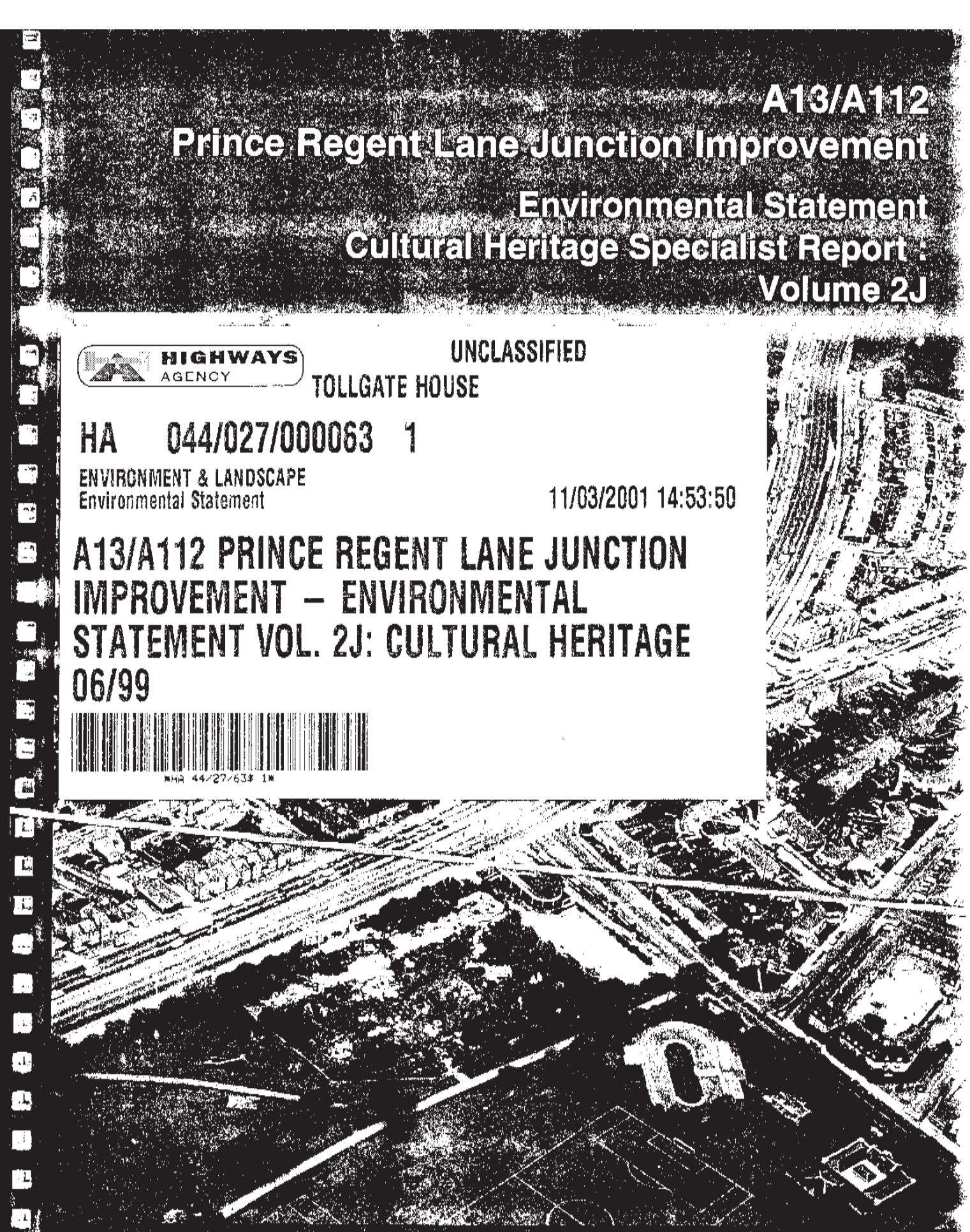
A13/A112 Prince Regent Lane Junction Improvement

