

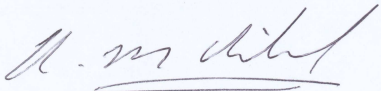


ENGLISH HERITAGE

London Borough of Newham

Archaeological Priority Areas Appraisal

November 2014

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Introduction

This document has been produced by the Greater London Archaeology Advisory Service (GLAAS) part of the London office of English Heritage. The Newham Archaeological Priority Areas Appraisal is part of a long term commitment to review and update London's Archaeological Priority Areas (APA). The review will use evidence held in the Greater London Historic Environment Record (GLHER) in order to provide a sound evidence base for local plans that accords with the National Planning Policy Framework and its supporting Practice Guidance.

It is not known when the Archaeological Priority Areas in Newham were last reviewed and descriptions for the individual areas have never been produced. The appraisal is an opportunity to review the current APA framework in Newham and produce revised areas and new descriptions. The proposals are being submitted to the London Borough of Newham for consideration and are recommended for incorporation into the Local Plan.

Explanation of Archaeological Priority Areas

An Archaeological Priority Area (APA) is a defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. APAs exist in every London borough and were initially created in the 1970s and 1980s either by the boroughs or local museums. Today, reviewed and updated APAs are based on evidence held in the Greater London Historic Environment Record (GLHER). Guidelines are in preparation to promote consistency in the recognition and definition of these areas across Greater London¹ – the draft guidelines have been used in the preparation of this document.

Archaeological Priority Areas² are set out in local plans and inform the practical application of national and local planning policies for the recognition and conservation of archaeological interest. To ensure a sound local plan, planning authorities are expected to have up to date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to their environment. APAs provide a sound evidence based spatial framework for local plan making and decision making. They demarcate areas where known heritage assets of archaeological interest are concentrated or where there is clear potential for new discoveries based on the history of the area and previous archaeological investigations. They are justified by a statement of significance which indicates the nature of the interest to be considered. Their primary purpose is to help highlight at an early stage where a development proposal may affect a heritage asset of archaeological interest.

In the context of the National Planning Policy Framework (NPPF), archaeological interest means evidence of past human activity worthy of expert investigation. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places and of the people and cultures that made them. However, heritage assets of archaeological interest can also hold other forms of heritage significance – artistic, architectural or historic interest. For many types of above ground heritage asset (e.g. historic buildings, landscapes and industrial heritage) these other interests may be more obvious or important. Sometimes heritage interests are intertwined – as is often the case with archaeological and historical interest. Whilst the APA system does not seek to duplicate protection given by other heritage designations, such as listed buildings or conservation areas, it does aim to overlap and integrate with such approaches. Understanding archaeological significance can enhance appreciation of historical or architectural interest (even albeit rarely artistic interest) and vice versa. It can also indicate how archaeology might contribute towards a positive strategy for conserving and enjoying the local historic environment, for example, through recognising local distinctiveness or securing social or cultural benefits.

¹ That is the boroughs advised by GLAAS: not the City of London and Southwark which have their own archaeological advisers.

² Sometimes called by other names, such as Areas of Archaeological Significance/Importance/Interest or Areas of High Archaeological Potential.

However, archaeological research and discovery is a dynamic process so it is not possible to anticipate all eventualities, threats and opportunities. This appraisal should therefore be seen as providing a flexible framework for informed site specific decision making but not a straightjacket.

Archaeological Priority Area Tiers

Previously all parts of Newham were either inside or outside an APA. Under this new system all parts of the borough will be within an area that falls into one of four different tiers of archaeological potential. The tiers vary depending on the sensitivity of the potential archaeology in that particular area. Archaeological Priority Areas have been categorised into one of Tiers 1-3 while all other areas within the borough will be regarded as being in Tier 4. The type of planning application and the tier level of the APA it is located in will indicate the likelihood that archaeology will be a consideration in reaching a planning decision.

Current consultation guidelines are set out in the GLAAS Charter (2010). New guidelines are in preparation to link the sensitivity tiers to specific thresholds for triggering archaeological advice and assessment. It is expected that as a minimum all major applications³ within Archaeological Priority Areas (Tiers 1-3) would require an archaeological desk based assessment, and if necessary a field evaluation, to accompany a planning application. In the more sensitive Tier 1 and 2 areas this procedure would also apply to some smaller scale developments. Outside Archaeological Priority Areas (Tier 4) some major developments, such as those subject to Environmental Impact Assessment, may warrant similar treatment. Pre-application consultation with GLAAS is encouraged to ensure planning applications are supported by appropriate information.

Tier 1 is focused on a specific heritage asset of significance equivalent to a scheduled monument or otherwise of very high sensitivity. Thus Tier 1 covers heritage assets for which there are clear grounds to consider that NPPF policy for designated heritage assets could apply to an undesignated asset of archaeological interest. It may also include a few other assets which although not demonstrably of national importance are particularly sensitive to small scale disturbance.

Tier 2 is a local area within which the GLHER holds specific evidence indicating the presence or likely presence of heritage assets of archaeological interest.

Tier 3 is a landscape scale zone within which the GLHER holds evidence indicating the potential for heritage assets of archaeological interest. The definition of Tier 3 APAs involves using the GLHER to predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future.

