II</i> Completed 1892 by James Garry. Constructed in brick and stone in free Renaissance style with a tower at the corner of Railway Terrace (Pevsner 1966, 369). |
| 33 | Castle Moat | | NZ 4465 1850 | Site of the moat along the S side of Stockton Castle. Shown on the 1826 map of Stockton (Illus. 6) and still very apparent on the 1 st edition OS map (Illus. 8). |
| 34 | S & DR Passenger Station/goods warehouse | | NZ 4458 1830 | Large goods warehouse shown on the 1st edition OS map (1855 survey). May represent the 'new and commodious' passenger station opened in 1845 and closed in 1848 (Fawcett 2001, 121). Demolished in 1875-6 when an even larger goods station was built. |

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| 35 | Office Building, Victoria Bridge Engineering Works | | NZ 4468 1827 | Office building (3 bays) originally constructed as part of the Victoria Bridge Engineering Works between 1898/1915. Now part of the Tomlinson Hall & Co works. |
| 36 | Tomlinson Hall& Co Ltd | | NZ 4470 1825 | Engineering works. Contains a range of mid- and late 20th-century workshop buildings. |

5. HISTORICAL SYNTHESIS

5.1 Early Prehistoric

The earliest periods of human activity in northern Britain, including those of Palaeolithic and Mesolithic hunter-gatherers and Neolithic early farmers (up to *c* 2500BC) are poorly attested within the assessment area. This paucity of evidence is not unexpected given the built up nature of the area which precludes the commonest methods of identifying sites of these periods such as fieldwalking and aerial photography. Limited evidence from the wider environs suggests that this relatively resource-rich area would have been exploited from the earliest times, the undulating coastal lowlands of Cleveland and south-east Durham providing a range of wildlife habitats for hunter-gatherer exploitation and good conditions for early farmers.

5.2 Late Prehistoric and Romano-British

No monuments of this period have been identified within the assessment area. The intensity of modern development prevents the use of aerial photography, the most effective means of identifying these sites. Work outside urbanised areas has indicated that the landscape of the lower Tees was intensively exploited by later prehistoric and Romano-British communities. Numerous rectilinear cropmarks have been identified, representative of a class of enclosed farming settlements found throughout the coastal lowlands of north-east England during the late Iron Age and Romano-British periods (Jobey 1960; 1982, 1-23; Higham 1986, 186-97). When excavated, as at Thorpe Thewles, just to the north of Stockton, these have displayed considerable complexity of development and longevity of occupation (Heslop 1987; Haselgrove 2002). Some prehistoric funerary activity in the vicinity of the development area may be indicated by the discovery of a human skull in the River Tees in 1903 [23], but there is no clear evidence for the date or form of funerary ritual represented here.

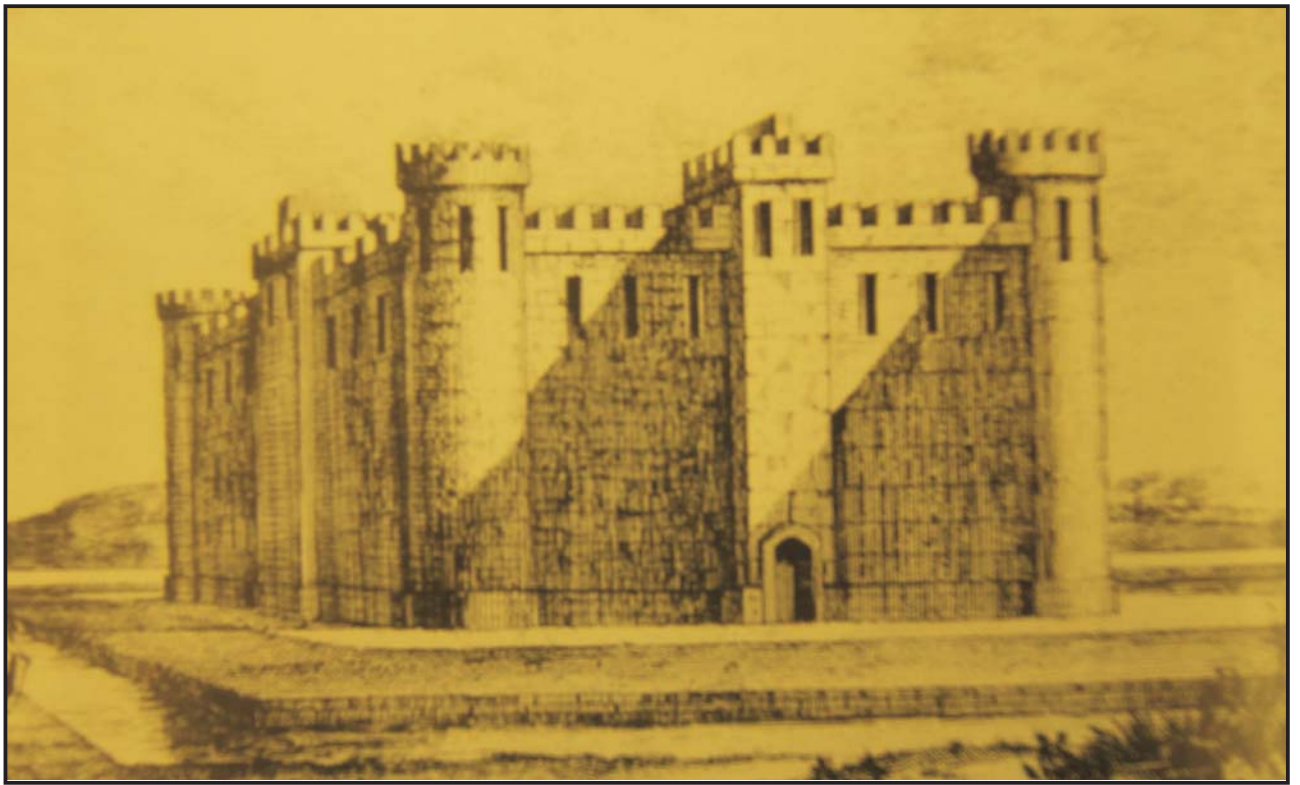
The principal known Roman roads passed to the west of Stockton, the nearest (Margary 1973, 432, no 80a) crossing the Tees at Dinsdale and Middleton St George, 6 miles upstream of Stockton. The closest major Roman site known is the fort and civil settlement at Piercebridge, where Dere Street crosses the Tees. .