Environmental Statement Cultural Heritage Specialist Report : Volume 2J

A13/A112 PRINCE REGENT LANE JUNCTION IMPROVEMENT – ENVIRONMENTAL STATEMENT VOL. 2J: CULTURAL HERITAGE 06/99



HIGHWAYS AGENCY

June 1999

A13\A112 PRINCE REGENT LANE JUNCTION IMPROVEMENT

ENVIRONMENTAL STATEMENT

VOLUME 2J
CULTURAL HERITAGE
SPECIALIST REPORT

JUNE 1999

ASH Consulting Group
The Cotton Exchange
Old Hall Street
LIVERPOOL
L3 9LQ

GIBB Ltd
Development House
Rood End Road
Oldbury
West Midlands
B69 4HW

A13/A112 PRINCE REGENT LANE JUNCTION IMPROVEMENT
ENVIRONMENTAL STATEMENT
VOLUME 2J
CULTURAL HERITAGE SPECIALIST REPORT

CONTENTS

1 INTRODUCTION

1.1 Introduction

As one of London's main radial routes linking East London to the M25, the A13 trunk road plays a vital role serving Tilbury, Docklands and the industrial developments on the north side of the River Thames.

This scheme, centred on the A13/A112 junction (see Figure1), is one of a comprehensive series of improvements entitled the Thames Gateway Project which the Department of the Environment, Transport and the Regions proposes to undertake along the A13 as part of the National Trunk Road Programme. Separation of the A13 through traffic from the A112 local traffic is considered to be the most satisfactory method of improving the junction to benefit trunk road users, local road users, cyclists, pedestrians and local residents.

A number of options with the potential to achieve this objective have been subject to environmental and engineering assessment of which two, laying emphasis on widening to the north and south of the existing road, were taken forward to public consultation. The planning, and consultation process has identified a preference for the proposal that concentrates land-take to the south.

The proposal involves lowering the A13 to underpass the A112 Prince Regent Lane and consists of a dual 3-lane underpass carrying the A13, with slip road connections to Prince Regent Lane and Tollgate Road. A further underpass would be provided at Freemasons Road to carry a bus route that presently crosses the A13 at ground level.

This specialist report forms part of the Environmental Statement. The Environmental Statement and its Specialist Reports assess the environmental impacts associated with the proposed scheme and reports on mitigation measures to be included as part of the proposals.

This Specialist Report assesses the impact of the junction improvement works in relation to archaeological interests, listed buildings and other buildings of architectural merit. It is one of a number of Specialists Reports that support the Environmental Statement and has been produced in accordance with the requirements of Volume 11 of the Design Manual for Roads and Bridges published by the Department of the Environment, Transport and the Regions (DETR).

2 SCOPE AND METHODOLOGY

2.1 Scope

The scope of the assessment comprises an investigation of the potential impacts on potential or known sites of archaeological interest and listed buildings.

It is one of a number of detailed assessments undertaken as part of an overall environmental assessment for the project. There are direct relationships between many of the areas investigated. Where appropriate this assessment makes reference to relevant topics to the extent that they influence the analysis of the current situation and evaluation of the implications of the project proposals. More detailed information is available in the various detailed assessments (see Appendix A – Schedule of Specialist Reports).

2.1.1 Potential Impacts

Potential impacts on cultural heritage arising from the type of development proposed can include:

- Destruction of, or direct physical damage to, existing remains, whether visible on the surface or buried underground;
- Indirect damage to existing remains such as movement of position, damage due to changes in water table, severance of linked features, or other forms of disturbance which may reduce their value as a historical record;
- Detraction from the setting of a historical asset, including visual intrusion or noise intrusion.
- Beneficial impacts including removal or mitigation of visual or noise intrusion on the setting of sites, improving appreciation and understanding of their context.

2.2 Methodology

The method of assessment has been based on the guidelines detailed in the Department of the Environment, Transport and the Regions Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 Part 2, and Department of the Environment Transport and the Regions Guidance on the New Approach to Appraisal – July 1998.

The basis of the assessment is a desk study review of the potential impacts on the cultural heritage of the area taking account of the design proposals for the scheme. The nature and status of the existing site and associated interests were established through review of existing published sources, including the Greater London Sites and Monuments Records, and consultation with English Heritage (Greater London Archaeological Advisory Services, GLAAS). English Heritage (Historic Buildings) and the London Borough of Newham Planning Department.

2.3 Assessment Criteria

The prime criteria used to aid analysis and evaluation of the significance of the impacts and effects identified is the extent to which the cultural heritage is potentially prejudiced or benefited by the proposals. The impact may be detrimental and entail direct loss of elements of heritage. Alternatively it can prove beneficial where proposals result in the discovery and in-situ preservation of new archaeological evidence or the preservation of an important building.