Tier 4 is any location that does not, on present evidence, merit inclusion within an Archaeological Priority Area. However, Tier 4 areas are not necessarily devoid of archaeological interest and may retain some

³ Major applications include development involving 10 or more dwellings or an application site of 0.5 hectares or more on outline applications. For other types of applications including commercial or industrial development a major application may be defined as being 1000m² floorspace or more or an application site of 1 hectare or more on an outline application.

potential unless they can be shown to have been heavily disturbed in modern times. Such potential is most likely to be identified on greenfield sites, in relation to large scale development or in association with listed buildings

Newham: Historical and Archaeological Interest

The London borough of Newham is located in east London and lies partly within the Greater Thames Estuary Natural Character Area (81) and partly within the Inner London Natural Character Area (112). Its southern, eastern and western borders are defined by the rivers Thames, Roding and Lea respectively whilst historically to the north lay the expanse of Epping Forest. The river valleys were prone to flooding and developed extensive marshlands but the central part of Newham lay on a higher gravel outcrop which provided drier conditions suitable for settlement and agriculture. The distinction and interaction between these wet and dry landscapes (broadly reflected in the two natural character areas) has been a major influence of Newham's historical development and its investigation provides a focus for archaeological interest.

In previous centuries the area lay between rural Essex and Middlesex with the Lea seen as a boundary between the two. Newham retained a rural character until the second half of the 19th century but its proximity to London meant that the area was strongly influenced by the city, an influence which may date back to Roman times. Rapid urban development in the later 19th century meant that Newham had lost its rural character by the early 20th century. The changing role of Newham within the hinterland of London is another key theme of archaeological and historical interest.

Prehistoric (500,000 BC to 42 AD)

During the prehistoric period and up until the mid 19th century the southern and western parts of the borough were marshland but they were not deserted. The line of the modern A13 road runs along the approximate route of where the low lying Thames marshland to the south met the higher ground to the north. The marshland landscape would have consisted of small areas of dry land separated by numerous water channels or tributaries. Small settlements may have developed on some of these dry areas or alongside the edge of the marsh as people took advantage of an abundant supply of water and local wildlife. Peat developed in these wetland conditions preserving wooden structures and environmental evidence rarely found on non marshland sites. The potential of such a landscape is illustrated elsewhere in England by marshlands such as the Fens or Somerset Levels which contain archaeological remains of national and international significance. When Newham's marshes were reclaimed in the 19th century large swathes were simply buried leaving their archaeology intact so this buried prehistoric landscape is a key archaeological interest of the area.

Before the Roman conquest a large defended settlement was constructed at Uphall just over the borough boundary in Redbridge suggesting an increase in the local population by that time.

Roman (43 AD to 409 AD)

Newham lies approximately 6km east of the Roman city of Londinium. The London to Colchester Roman road is known to have passed through the north of Newham along a similar route to that now followed by Romford Road. A smaller Roman road ran from a probable Thames ferry crossing at North Greenwich northwards towards Manor Park. Settlements may have developed along these roads. The presence of a large Roman cemetery near St Mary Magdalene church in East Ham suggests that a settlement was located nearby with another likely at Stratford. Key archaeological interests would be to understand how the land was used and managed within the hinterland of Londinium. Whether, for example, there was an emphasis on specialised production for the market or Roman administration. Were the people of Roman Newham mainly native Britons or a more diverse group influenced by the nearby city?

Anglo-Saxon (410 AD to 1065 AD) & Medieval (1066 AD to 1539 AD)

Little is known of Anglo-Saxon Newham but there was an important early monastery just over the borough boundary at Barking. A large rural settlement with several components all called Hame is recorded in the Domesday Book and can be related to East Ham and West Ham. Further settlements developed in Newham during the medieval period. In general the area had a dispersed settlement pattern on the dry gravel terrace whilst the marshes seem to have been exploited but virtually uninhabited by a permanent population. Some settlements consisted of little more than a manor house and a church or farm such as Plashet or Little Ilford. Others clustered round a village green such as Plaistow or developed as a roadside settlement as at Stratford or were strung out along a road like the 'interrupted row' of East Ham.

One of the most noteworthy buildings in Newham was Stratford Langthorne Abbey which was located to the south of Stratford near to what is now the DLR Abbey Road station. Part of it is a scheduled monument. The abbey was built in the 12th century and was one of only two Cistercian abbeys in the Greater London area. It would have had a significant spiritual and economic impact on the local area. The nearby village of West Ham would have been particularly influenced by the presence of such a large monastic centre nearby. The abbey was closed during Henry VIII's Dissolution of the Monasteries in the mid 16th century.

Archaeological interest in the medieval period is likely to focus on understanding how the settlement pattern observed on early maps came into existence and how the proximity of London and the presence of the local monastery influenced the local area.

Post medieval (1540 AD to 1900 AD) & Modern (1901 AD to present day)

In the post medieval period London grew rapidly and many of Newham's village settlements also grew as a consequence. Newham

became an attractive area for wealthy Londoners to build large country houses due to its rural location and the fact it was within easy travelling distance of the city. Many of these houses have since been demolished but they nonetheless illustrate a significant transitional phase for Newham. The archaeology of this period has not yet been much explored locally but may have potential for the study of the new consumer society contrasting with poorer districts in the city itself.

The coming of the railways drastically changed the character of the area and caused the massive urban development which led to the area eventually being subsumed into London. The Eastern Counties Railway was opened in 1839 and a branch line to Silvertown and North Greenwich was added in the 1840s. The coming of the railways stimulated the industrial growth of the area since items produced or required by factories could be easily transported by rail and goods unloaded at the docks could be easily transported elsewhere. The resulting industrial boom caused a need for more housing for the workers and the gradual loss of Newham's rural character.