5.3 Early Medieval (AD 400-1066)

The placename Stockton (with its characteristic *---tun* suffix) appears to be Anglo-Saxon in origin and the town may have begun its life as an agricultural village and estate centre during this period. The most distinctive evidence in the earlier part of this period is provided by cemeteries and individual burials, which, prior to the conversion of Anglo-Saxon communities to Christianity, were furnished with grave goods. None has been found in Stockton itself, however a large cemetery of 120 burials has been excavated at nearby Norton (Sherlock & Welch 1992), representing one of the largest and richest to be revealed north of the Tees, with the associated grave goods spanning the 6th century AD and perhaps extending into early 7th century.

5.4 Medieval

The Manor of Stockton embraced the townships of Norton, Carlton, East Hartburn and Preston as well as Stockton itself. However the ecclesiastical centre for this manor was the Mother Church of St Mary the Virgin at Norton. The Parish of Norton/Manor of Stockton probably represents the territory recorded in a charter of 994 recording the gift of Norton and its estate to the community of St Cuthbert at Durham (Sherlock & Welch 1992, 1) and hence ultimately came into the hands of the Norman prince-bishops of Durham at the end of the 11th century.



Illus 17: Stockton Castle from an 18th-century (?) print (possibly somewhat imaginary)

Although Norton may have been the ecclesiastical centre and was the larger of the two settlements in 1183, when the Boldon Book recorded a total of 30 villein holdings there to Stockton's 11½ (*Boldon Book*, 26-7, 54-5), Stockton was clearly the administrative centre since the book indicates that the bishop had a 'hall' (*aula*), i.e. a manor house, there, which presumably controlled the entire manor. The manor house lay at the south end of the built-up area of medieval Stockton, c 300m north of the area of the proposed development, and was grand enough to accommodate King John in 1200 and then again in 1210, 1212 and 1213. It was rebuilt at the beginning of the 14th century and further strengthened in the course of that century to resist the Scots, taking on the aspect of a moated castle (the southern lip of the moat was only c 180m from the assessment area). The Boldon Book also mentions a ferry across the river. This crossed from the bank right beside the castle where it could be closely supervised and the revenue from it easily collected by the bishop's agents.

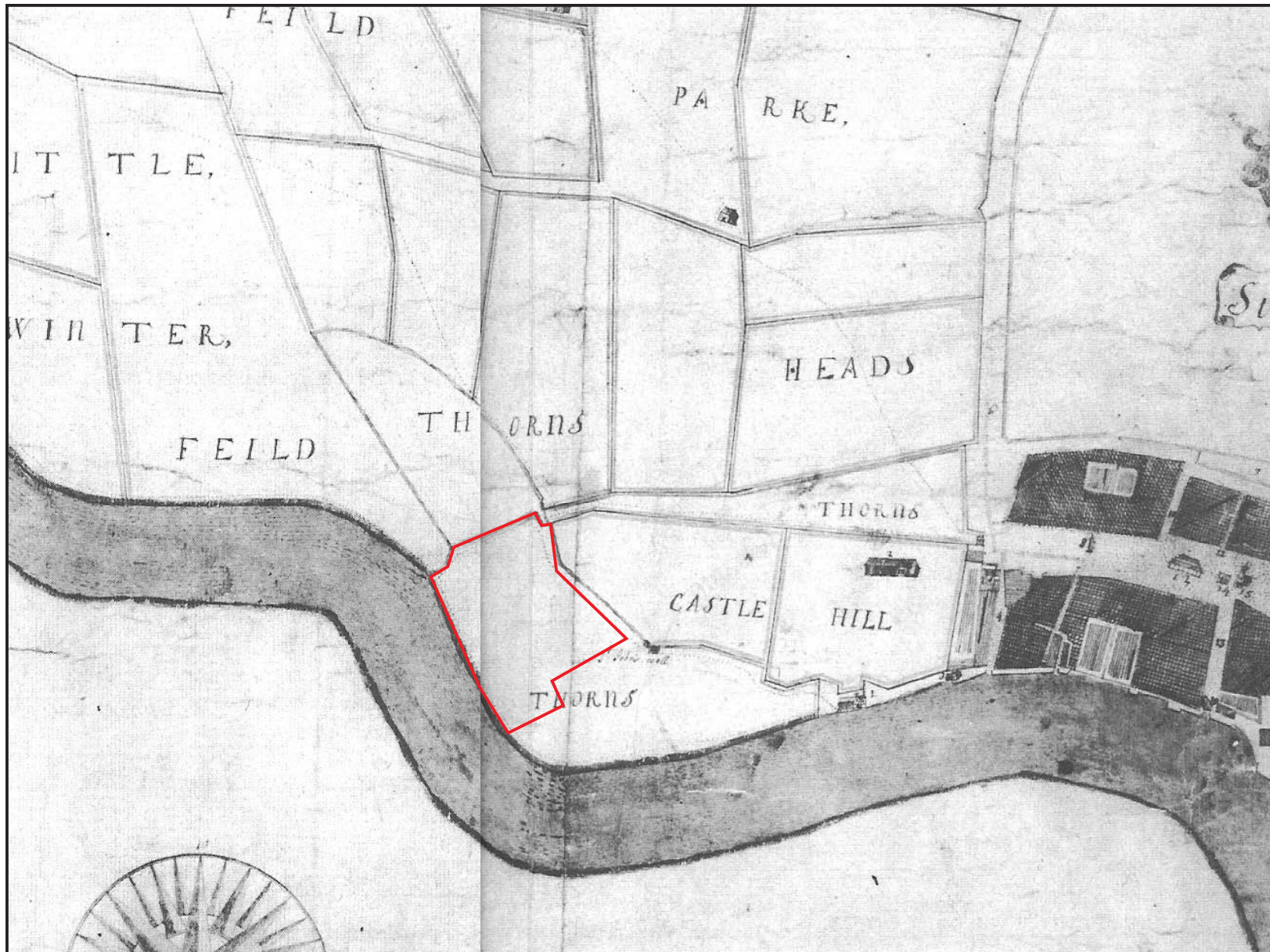
Stockton is listed as a borough – a market settlement with certain commercial privileges – by 1283,. The date the borough was established is uncertain as no charter setting out its privileges has survived and perhaps none was ever issued by the bishop who may have preferred to keep these matters vague. However Sowler has suggested that the borough was perhaps established at the end of the 12th century (*The History of Stockton and Thornaby in Maps*, 3). There were, henceforth, two adjacent settlement at Stockton, namely the borough situated immediately to the north of the castle on either side of the present High Street (then 'The Great Street') and, to the north of that, the township village clustered around the parish church (see Sowler 1972, 22 pl 5 & 32 pl 8 for maps based on the documentary evidence restoring the extent of the township village and borough).