The criteria comprise a mix of directly quantifiable impacts. The analysis of the significance of the impacts derives initially from a consideration of the magnitude of impact in relation to existing sites or buildings or potential sources of archaeological evidence.

Account has then to be taken of the effect mitigation measures, have either in statutory form, or by way of accommodation works, in compensating for potential impacts. The assessment also acknowledges the extent to which the engineering proposals would effectively benefit or enhance the cultural heritage of the area.

The findings are represented using a descriptive scale ranging from large – moderate – slight and adverse through neutral to an ascending scale of slight – moderate – large and beneficial. There is a further impact rating **'Very Large Adverse'**, which is used to indicate impact on sites of such international, national or regional significance that it would not be recommended.

Explanation of the impact ratings is provided below.

Large Beneficial Effect - This would apply where:

- The road proposals would result in removal or mitigation of existing visual intrusion into the wider setting of internationally important sites, to the extent that their context and integrity is re-established and appreciation and understanding of them is improved.
- The road proposals would result in removal or mitigation of existing major visual intrusion into the immediate setting of nationally important sites, to the extent that their context is significantly improved and can be better appreciated or understood.
- The road proposals would result in removal or mitigation of existing major visual intrusion into the immediate setting of multiple sites of regional importance, to the extent that the integrity of a related group of sites of historic landscape is re-established and appreciation and understanding of them is improved.
- The road proposals would result in removal or mitigation of existing visual intrusion into the wider setting of multiple sites of national importance, to the extent that the integrity of a related group of sites of historic landscape is re-established and appreciation and understanding of them is improved.

Moderate Beneficial Effect – This would typically apply where:

- The road proposals would result in removal or mitigation of existing major visual intrusion on the immediate setting of regionally important sites, to the extent that their context is significantly improved and can be better appreciated or understood.
- The road proposals would result in removal or mitigation of existing visual intrusion into the wider setting of multiple regionally important sites, to the extent the context and the integrity of a related group of sites or historic landscape is re-established and appreciation and understanding of them is improved.

Slight Beneficial Effect – This would typically apply where:

- The road proposals would result in removal or mitigation of existing visual intrusion into the wider setting of regionally important sites, to the extent that their context is partly re-established and appreciation and understanding of them is improved.

Neutral – This would apply in either of two sets of circumstances. Either:

- The road proposals have no appreciable effect, either positive or negative, or any known sites; or

- The road proposals would result in a combination of effects, some positive and some negative, to the extent that the beneficial effects balance the adverse impacts. (This latter situation would generally only apply to those cases where Slight and Moderate negative impacts are involved. Exceptions to this rule might apply where the existing conditions would fall into the Not Recommended category and so the positive effect could potentially be great enough to balance a large negative score for other impacts of the proposals. Since the beneficial effects of proposals will almost always fall into the category of setting and context rather than direct physical benefit to a site, it is very unlikely that the level of benefit would be great enough to outweigh serious direct impacts on very significant sites.

Slight Adverse Effect – This would typically apply where:

- The road proposals would have a direct effect on regionally important sites, resulting in the loss of 1-4% of features.
- The road proposals would result in some visual intrusion into the wider setting of regionally important sites, to the extent that their context is compromised and appreciation and understanding of them is diminished.
- The road proposals would result in the loss of sites or their historic features that are of local importance.

Moderate Adverse Effect – This would typically apply where:

- The road proposals would have a direct effect on regionally important sites, resulting in the loss of 5-49% of features. The proposals would result in major visual intrusion into the immediate setting of regionally important sites, to the extent that their context is seriously compromised and can no longer be appreciated or understood.

- The road proposals would result in visual intrusion into the wider setting of nationally important sites, to the extent that their context is compromised and appreciation and understanding is diminished.

- The road proposals would have a direct physical impact on or compromise the wider setting of multiple sizes of regional importance, to the extent that the cumulative impact would seriously compromise the integrity of a related group of sites or historic landscape. (Related, in this sense, can mean both a linked group of contemporary sites or those illustrating the development of a landscape over time.)

Large Adverse Effect – This would typically apply where:

- The road proposals would have direct effect on nationally important sites, resulting in the loss of features to such a degree that the integrity of the site is destroyed.