The massive industrial developments that took place during the 19th century and the facilities provided for the workers employed at them are a remarkable and distinguishing element of Newham's history. Some of the industrial facilities were among the largest and most impressive in the world when they were built. The Royal Docks were built between 1855 and 1921 in the riverside area that had been marshland before being reclaimed. These docks were among the largest ever built and were an important part of London's infrastructure at a time when the city was one of the most important ports in the world. The sewage works in Beckton were built in the 1880s so that sewage from an increasingly expanding London could be treated and stored before being safely deposited at sea. The sewage works have continued to grow and are now the largest in the UK and among the largest in the world. Beckton gasworks, which were opened in 1870, were also one of the largest in the world and could provide town gas for much of London. Other significant industrial centres in Newham included the Stratford railway works and the Thames Ironworks on the Limmo peninsula. In addition to these sites there were numerous factories and wharves situated along the Thames and Lea rivers in operation from the 19th century onwards. The industrial heritage of Newham is therefore impressive and, in places, of national and even international significance. The large scale and relatively recent date of these industrial period sites presents challenges to archaeological investigation which for best effect needs to be combined with historical research, an understanding of rapidly changing technology and the analysis of standing structures.

The Royal Docks and aggregation of industry combined with its geographic location made Newham a prime target for Luftwaffe bombing throughout the Second World War. Newham's other scheduled monument recognises this traumatic period – this is the site of an anti aircraft gun emplacement in Beckton District Park. Newham contained many other facilities related to both world wars such as air raid shelters, drill halls, Nissen huts etc. Whilst it will not be possible to protect all these sites the aim will be

to make a record of at least the better preserved or distinctive examples where they would be lost.

Archaeological Priority Areas in Newham

A total of 27 Archaeological Priority Areas are recommended for Newham of which five are Tier 1 APAs, 16 are Tier 2 APAs and six are Tier 3 APAs. The APAs would cover approximately 74% of the borough.

Tier 1 APAs	Size (Ha)
1.1 Beckton WW2 Gun Emplacement	6.22
1.2 Fort Street	1.50
1.3 Prince Regent Lane	5.42
1.4 Stratford Langthorne Abbey	16.58
1.5 Woolwich Manor Way	9.90
Total = 39.62	

Tier 2 APAs

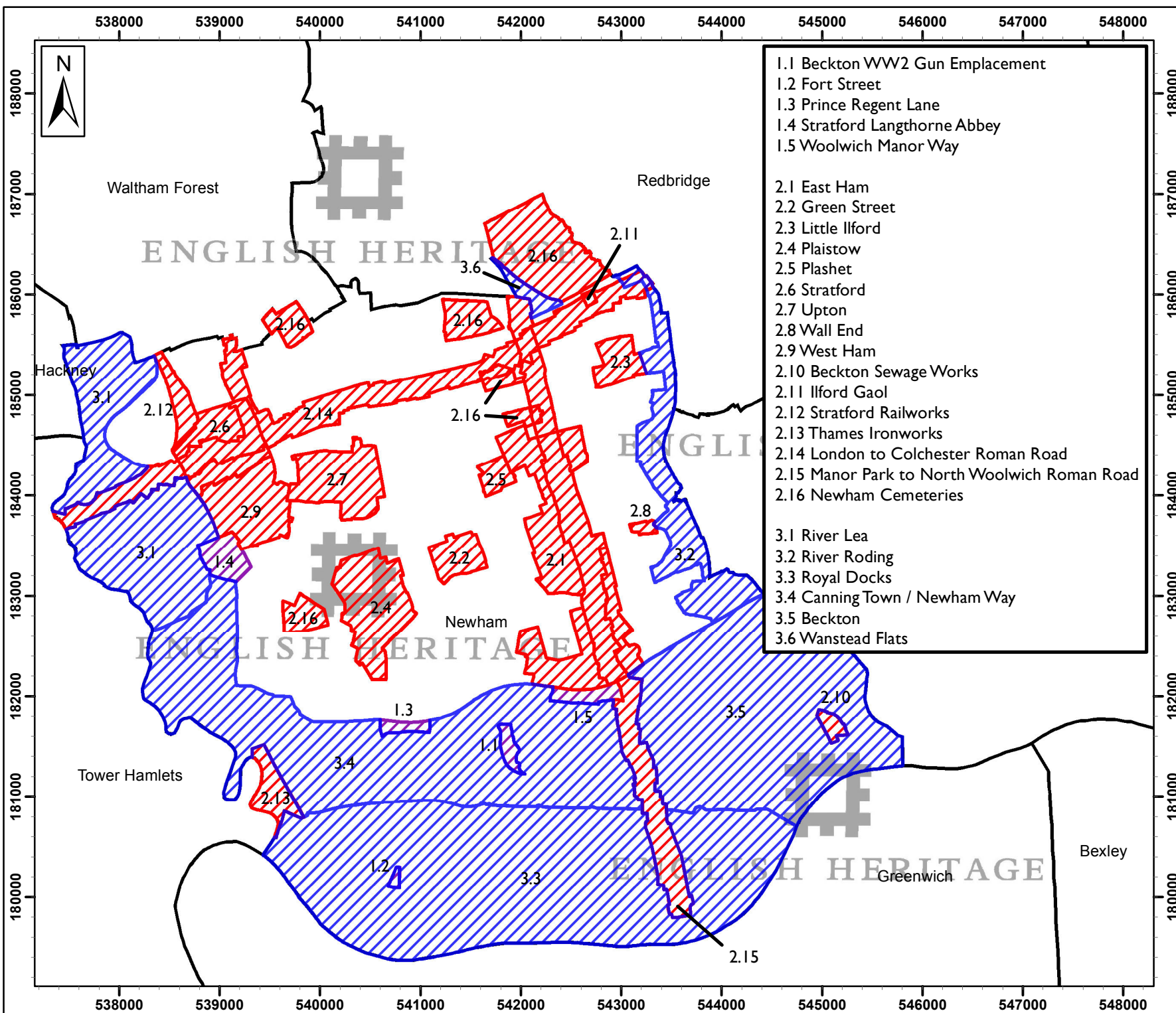
2.1 East Ham	170.24
2.2 Green Street	18.51
2.3 Little Ilford	17.78
2.4 Plaistow	62.42
2.5 Plashet	8.97
2.6 Stratford	54.34
2.7 Upton	50.30
2.8 Wall End	2.67
2.9 West Ham	52.38
2.10 Beckton Sewage Works	5.33
2.11 Ilford Gaol	1.37
2.12 Stratford Railworks	13.92
2.13 Thames Ironworks	18.50
2.14 London to Colchester Roman Road	154.04
2.15 Manor Park to North Woolwich Roman Road	147.28
2.16 Newham Cemeteries	124.81
Total=902.86	