The borough developed and prospered throughout the Middle Ages. It was granted the right to hold a weekly market in 1310. Bishop Hatfield's survey of 1382 indicated two classes of burgess by that date those with burgages in the borough and those whose land lay outside. It was functioning as a port as early as 1228, though trade was apparently on a fairly small scale throughout the medieval period by comparison with Yarm further upstream (RCHME 1993, 11, 14). Nevertheless the borough did not extend beyond the core of the present town centre, remaining bounded to the south by the bishop's castle or manor house which itself lay to the north of the assessment area.

5.5 16th-18th centuries

The castle's defences was demolished in 1652, following the English Civil War, the House of Commons having resolved on 13th July 1647 that *the works about Stockton Castle made sithence these troubles be slighted and dismantled, and the garrison disgarrisoned* (cited in *The History of Stockton and Thornaby in Maps*, 8). This order may relate to recently constructed bastions and other outworks designed to provide artillery protection for the castle. However no trace on the ground or historic record survives to reveal the form such works may have taken and how wide an area they may have covered. Although the stone defences of the castle may have been demolished in the 17th century some buildings remained on the site. One, 'the Castle Barn', is shown on Thomas Pattison's map of 1722, as are 'the Boat houses' beside the river (see below; cf Illus. 18) and a lease of 1671 mentions *the boathouse thereunto belonging together with the Barnes and Brewhouse lately built* (*op. cit.*, citing Univ Durham Pal & Dip 485/187799). Otherwise the pattern of settlement did not appreciably alter in the 16th and 17th centuries with the borough and township village remaining confined to the historic core between the parish church and the castle site.

A map of 'the Demesne lands belonging to the See and Bishoprick of Durham ... laying att Stockton' made by Thomas Pattison in 1722 provides the first detailed cartographic record of Stockton and gives many clues to the medieval as well as the early modern layout of Stockton and its surrounding fields (Illus. 18). The borough is clearly mapped and the site of the former castle is indicated by a roughly square field covering part of Castle Hill at the southern end of the town. The assessment area to the



Illus 18: Map of The Demesne Lands belonging to the See and Bishoprick of Durham... Laying att Stockton ... By Thomas Patison (reproduced from HSTM map 2) Assessment area highlighted in red.

south of the town and Castle Hill is labelled 'Thorns' and was evidently overgrown with thorn bushes. The same label is applied to other parcels of land around Castle Hill, including a narrow strip on the west side of Castle Hill representing part of the castle moat. Like many of the other field names on the 1722 map it features in an earlier written manorial survey, compiled in 1647 by Edward Colston and George Daile (reproduced in Soultter 1972, 445-7), where 'the thornes, with the intack and horse-close,' were recorded as containing about 30 acres'. This may signify that this part of the demesne, next to the castle, was being less intensively exploited and becoming overgrown with thorn bushes and scrub, useful only for rough pasture, due to the decline of that building. The 1647 survey had already noted that the bishop's castle was 'ruinous, and in great decay,' the great moat around it was now partially filled up for want of cleaning out and the orchards and gardens within were all destroyed (*cf* Sowler 1972, 445. Moreover the buildings scarcely appear to have been in any better condition in 1574, when the castle was surveyed in detail following the death of Bishop Pilkington (reproduced in Sowler 1972, 440-4). Apart the field plots discussed above, the only other feature marked in the area to the south of Castle Hill, is St John's Well [3], which lay just to the north of the assessment area, its location being clearly indicated on the 1st edition 1:2500 Ordnance Survey (*cf* [28]).

