

**AN HISTORIC BUILDING RECORDING REPORT FOR THE VIADUCT AND
HISTORIC ROAD ALIGNMENT AT WARTON ROAD**
LOWER LEA VALLEY OLYMPIC & LEGACY
POWERLINES UNDERGROUNDING PLANNING PERMISSION

LLV / UG / DOC / P / 016A

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LOWER LEA VALLEY OLYMPIC & LEGACY POWERLINES UNDERGROUNDING
PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990(AS AMENDED)
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE ORDER) 1995

**Lower Lea Valley Olympic & Legacy Powerlines Undergrounding Planning Permission LB
Newham Ref. No. P/05/0824**

This An Historic Building Recording Report for the Viaduct and Historic Road Alignment at Warton Road (Ref LLV/UG/DOC/P/016A) has been prepared by MoLAS-PCA , the Museum of London Archaeology Service (MoLAS) and Pre-Construct Archaeology Limited (PCA), on behalf of the London Development Agency.

The report is submitted to the Local Planning Authority of London Borough of Newham in respect of the planning permissions shown above.

The report is submitted in order to partially discharge the following conditions:

- London Borough of Newham Condition 33 and 34: Archaeology

Archaeological Site Code: OL-00305

TQ reference: 381 839

Author: Jim Dixon

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NON-TECHNICAL SUMMARY

This report details the results of an Historic Building Recording of the former Great Eastern Railway Bridge on Warton Road, Stratford, E15, and the alignment of Warton Road itself.

The national grid reference for the site is TQ 381 839

The bridge and road are situated within Site 26 of the Olympic Development Area and Shafts West-2 and East-2, as shown on drawing LLV-UG-INF-P-040, are in the setting of these structures and their construction involves the re-routing of Warton Road. They are not within a conservation area and the bridge is unlisted. Assessment and recording was carried out within the context set by the appropriate planning conditions attached to the Olympics and Legacy Powerlines Undergrounding Planning Permission granted in August 2005 (LB Newham Ref No P/05/0824).

The bridge is part of the former Great Eastern Railway and Warton Road runs south from Carpenters Road to Stratford High Street. Underground powerline shafts West-2 and East-2 are in the setting of these structures and their construction involves the re-routing of Wharton Road.

The bridge displays evidence of between two and three phases of development. They are of low importance. Warton Road dates from at least 1867 (and pre-dates the stretch of Carpenters Road to its east) and was instrumental in the development of factories along Carpenters Road. This development contrasts with the paucity of contemporaneous historic development west of Waterworks River. The curve in the road created an historic sense of enclosure.

The work was carried out under site code OL-00305

1. INTRODUCTION AND PLANNING BACKGROUND

- 1.1. Assessment and recording was carried out within the context set by the relevant planning applications attached to the Olympics and Legacy Powerlines Undergrounding Planning Permission granted in late August 2005 (LB Newham Ref No P/05/0824).
- 1.2. The recording work was undertaken by MoLAS-PCA and was arranged and co-ordinated by Capita-Symonds on behalf of the London Development Agency (LDA). The Museum of London Archaeology Service and Pre-Construct Archaeology Limited are *Registered Archaeological Organisations* with the Institute of Field Archaeologists.
- 1.3. The bridge is part of the former Great Eastern Railway and Warton Road runs south from Carpenters Road to Stratford High Street. Underground power-line shafts West-2 and East-2 are in the setting of these structures and their construction involves the re-routing of Wharton Road.
- 1.4. The bridge displays evidence of three phases of development, the earliest having wrought iron plate girders and yellow stock brick abutments, with the later phases having blue brick abutments and the latest phase having steel girders. They are of low importance. Warton Road dates from at least 1867 (and pre-dates the stretch of Carpenters Road to its east) and was instrumental in the development of factories along Carpenters Road. This development contrasts with the paucity of contemporaneous historic development west of Waterworks River. The curve in the road created an historic sense of enclosure.

2. METHODOLOGY

General

- 2.1. Historic Building recording of the bridge and road alignment was undertaken prior to the commencement of below-ground archaeological work on Site 26, but after the demolition of a number of standing buildings within this site. The work was aimed at recording the setting of the bridge and the alignment of Warton Road prior to their alteration by on-going development.

Recording and Archive

- 2.2. The setting of the bridge and the alignment of Warton Road were recorded photographically in digital format for reproduction in either colour or black and white. The photographs are currently in the MoLAS photographic archive as numbers 18205001 – 1805010.
- 2.3. As the bridge will not be physically affected by the proposed development, no detailed recording of its structure was undertaken and only a brief fabric analysis was undertaken to determine possible construction phases of the structure.
- 2.4. An archive has been created from the work carried out at Warton Road by MoLAS-PCA. It comprises this report and the full photographic record of the site. This archive will be integrated with any further work on the site and be deposited accordingly pending the completion of work. The archive will be deposited in the LAARC.

3. DESCRIPTION

- 3.1. Warton Road (historically Wharton Road¹) is partially in existence by the time of the production of the 1st edition Ordnance Survey map in 1869. It runs below the extant railway bridge, built for the former Great Eastern Railway, before turning into a trackway.

¹ Burton et al (LDA, MoLAS-PCA 2005)

- 3.2. By the time of the production of the 2nd edition Ordnance Survey map in 1896, Warton Road had been extended to meet the contemporaneous extension to the north of Carpenters Road. The railway bridge had also been widened by this time to accommodate double the number of tracks. The first phase of building, evident in the steel plate and yellow stock brick areas of construction most likely dates from this time. The newly created enclosed area between Warton and Carpenters Roads was occupied by a complex of industrial buildings by this time, these buildings little changed until the recent demolitions. The extended alignment of Warton Road thus created a lasting sense of enclosure around the factories².
- 3.3. The second phase of bridge construction involved the rebuilding of the bridge's street level abutments in blue brick, a commonly used material of the 1920s.
- 3.4. Within the last fifty years, the bridge has been further strengthened with steel girders, presumably due to increases in train size.
- 3.5. The majority of buildings within Site 26 were demolished in the summer of 2005.