Tier 3 APAs

3.1 River Lea	223.88
3.2 River Roding	100.95
3.3 Royal Docks	620.53
3.4 Canning Town / Newham Way	465.06
3.5 Beckton	408.76
3.6 Wanstead Flats	9.06
Total=1828.24	

Appendix A

Map of Archaeological Priority Areas in Newham



Archaeological Priority Areas in Newham

November 2014

Tier 1
Archaeological
Priority Area

Tier 2
Archaeological
Priority Area

Tier 3
Archaeological
Priority Area

Scale (at A4): 1:50,000

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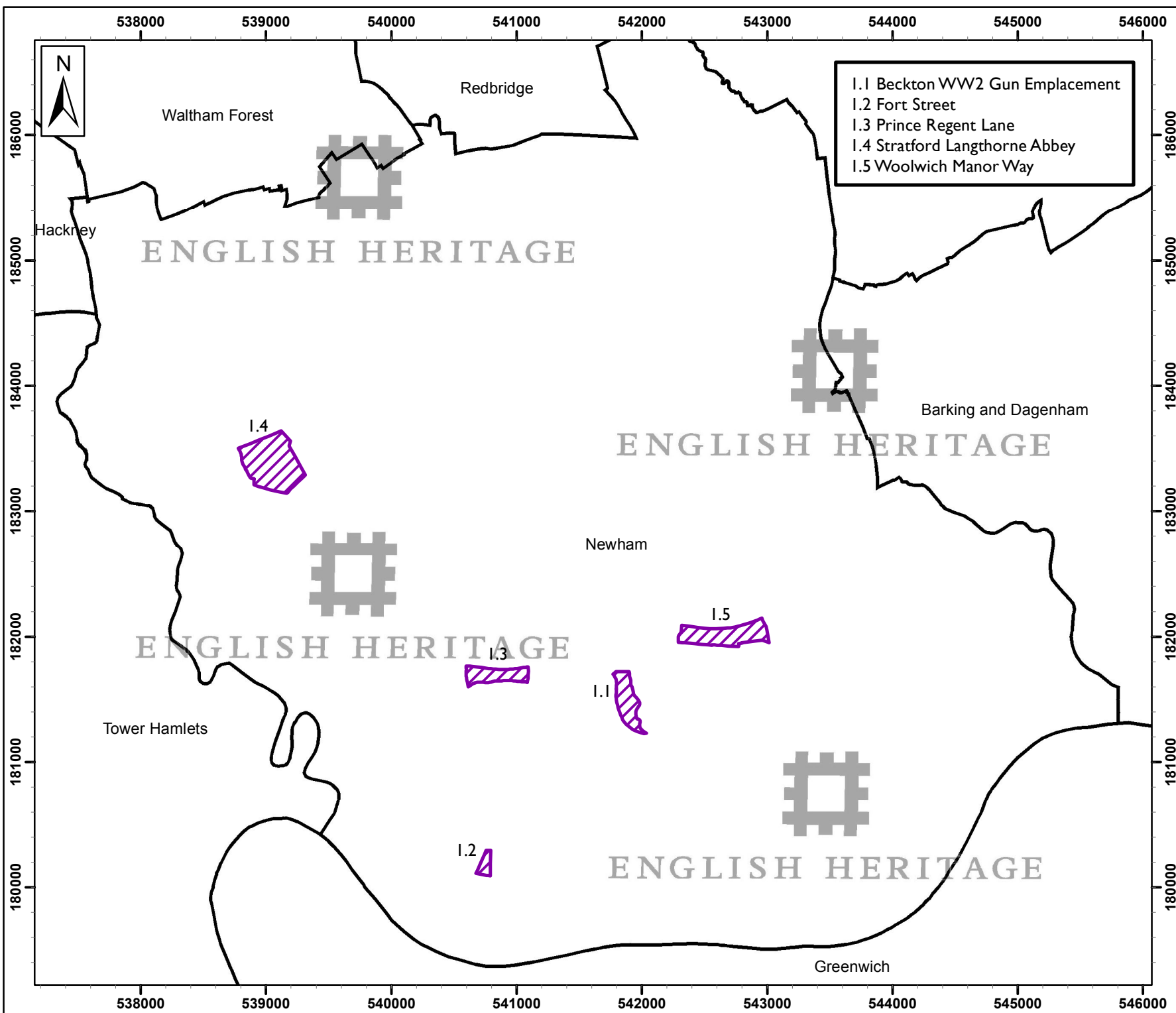