5.5.1 The river crossing

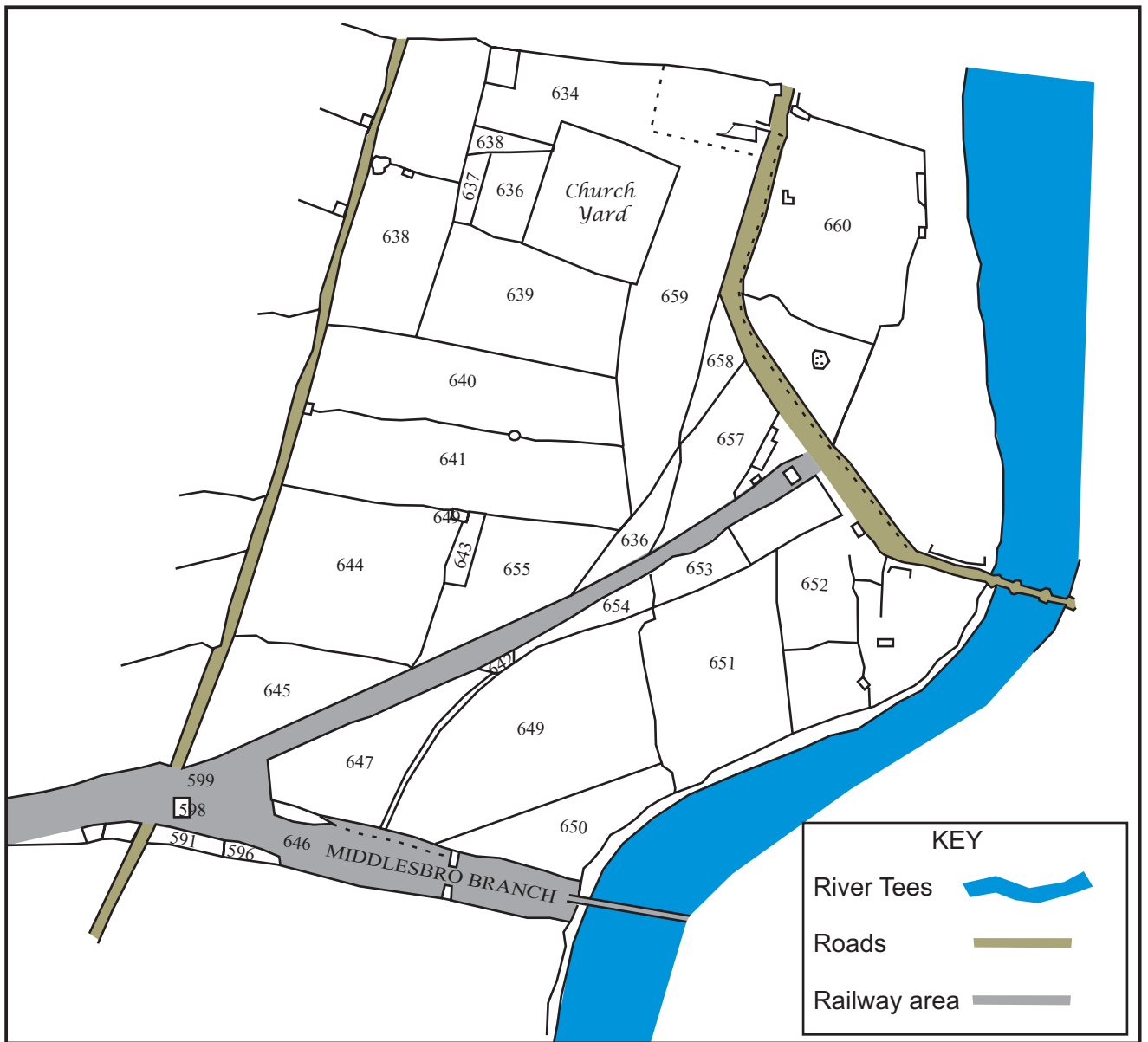
The first major alteration to this pattern came with the construction of the first bridge across the river to Thornaby in 1764-9, replacing the ferry which had operated throughout the medieval and early modern periods. The stone bridge [26] was built just to the north of the current one and had five arches (RCHME 1993, 39). The bases of its abutments can still be seen beside the present Victoria Bridge (Illus. 21). This resulted in the creation of Bridge Road, which led out from the south end of the town, before swinging sharply round to head south-east past St John's Well, then eastwards across the bridge. However the establishment of the bridge and its approach road did not alter rural character of land to the south of the borough.

5.5 The early to mid-19th century: the coming of the railways

The next major change occurred in 1825 with the arrival of the Stockton and Darlington Railway (S & DR), which saw development on the south side of the historic town centre begin in earnest. The immediate impact of the railway's opening in 1825 can be traced in a series of maps compiled over the next 30 years: the 1826 'Plan of the Town of Stockton' (*The History of Stockton and Thornaby in Maps*, Map 5; *cf* Illus. 6 here), an 1837 Ordnance Survey map (*op. cit.*, Map 8; *cf* Illus. 7), the tithe map (1844), and the 1:2500 1st edition Ordnance Survey (1857) (Illustrations 19 & 20 respectively).

The railway line passed immediately to the west of the assessment area with a range of facilities being laid out in an embryonic station complex at St John's Well, on the south side of Bridge Road, the line then continuing northward via a level crossing to reach the wharves along the river. The original layout of railway's installations is shown on the 1826 plan and comprised a coal depot [6], and the 'booking office' [5] The latter was actually a weigh house situated close to the weigh bridge the company installed to collect tolls on the loaded wagons and was modelled on turnpike toll houses (Fawcett 2001, 13-14, 17).

These facilities steadily grew in scale and complexity as the railway took on more responsibilities. Originally the railway company apparently envisaged operating more like a turnpike trust. Passenger services were provided by horse-drawn carriages run by coaching operators whilst general merchandise was also handled by private carriers, the S & DR confining itself to hauling the profitable bulk coal and lime, for which traffic it provided depots. This proved impractical and in 1833 the company took over the working of all goods and passenger trains. The weigh house served as the goods and passenger office whilst waiting facilities were initially provided by the adjacent Railway Tavern [29], one of three inns the company built for this purpose along its route in 1826 (Fawcett 2001, 15, 17). A goods station and yard with sidings had been provided on the west side of the



Illus 19: The Tithe Map for Stockton-on-Tees (1844). Assessment area highlighted in red

original complex by the time of the tithe map. A proper passenger station was opened a little further south in 1845, but was closed and converted into a goods warehouse only three years later, in 1848, when passenger services on the S & DR Stockton branch ceased and were transferred to ‘South Stockton’ (Thornaby) across the river on the Middlesbrough branch which had opened in 1830 (Fawcett 2001, 121). The Middlesbrough branch crosses the river to the south of the assessment area.