- The road proposals would have direct effect on or degrade the wider setting of internationally important site(s), resulting in the loss of features to such a degree that the integrity of the site is destroyed.
- The road proposals would have a direct effect on or degrade the wider setting of internationally important site(s), resulting in the loss of features to such a degree that the integrity of the site is destroyed, or to the extent that their context is compromised and appreciation and understanding is diminished.
- The road proposals would have a direct effect on regionally important sites, resulting in the loss of 50 – 100% of features.
- The road proposals would result in major visual intrusion into the immediate setting of nationally important sites, to the extent that their context is seriously compromised and can no longer be appreciated or understood.
- The road proposals would have a limited direct physical impact on or compromise the wider setting of multiple sites of national importance, to the extent that the cumulative impact would seriously compromise the integrity of a related group of sites or historic landscape.

3 BASELINE CONDITIONS

3.1 Archaeology

Evidence dating from the Palaeolithic to the later Post-Medieval period has been recorded in the vicinity of the scheme.

The earliest evidence of human settlement of the area is derived from the river alluvium that forms part of the sequence of geological deposits underlying the site. More information on the geology of the area can be found in the detailed Geology and Soils Specialist Report. The northern limit of the alluvium runs approximately parallel to the road alignment, some 200-300 metres to the north, beyond which is Thames Gravel, an earlier river terrace/floodplain deposit. Throughout the wider area, archaeological and palaeoenvironmental deposits are regularly recorded at the interface between the alluvium and gravel deposits. This phenomenon is also known from elsewhere in Europe, reflecting the coincidence of settlement and agriculture on dry ground with hunting, fishing and wetland grazing on adjoining marshes.

The River Thames laid down the alluvium in post-glacial times. As water levels fluctuated, during drier periods, marshy conditions prevailed and decaying vegetation formed peat deposits that were subsequently sealed by overlying clay silts when water levels rose. As well as evidence of human activity, the peat deposits potentially provide evidence of prehistoric fauna and flora.

Recent archaeological work in the area, in particular at several sites north of the Tollgate Road in Beckton, has revealed a series of timber track-ways within the peat deposits. The track-ways date from the Late Bronze Age and are thought to represent the remains of a network linking gravel islands within the marsh with the drier ground of the gravel terrace to the north. A general rise in sea level in the Iron Age appears to have limited subsequent settlement of the marshes. Although Roman, Medieval, and Post-Medieval remains have been found within the alluvium, (e.g. good quality Roman pottery from a site east of the Fire Station on Prince Regent Lane) it is likely that the main areas of human occupation during these periods would have been located further to the north on drier ground.

Other finds from the area include Palaeolithic hand-axes, an Iron Age coin, and evidence of a Roman farm and residential structures. Prince Regent Lane and Tollgate Road are both believed to be located on the line of Roman Roads.

3.2 Cultural History

Early historical references to the area do not distinguish between West and East Ham. Reference is made to the Domesday Manor of Ham, sited on the gravel terraces above the marshland, with forest further to the north. In 1086, the village had a population of 130, and was one of a number of scattered rural settlements in the area. Population increase would have been relatively slow over the next few centuries, and 160 people were recorded as having been killed by the Great Plague of 1665-1666.

By 1841 there were over 12,000 people living in West Ham, at the beginning of a phenomenal period of growth that reached a peak between the years of 1870-1900. The Beckton gas works to the east of the site epitomised the industrial strength of the period. At one time the largest producer of town gas in the world, serving more than four million consumers, it also boasted its own company railway, shop, hospital and church. The area was rapidly absorbed within the dramatic urban expansion of London, and the rural landscape gave way to one of houses and industry.

By 1911, the population of West Ham, by then a Borough of the County of Essex, had risen to over 289,000. A decline in population occurred during the Second World War, when heavy bombing led both to widespread evacuation of residents and destruction of property. Post war, the renewed growth in population has been boosted by a large influx from overseas, notably from India and Pakistan. New housing development continued, including the Keir Hardie Estate, begun in 1946, named after the Labour MP for the area at the turn of the century. Following Local Government reorganisation in 1965, West Ham and East Ham were amalgamated to create the London Borough of Newham. Subsequent development has included the dualling of Newham Way, formerly Beckton Road, begun in 1971.