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Appendix B

Area descriptions and map extracts for Tier 1 Archaeological Priority Areas



Tier I Archaeological Priority Areas in Newham

November 2014

 Tier I
Archaeological
Priority Area

Scale (at A4): 1:40,000

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Newham APA 1.1: Beckton WW2 Gun Emplacement

Summary and Definition

The APA covers the scheduled site of a Second World War anti-aircraft gun battery and a large part of Beckton District Park. It is classified as Tier 1 because it incorporates the immediate setting of a scheduled monument, an area which might also contain associated remains seen on aerial photographs from the 1940s.

Description

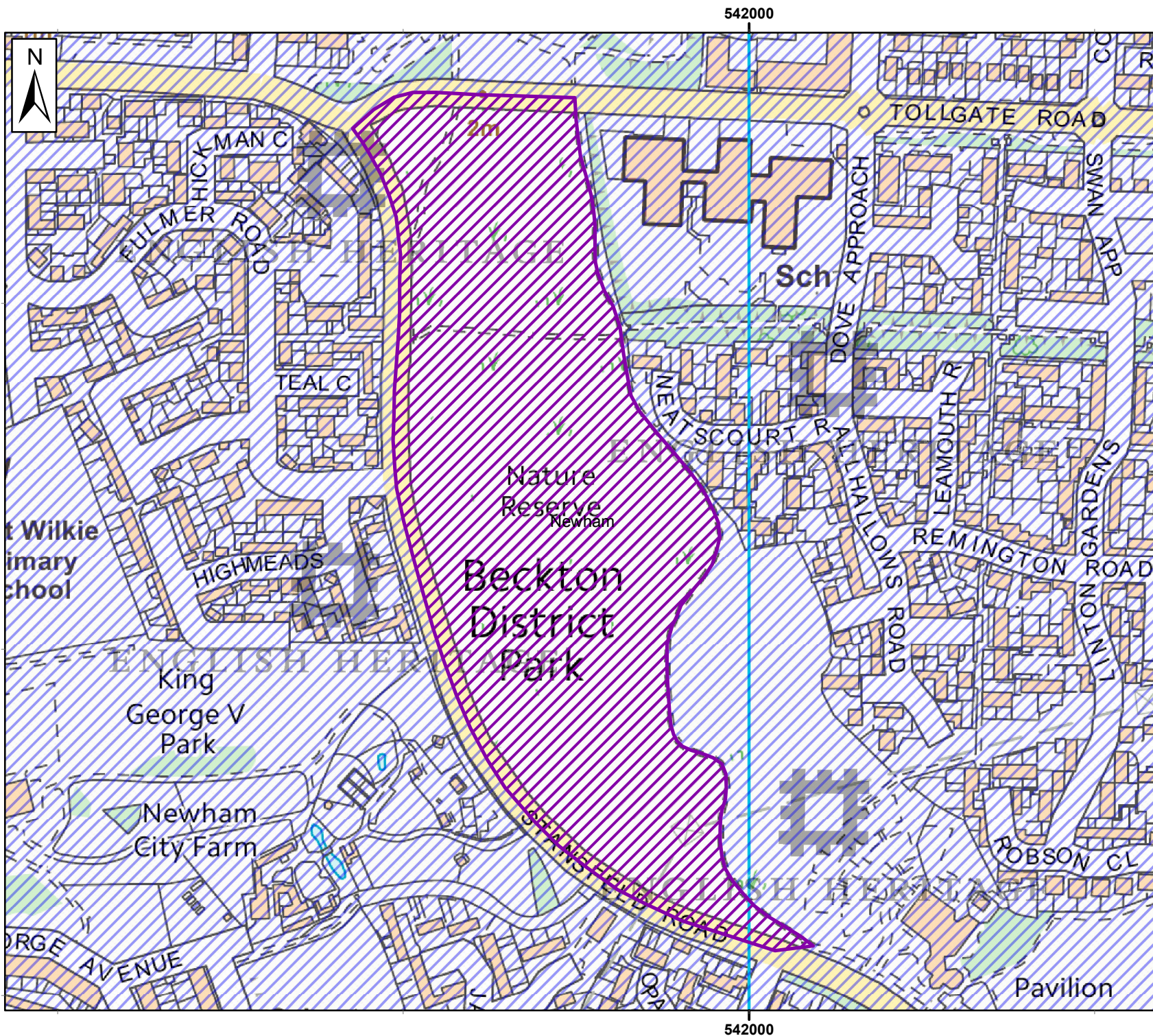
The gun battery was established shortly before the outbreak of World War Two in 1939 and consisted of four concrete and brick gun emplacements around a central command post. Initially the battery was equipped with 3 inch guns but in 1941 these were replaced with 3.7 inch guns on a static mounting. The Beckton site had the reference London IAZ (Inner Artillery Zone) ZE16 Beckton. Similar gun batteries were located throughout Greater London.