Despite the arrival of the railway this did not provoke an immediate transformation in the surrounding landscape. The adjacent fields, including those in the assessment area, continued to be used as pasture, as shown by the tithe map (1844) and the 1st edition Ordnance Survey (1857) and their attached schedules (information tabulated below). Buildings were only slowly beginning to encroach Boathouse Lane figures clearly on the 1st edition Ordnance Survey (and perhaps also on the tithe map), providing access to the S & DR coal and lime depots, and by this stage timber yards were starting to appear beside Bridge Road, extending southward along the river bank into the assessment area. This was to be a major industry in the area up until the later 20th century and its development over the course of this period can be traced in successive Ordnance Survey maps.

Tithe Award schedule

| Field | Land Owner | Land Occupier | Description |
|-------|---------------------------------|-----------------------|-------------------------------|
| 649 | Bishop of Durham | James Hunter | Pasture |
| 650 | Bishop of Durham | Benjamin Murray | Pasture |
| 651 | Bishop of Durham | Philip Palphramand??? | Pasture |
| 652 | Bishop of Durham | John Jackson | Pasture |
| 653 | Stockton and Darlington Railway | John Jeffreys | Meadow |
| 654 | Stockton and Darlington Railway | John Jeffreys | Pasture (Known as the Garth?) |

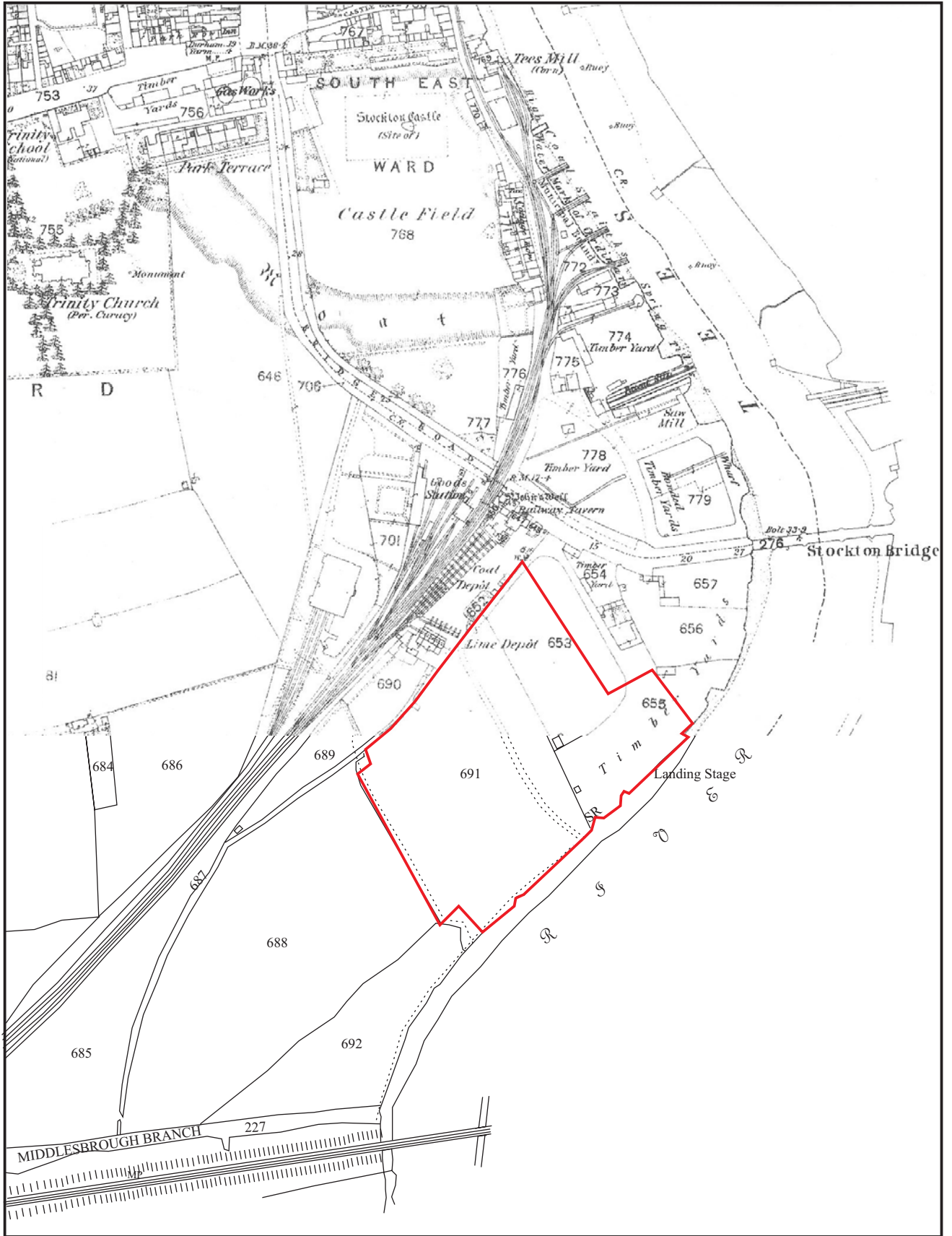
1st edition Ordnance Survey

Book of reference to the Plan of the Parish of Norton in the County of Durham 1864
Col. Sir. Henry James London: Her Majesty’s Stationery Office

| No. | Acres | Description |
|-----|-------|--|
| 652 | .070 | Garden, walks, houses, yard, sheds and enclosures |
| 653 | 1.907 | Pasture and shed |
| 654 | .409 | Timber yards, sheds, garden, walks and enclosure |
| 655 | 1.855 | Timber yard, sheds and lane |
| 688 | 7.991 | Pasture, footpath and part of drain |
| 689 | .605 | Pasture, footpath, shed and rope walk |
| 690 | .629 | Pasture, drain, gardens, path, sheds, yard and enclosure |
| 691 | 4.999 | Pasture, cart road and footpath |
| 692 | 2.334 | Pasture and footpath |