3.3 Built Heritage

There are no listed buildings, conservation areas, or other designated buildings of historical or architectural significance in the scheme area.

Canning Town Recreation Ground does not have any designation placed against it. However, it has for many decades formed an important green space in the area. Its importance as a site of local amenity should not be underestimated at a district level.

4 DESCRIPTION OF THE PROPOSED SCHEME

4.1 Engineering Proposals

The key components of the proposals comprise:

- A new grade separated junction at the site of the existing A13/A112 junction with a 525 metre long dual 3-lane underpass carrying traffic on the A13 beneath the line of the A112, Prince Regent Lane. Slip roads provide for access off and onto the A13 and maintain a link with Tollgate Road. The underpass would be 8m at its deepest.

- Improvement of the approach lengths of the A13 within the scheme area, to the west and east of the remodelled junction on the approximate line and level of the existing road.

- An underpass below the A13 linking Freemasons Road to the south with New Barn Street to the north. The underpass would enable the existing bus route to be maintained and replace the existing pedestrian subway with an improved facility.

- New footpaths and cycle tracks to both sides of the road over the full length of the scheme segregated by markings.

- A modified arrangement for eastbound access from New Barn Street to the A13. Direct access from the side road to the A13 would be prevented to avoid conflict with vehicles leaving the A13 on the eastbound slip road. Traffic from New Barn Street would run along a local road parallel to the A13 and merge with the eastbound slip road. Access to the A13 would be gained at the merge to the east of the grade separated junction near Newham Leisure Centre.

- A new link road between Prince Regent Lane and Freemasons Road feeding off the A13 westbound entry slip road. Westbound traffic would not be permitted to turn left directly into Freemasons Road but would be required to exit on the westbound exit slip road via the new junction, onto the west bound on-slip and along the new link bordering Canning Town Recreation Ground.

- New street lighting over the full length of the scheme.

- Replacement of the existing two-legged footbridge at the junction with a single footbridge over the A13, east of Prince Regent Lane.

- Four sign gantries would be provided over the A13 carriageways, one at either end of the scheme in the eastbound and westbound directions and gantries over each of the A13 off-slip diverges in either direction. The gantries would span each carriageway and be supported on columns in the reserve and verges. The headroom to gantries would be a minimum of 5.7m. Signs attached to the gantries would be a maximum of 3m high for the full width of the structure.

- Environmental barriers comprising brick boundary and free-standing walls which would secure newly exposed boundaries with adjacent property, provide visual screening at ground floor levels and reduce noise where property is closely aligned to the road and its traffic. The principal locations where barriers are proposed include:

    - on the boundary with Keir Hardie Primary School,
    - to close gable end boundaries between New Barn Street and Denmark Street,

- between the new local road fronting onto Newham Way and the west bound off-slip and extending from Denmark Street to 341 Newham Way,
- Along the relocated frontage to Canning Town Recreation Ground between Freemasons Road and the west bound on-slip for the A13,
- to close gable end boundaries between Egham Road, Prince Regent Lane and Chalk Road,
- to close an open boundary between the rear of property on Colman Road and the corner site accommodating the access ramp for the footbridge south of the trunk road, and
- between Ridgwell Road and Newham Way.

Barriers would generally comprise solid walls with co-ordinated detail as part of the urban design strategy for the corridor. An exception would be made on the Recreation Ground boundary, which would take the form of a combination of walling and metal fencing.

Access from Freemasons Road onto the westbound carriageway of the A13 would remain as would access into/out of Beeby Road and Butchers Road. Central barrier fencing would be introduced between the carriageways from the western end of the scheme as far as the entry into the underpass to discourage crossing of the road other than at the junction and pedestrian underpasses.

A service reserve approximately 195 metres long and 14 metres wide would be required along the northern edge of the Canning Town Recreation Ground to accommodate water mains and gas mains that have to be diverted away from the A13/A112 underpass. The respective service authorities would obtain wayleaves for the service reserve.

4.2 Land-take

Land-take to accommodate the proposals involves:

- encroachment into Canning Town Recreation Ground along its northern boundary,
- utilisation of the northern part of the derelict Beckton Lido site,
- demolition of a number of properties on the north western corner of the existing junction,
- utilisation of small derelict plots of land north of the A13 and each side of New Barn Street, and
- a strip of land along the southern boundary of the Newham Leisure Centre.