Aerial photographs from the war show the site with an access road to the east of the emplacements and small rectangular buildings to the east and south of the installation. These buildings were used to accommodate personnel who were stationed at the battery. In aerial photographs from 1941 the buildings can be seen but it is harder to discern the gun emplacements suggesting that they were being camouflaged in some way. The battery is easier to see in aerial photographs from 1944. Aerial photographs from 1946, after the war had ended, show that the emplacements and associated buildings were still there although it appears that the guns had been removed by this point.

Newham was bombed heavily during the war and the Royal Docks to the south of the gun battery were a major target. The Beckton site would have been an important defence installation to counter the air attacks.

Significance

Approximately 65 gun batteries of this type were located in London's Inner Artillery Zone, which included sites outside of Greater London, but Beckton is the only one that is now scheduled. Like many military sites, anti aircraft gun batteries were built for a singular purpose and were no longer needed once the war concluded so their armaments, equipment and associated buildings were removed. The Beckton site was never developed and is now parkland with no trace on the surface of the gun battery. However, the emplacements were constructed with brick and concrete so remains may survive beneath the surface. The associated buildings to the south and east were probably temporary structures that could be easily removed and may have left little archaeological trace.



Newham APA 1.1 Beckton WW2 Gun Emplacement

November 2014

 Beckton WW2
Gun Emplacement APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:3,000

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Newham APA 1.2: Fort Street

Summary and Definition

The APA covers the area between Evelyn Road, Boxley Street, North Woolwich Road and Fort Street. A Neolithic timber structure was uncovered here in 1994. The APA is classified as Tier 1 due to the structure being an undesignated asset equivalent to a scheduled monument.

Description

An excavation at Fort Street near Silvertown in June 1994 found a Neolithic feature which consisted of a number of planks, crossbeams and retaining posts. A four metre long section of the feature was exposed and has been interpreted as being a trackway or possibly a hunting platform. The planks formed the edges of the feature which were held in place by the posts and the crossbeams formed the surface of the feature in between the planks. If the feature was a trackway it may have been leading to the north bank of the river. If it was a platform it may have been used to hunt wildlife that was present within the marshes. Alternatively it may have been part of a settlement since it was near to a raised ridge of sand and gravel. The route of the A13 represents the approximate boundary where the higher dry land met the marshland areas until the post medieval period. In the prehistoric period it would have been necessary to construct trackways and platforms in order to access the wetlands or to travel between settlements within the wetland area.

Significance

While trackways and platforms dating from the Bronze Age have been found in other parts of Newham the feature at Fort Street is a rare example of a Neolithic feature. It is also located in an area which was further into the marshes compared to the Bronze Age examples which were found closer to what would have been the higher, dry ground. The feature demonstrates how the local population were traversing the marshland area in the Neolithic period. It is possible that further sections of the trackway might exist within the APA beyond the limits of the 1994 excavation area.

Prehistoric wetland trackways, being principally composed of organic material preserved by combinations of water logging, anaerobic conditions and soil chemistry, are especially vulnerable to loss or decay. They vary considerably in form and construction and have great potential to preserve evidence of the local prehistoric environment and early construction techniques. Preserved objects, whether lost or deliberately placed, sometimes survive in their immediate vicinity. Accordingly, even the simplest examples, where they are positively identified, are considered strong candidates for designation.

The remains found at Fort Street are especially significant as this type of site is nationally rare because wooden trackways can only survive in

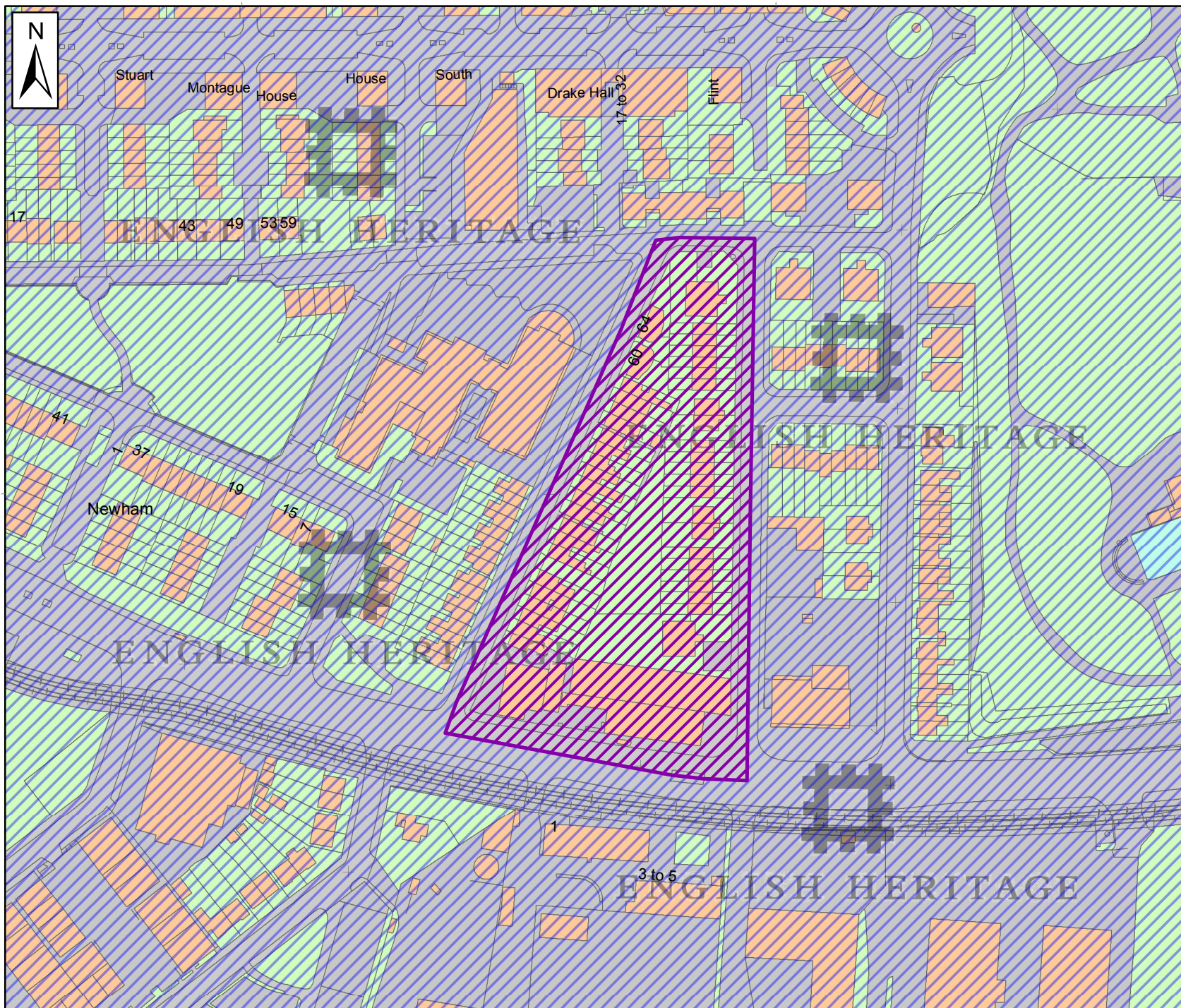
wetland conditions. Few Neolithic trackways and platforms of this kind have been found in London.