5.5.2 Late 19th and early 20th centuries: the spread of industrialisation

Plans of Stockton produced in 1878 and 1889 (Illus. 9-10) suggest there was surprisingly little change during the second half of the century within the assessment area, in marked contrast to the spread of housing, allotments and engineering works on the west side of the railway line and the rapid growth of Thornaby (South Stockton) on the opposite bank of the river. The railway facilities continued to expand, the 1845 goods warehouse (ex passenger terminal) being replaced by an even larger goods station in 1877 (Fawcett 2003, 172; the depiction on the 1878 map appears inaccurate). The most



Illus 20: First Edition 1:2500 Ordnance Survey, c.1857. Assessment area highlighted in red.

important development during this period was the replacement of the original stone bridge [26] by the current Victoria Bridge [27] in 1887. This lies immediately to the south of its predecessor and features three main spans with arched passageways for riverside footpaths on either side. By the end of the century, however, when the 2nd edition Ordnance Survey was published (1899), a saw mill had been established at the north-east end of the assessment (Illus. 11). Immediately adjacent, but outside the assessment area, a depot and power station for the Imperial Tramway Co. is shown. A power station [21] was added to the south east of the depot, beside the river, when the tramway system was electrified in 1898 and this features on the subsequent 3rd edition Ordnance Survey (1915). At the southern corner of the assessment area, but again mostly outside it, a boathouse is shown. Nevertheless, even at this date, the majority of the area remained an open field (Illus. 12).

Over the course of the next four decades remainder of the assessment area was covered by industrial developments though the field to south extending as far as the Darlington-Middlesbrough railway line remained unaffected. The Victoria Bridge Engineering Works is shown on the 3rd edition whilst an agricultural engineering works and the 'Snowunda Works (soap)' feature on the next plots on the 4th OS edition (1939; Illus. 13). The creation of these industrial works may have involved some alteration to the ground profile to level the area up (see Section 3.2.7).

5.6 The later 20th century

Over the remainder of the 20th century the various industrial works noted above were passed through a range of different owners and changing uses. These changes have been documented by J A Keville, managing director of Tomlinson Hall & Co Ltd, the longest standing occupants of the area (see Appendix 1). As a result many of the original buildings have been demolished or radically altered. The tram depot has been demolished and is now the site of a builders merchants warehouse (J T Doves) though some of the tramlines are reported to survive in the hard surfaces. The associated power station, a building considered to be of national significance (RCHME 1993, 57-9; Rowe 1999, 14), was reused by the Wilfurn Engineering Company after closure of the tram network and was only demolished in the 1990s. One original building of the Victoria Bridge Engineering Works appears to survive as part of the present Tomlinson Hall & Co engineering works, fronting on to Boathouse Lane. Some of the other buildings towards the rear of the Tomlinson Hall works appear to be of mid-20th century construction but the remainder of the structures in the assessment area appear to be more recent.

The aspect of the surrounding area has changed dramatically in recent years. The railway goods station closed, most of the buildings demolished (apart from those associated with the original Stockton and Darlington Railway terminus). The track has been removed and a new road built along part of its course. A Matalan store now stands on the site of the goods station. The industrial buildings on the opposite bank of the Tees have been replaced by flats and all the buildings in triangular parcel of land next to Victoria Bridge, bounded by Bridge Road, the river and the Doves warehouse, have recently been demolished.



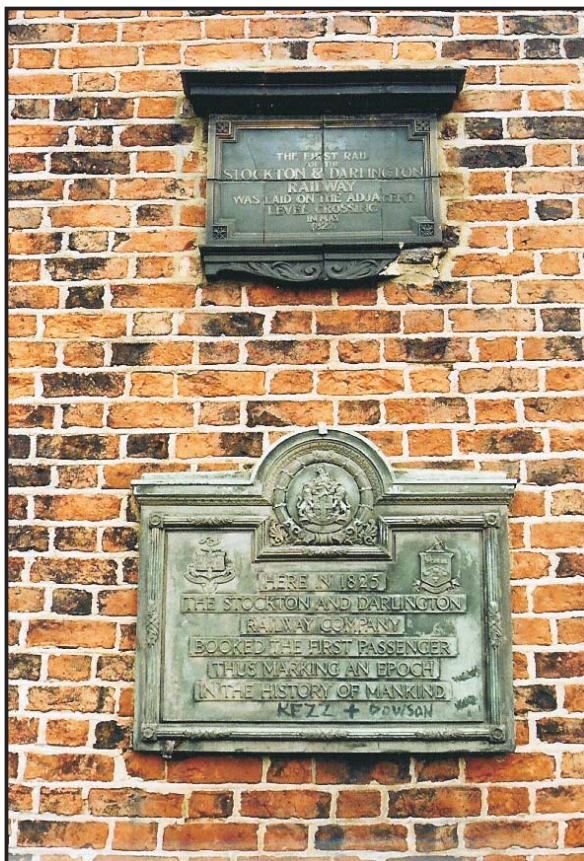
Illus 23: The S & DR booking office (weight house) from the north west. The Boathouse Lane industrial estate can be seen in the right background.