4. **CONCLUSION AND RECOMMENDATIONS**

- 4.1. The setting of the bridge and the alignment of Warton Road were recorded prior to their alteration as part of on-going development of the Olympic Area.
- 4.2. The earliest stretch of Warton Road dates to prior to 1869 and is extended to meet Carpenters Road before 1896. The oldest phase of the railway bridge dates to shortly before 1896, with further phases of construction and strengthening coming in the 1920s and post-1950.
- 4.3. No further recommendations have arisen from this work.

² Burton et al (LDA, MoLAS-PCA 2005) demonstrates this with maps from 1881 and 1896 in Figures 21 and 22.

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BIBLIOGRAPHY

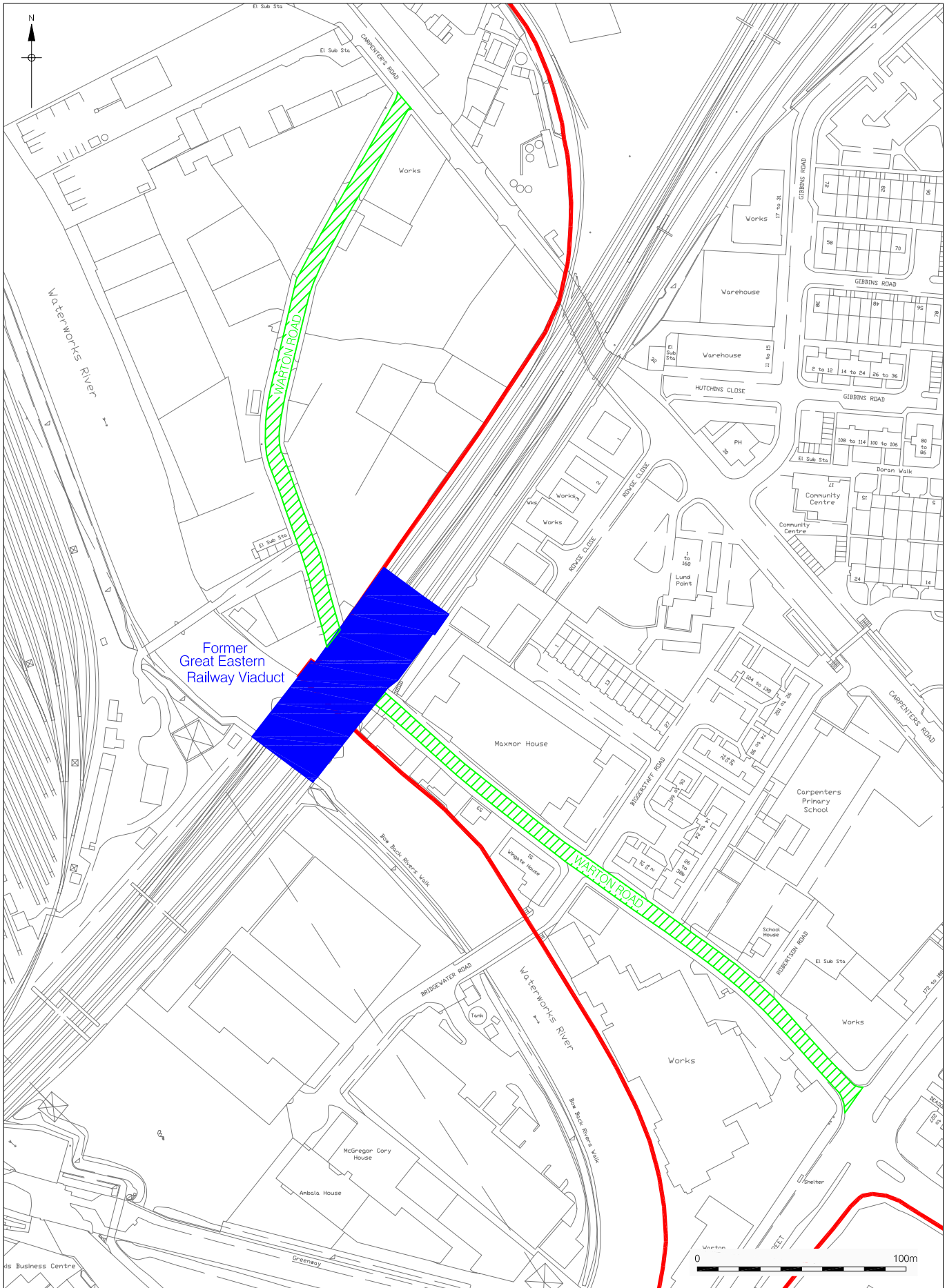
LDA, (MoLAS-PCA), Burton E, J Corcoran and K Tyler 2005 *Lower Lea Valley Olympic and Legacy Powerlines Undergrounding Scheme: Shaft Sites: South Crescent, West Ham; Carpenters Road; Eastway; Millfields Road, Hackney; London Boroughs of Hackney and Newham: Archaeological Impact Assessment London; MoLAS-PCA Ltd.*

APPENDIX 1: FIGURES



Reproduced from Ordnance Survey 1:25,000. Crown Copyright 1987.

Figure 1
Site Location
1:20,000



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Figure 2
 Detailed Site Location
 1:2,500

APPENDIX 2: PLATES

Plate 1 The bridge from the north



Plate 2 Wharton Road north of the railway bridge