Marginal widening at the eastern and western ends of the scheme would be accommodated within the existing highway boundary.

4.2.1 Exchange Land and Accommodation Works

The land-take requirements at the Recreation Ground and Leisure Centre involve the loss of designated public open space and disruption to existing recreational facilities, most notably existing tennis courts and an all-weather sports pitch. There is a statutory requirement placed on the Secretary of State to replace public open space taken for road construction in the form of *Exchange Land*. The land offered to the local authority must be capable of being developed such that it is equally beneficial to that taken for the road project. Proposals for the provision of exchange land have been the subject of detailed discussion with Newham Borough Council and include:

- Acquisition of land on the western side of Freemasons Road at its junction with Russell Road (the Ashburton Annex site). The land has previously housed various industrial uses

as well as being used for school playing fields. It is currently vacant, largely covered in scrub and tree planting and subject to extensive fly tipping.

The proposals for the site are targeted at bringing the area into use as a community garden and ecological resource. The specific works include the provision of paths, repair and replacement of boundary fencing and essential work to ensure that the site is rendered safe to accommodate public access.

- Acquisition of land adjoining the south west corner of Canning Town Recreation Ground with a contiguous boundary along Freemasons Road and bounded by Rosetta Primary School and Sophia Road to the east and south respectively.

  The proposals for the site include provision of a newly designed play area to compensate for loss of the facilities adjacent to Freemasons Road and the lido site. They further include footpaths to link into the existing park path network, a sitting area, and boundary and internal tree planting to complement the existing park planting.

In addition to the provision of exchange land the proposals allow for accommodation works at the Leisure Centre comprising; modification to existing access and parking arrangements serving the Centre, relocation of the all-weather pitch and introduction of new tennis courts to compensate the loss of those at the Recreation Ground.

Indicative proposals for the design of both the exchange land and the modification to the Leisure Centre are available in Specialist Report 2A - Townscape and Volume 1 of the Environmental Statement. These are for illustrative purposes only and would be subject to detailed consideration by the Borough Council.

5 EVALUATION AND ASSESSMENT OF IMPACTS

The available data on archaeology, cultural, and built heritage indicate that no known specific sites, structures or buildings of interest would be affected by the scheme.

English Heritage has indicated that the potential for archaeological finds of interest within the alluvium is high. It is intended to undertake detailed archaeological investigations prior to construction. English Heritage would be consulted on all project designs for archaeological works. The Contractor would appoint an archaeological advisor to prepare and implement the project designs.

6 CONCLUSIONS

The scheme does not affect any known archaeological remains.

There are no listed buildings, conservation areas, or other designated buildings of historical or archaeological significance in the scheme area.

Further works would be undertaken in accordance with chapter 4.

The significance for potential impacts on cultural issues for the proposal is determined by two factors:

- The absence of impact on known features of archaeological interest
- The potential for discovery of features of interest based on finds in the wider area

The assessment has recognised the potential for finds and outlined a strategy which would investigate and record such interests thus extending knowledge of the cultural value of the area.

It is therefore, concluded that potential cultural heritage impacts of the A13/A112 Prince Regent Lane Junction Improvement Scheme would be neutral.

7 REFERENCES

English Heritage (1998) Personal Communication

Passmore Edwards Museum (no date) *Project Design for Archaeological Assessment of the A13/A112 prince Regent Lane Junction Improvements*

Sir Alexander Gibb & Partners (1992) *A13/A112 Prince Regent Lane Junction Improvements. Environmental Statement Volume 1*

Bloch, Howard and Nick Harris, 1994 – The old photographs series, Canning Town, Allan Sutton Ltd.

Burrow, Newham, a London Borough in pictures and words.

Powell, WR 1986, West Ham 1886-1986 published by the Council of the London Borough of Newham.

Peusey, Stephen 1990, Newham in old picture postcards European Library.