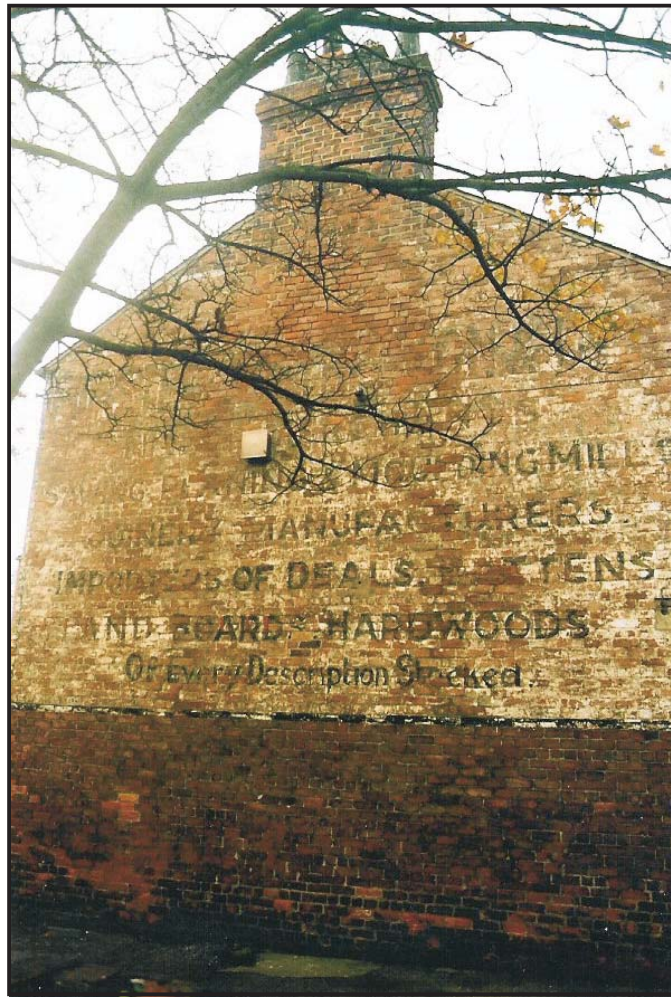
Illus 24: The Railway Tavern (Nos 52-54 Bridge Road) in the centre, with Nos 50 (St John's Well) and 56 to the right and left respectively, viewed from the north west



Illus 21: The west abutment of the 1764 bridge viewed from Victoria Bridge



Illus 22: Plaques commemorating the opening of the Stockton and Darlington Railway on the wall on the 'booking office'



Illus 25: The east gable of No 56 Bridge Road. The Foster Brotherton advertisement represents the last surviving tangible evidence of the timber yards and saw mills which formed such prominent industry in and around the assessment area.



Illus 26: Mid-20th-century buildings within the Tomlinson Hall & Co factory, looking north

6. CONCLUSIONS

The assessment reveals that the area of the proposed improvement lay to the south of the built-up area of the medieval and early modern Stockton, which did not expand southward to envelop the assessment site until the 19th century. Only three possible pre-19th-century sites or monuments have been identified in the immediate vicinity of the proposed scheme ([3], [23], [33]).

The principal cultural heritage remains in the vicinity comprise sites and monuments associated with the Stockton and Darlington Railway. These are of great significance in the history of the early development of public railways, but the surviving complex of buildings, including the 'booking office' (weigh house) at 48 Bridge Road and the Railway Tavern (52-54 Bridge Road), lie outside the area of the proposed scheme. The area of the proposed development was not built over until the second half of the 19th century and first half of the 20th.

6.1 Preservation of Cultural Features and Deposits

In conclusion, there is nothing in the assessment findings to indicate that the area of the proposed junction improvement contains archaeological remains of sufficient significance to warrant mitigation by avoidance and preservation *in situ*.

6.2 Impacts

1. Only one site previously identified in the HER ([18] the site of a saw mill shown on the 2nd edition OS map, 1899, but no longer surviving) will be directly impacted by the proposed development. In addition, office and workshop buildings of early and mid-20th-century date associated with two adjacent engineering works – the Victoria Bridge Engineering Works [35] constructed between 1898 and 1915, and the current Tomlinson Hall & Co works [36] – will be demolished to make way for the proposed development.
2. The proposed development will undoubtedly result in some alteration to the visual setting of the adjacent cluster of Stockton and Darlington Railway buildings. However, the area around these buildings has already experienced substantial changes in recent decades – including the demolition of the railway goods buildings, the removal of track and signalling and the construction of a road and a Matalan store/warehouse to the north – which have had a far more significant impact on the setting of the S & DR monuments than that entailed by the proposed development. Moreover the buildings of the industrial estate themselves all postdate the railway and therefore constitute a change to the setting of the original S & DR station.

7. RECOMMENDATIONS

The following archaeological work is required to mitigate the cultural heritage impact of the proposed development. These recommendations remain subject to consideration by the Archaeological Service for Teesside.

1. A photographic record of the remaining buildings of the industrial estate identified as being of significant architectural merit and any other surviving features of industrial interest.
2. Consideration might be given to the incorporation of the hand crane preserved within the Tomlinson factory as a feature of interest within the new development.