Key References

A Neolithic Trackway within Peat Deposits at Silvertown London, A.D. Crockett, M.J. Allen, R.G. Scaife, *Proceedings of the Prehistoric Society* 68 (pp.185-213), 2002

A Neolithic trackway within peat deposits at Fort Street (West), Silvertown, Newham, London, E16, Wessex Archaeology, 2000

Fort Street (West), Silvertown, London, E16, Archaeological Excavation Assessment Report, Wessex Archaeology, 1994



Newham APA 1.2 Fort Street

November 2014

 Fort Street APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:2,000

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Newham APA 1.3: Prince Regent Lane

Summary and Definition

The Prince Regent Lane Archaeological Priority Area covers an area to the south of Newham Way between Freemasons Road and Prince Regent Lane. Archaeological investigations in this area between 2000 and 2003 found a timber structure and a number of other features that date to the Bronze Age. It has been classified as Tier 1 because undesignated assets equivalent to a scheduled monument are located within it.

Description

A timber structure was found to the east of Freemasons Road to the south of its junction with Newham Way which consisted of a series of oak piles in pairs which dated to the Bronze Age. It has been speculated that an island existed during the Bronze Age period to the east of what is now Freemasons Road. These piles may have been used to keep wooden planks between them in place and represent some form of trackway or bridge that led to the island.

A number of Bronze Age postholes found close to the junction of Newham Way and Freemasons Road have been interpreted as being part of a field enclosure. A number of other linear features in the same area are thought to be Bronze Age or Roman field systems or boundary ditches.

Significance

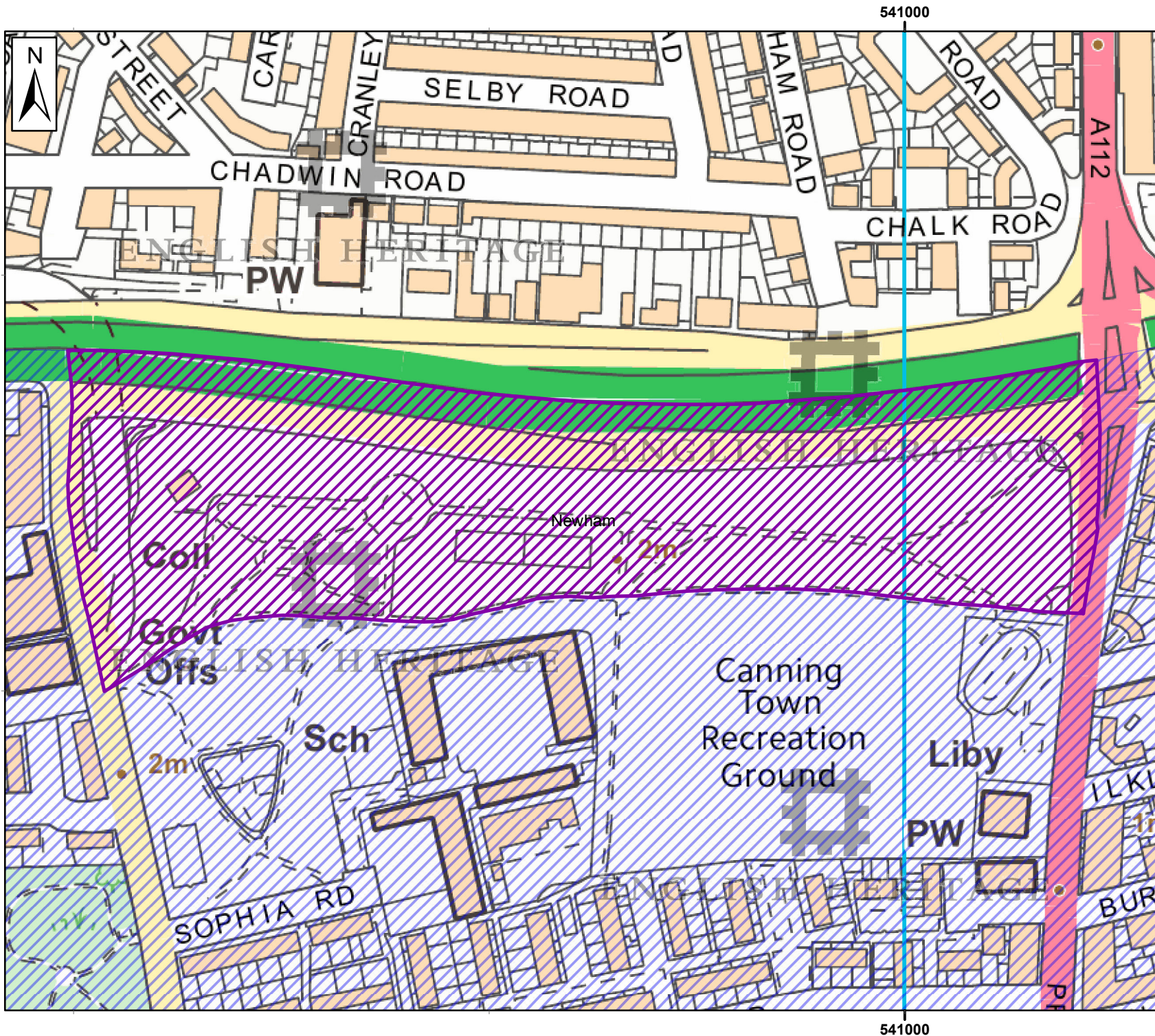
This area would have been on the periphery of the wetland area to the south and the higher ground to the north during the prehistoric period. The discovery of possible field boundaries and an enclosure shows that the area was being used for agricultural purposes during the Bronze Age period. The trackway demonstrates how it was possible to travel between areas of high ground in the wetlands during the same period.