APPENDICES

APPENDIX A

Schedule of Specialist Reports

APPENDIX A: Schedule of Specialist Reports

Volume 2A:	Townscape
Volume 2B:	Visual Impact
Volume 2C:	Water Quality and Drainage
Volume 2D:	Land Use
Volume 2E:	Ecology and Nature Conservation
Volume 2F:	Traffic Noise and Vibration
Volume 2G:	Air Quality
Volume 2H:	Disruption due to Construction
Volume 2I:	Pedestrians, Cyclists and Community Effects
Volume 2J:	Cultural Heritage
Volume 2K:	Policies and Plans
Volume 2L:	Geology and Soils
Volume 2M:	Vehicle Travellers

FIGURES

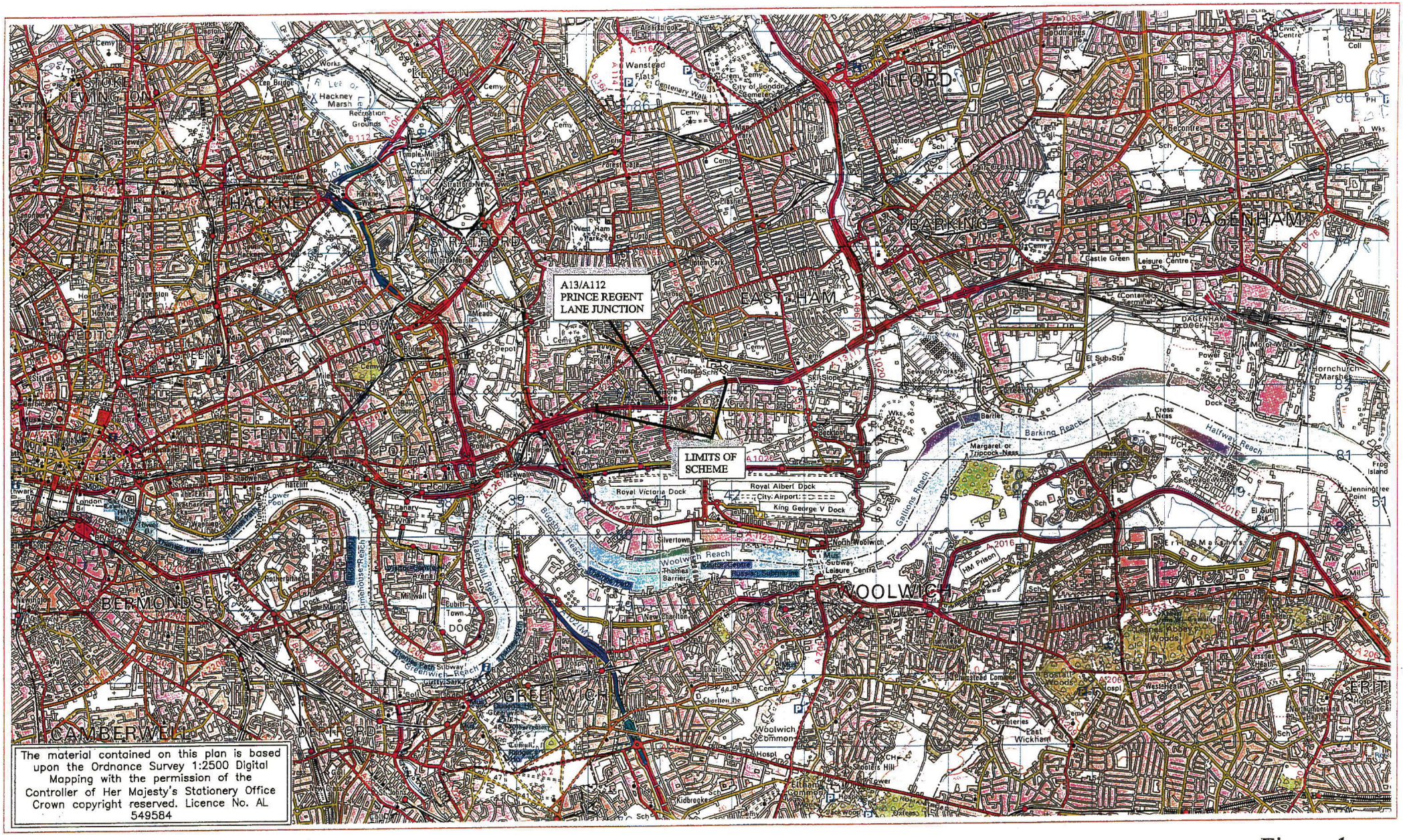


Figure 1.
Site Location Plan
Scale 1:50,000