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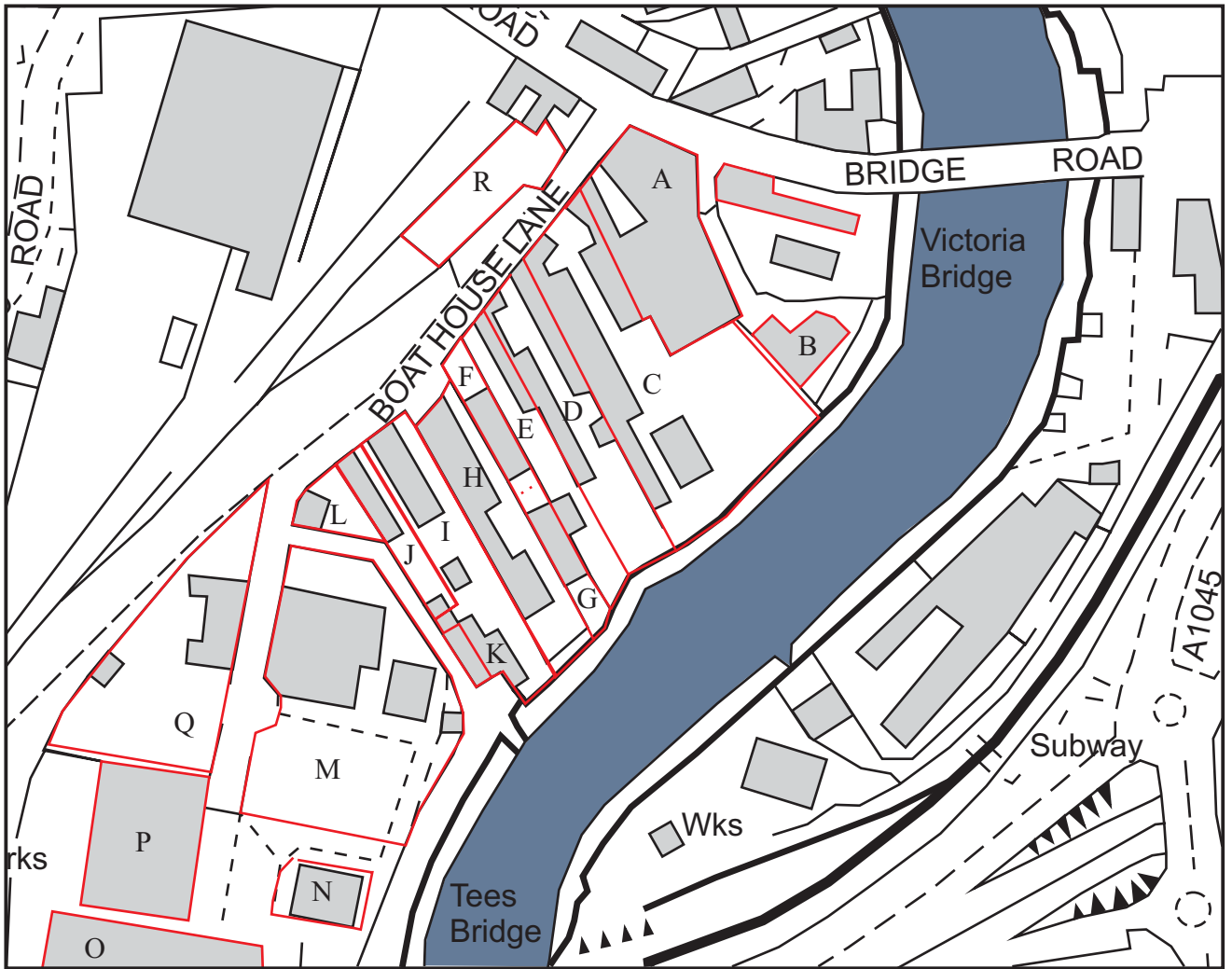
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Illus 27: Plan of Boathouse Lane industrial estate showing the various properties (to illustrate Appendix 1)

APPENDIX 1. Occupants of Boathouse Lane c 1950-2005

The information in this table was collated by J A Keville, managing director of Tomlinson Hall & Co Ltd, and is gratefully acknowledged. Material relating to the period before 1950 has been added from Ordnance Survey 1:2500 editions.

| Plot | Occupant (Present & Past) (most recent at top) | Nature of business |
|-------------|---|--|
| A | J.T. Doves Building derelict for long period Stockton Corporation Imperial Tramway Co (1898--) | Building Merchants Bus/Tram Depot (4 th edn 1939) Tram depot (2 nd & 3 rd OS edns) |
| B | Demolished T.Hart & Co. Wilfurn Imperial Tramway Co (1898--) | Steel Fabrication Steel fabrication Power Station for Stockton/Thornaby Trams |
| C | Leisure Promotions G3 Foster Brotherton | Has outline planning for houses Timber Merchants |
| D | Tomlinson Hall & Co. Ltd George Fordy & Son (up to 1989) | Engineers & Workshop Builders & Joiners Shop |
| E | Tomlinson Hall & Co. Ltd Victoria Bridge Engineering Works (prior to 1930s) | (As above) Brass foundry |
| F | Owned by Gordon Belshaw, Various units | Garage, Furniture restorer etc |
| G | Gordon Belshaw Parker & Cromack | Boat & Vehicle repairer Haulage contractors |
| H | Waste Exchange Services Van Gough Lookers Martins Teesdales | Site owned by B. Harriman Vehicle rentals Garage. Vehicle repairs & body shop Agricultural engineers (4 th edn OS, 1939) |
| I | Barton Roofing Euroblenz Euremica Rhodes Roofing Dairy Euroblenz?? | Shot blasting Steel works Roofing contractor (There was also an unofficial waste transfer station operating with copious cable burning carried out) |
| J | Amos Swift Pullen Plus 2 joinery units Snowunda Works (4 th edition OS map – 1939) | Brush manufacturer Wood turners Soap manufacturers |
| K | Tees Rowing Club Boathouse | |
| L | Car Parts Company Joinery Business Alan Bell Partnership Tomlinson Hall 195?-1989 Builder | |

| | | |
|---|--|--|
| M | Arriva Buses North Eastern Electricity Board Depot | Bus depot |
| N | Now Demolished Biffa Waste Depot for other waste operators | |
| O | Bringover/Northern Machine Tools/ Elliott Turbo- Machinery Erimus Wiggins | Both machine shops |
| P | Denovo Press & Fab Waley Welding A19 Drilling Leven Bridge Engineering F.Wilkinson | Metal Working & Machinery for all |
| Q | Coats Rentair Vibroplant | Both plant hire |
| R | J.T. Doves British Railways (and preceding railway companies: LNER, NER, S & DR) | Sand, gravel & brickyard Coal depot |

APPENDIX 2. Trial Pit Data

The following geotechnical trial pit data is provided by Woodford Consult (North) and is gratefully acknowledged.