Prehistoric wetland trackways, being principally composed of organic material preserved by combinations of water logging, anaerobic conditions and soil chemistry, are especially vulnerable to loss or decay. They vary considerably in form and construction and have great potential to preserve evidence of the local prehistoric environment and early construction techniques. Preserved objects, whether lost or deliberately placed, sometimes survive in their immediate vicinity. Accordingly, even the simplest examples, where they are positively identified, are considered strong candidates for designation.

The remains found at Prince Regent Lane are especially significant as this type of site is nationally rare because wooden trackways can only survive in wetland conditions. Few Bronze Age trackways of this kind have been found in London.

Key References

Landscape and Prehistory of the East London Wetlands, Investigations along the A13 DBFO Roadscheme, Tower Hamlets, Newham and Barking and Dagenham, 2000-2003, Oxford Archaeology Monograph No. 17, E. Stafford, D. Goodburn, M. Bates, Oxford Archaeology, 2012



Newham APA 1.3 Prince Regent Lane

November 2014

 Prince Regent Lane APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 1.4: Stratford Langthorne Abbey

Summary and Definition

The Stratford Langthorne Abbey Archaeological Priority Area covers the site of the abbey, its precincts and associated buildings. The abbey was active from its foundation in the 12th century until the Dissolution in the mid 16th century.

Stratford Langthorne is classified as Tier 1 because it includes a scheduled monument with known associated archaeological remains in its vicinity. The scheduled area does not cover the full area of the abbey site – the APA is more representative of the abbey's boundaries.

Description

Stratford Langthorne Abbey was established by William de Montfichet in 1135. Initially it was a Savigniac abbey but became a Cistercian abbey in 1147. Among the later generations of reformed Benedictine orders, which became especially popular in the twelfth century, the Cistercians were perhaps the most successful, eventually holding some 76 houses in England and Wales. They emphasised their retreat from the world through a silent and austere regime of work and prayer.

The abbey and its associated precincts occupied a site of approximately eight hectares which was bounded on its northern, eastern and southern sides by a moat and on its western side by the Channelsea River. The main monastic church was built in the centre of the site. It was constructed of stone and initially had a simple cruciform shape but was expanded and rebuilt in the late 12th or early 13th century then underwent further expansions until the mid 14th century. A cloister was also attached to the southern side of the church.

A parish church is thought to have been built within the precincts, possibly to the north west of the monastic church, although its exact location is unclear. The eastern entrance gatehouse was located on what is now Bakers Row and was identified during an excavation in 2008. A chapel known as St Richard's Chapel is also thought to have been near the gatehouse. More than 600 burials were recovered from the abbey site during excavations between 1973 and 1994. The majority of the burials were found close to or within the monastic church although some were found in an area that may have been in the vicinity of the parish church.

Other buildings within the abbey site included an infirmary, domestic ranges, farm buildings, a slaughterhouse and a tannery. A water mill was built on the western side of the precincts near to where Abbey Road now crosses the Channelsea River. A house known as the Lodge was located in the south east corner of the abbey site and was surrounded by a moat.

The abbey was dissolved in 1538 and the buildings were gradually demolished. The area was still referred to as West Ham Abbey on the Rocque map of 1745 and the Chapman and Andre map of 1777. The Lodge survived until at least the mid 18th century when it was referred to as Abbey House and the gatehouse on Bakers Row survived until 1825.

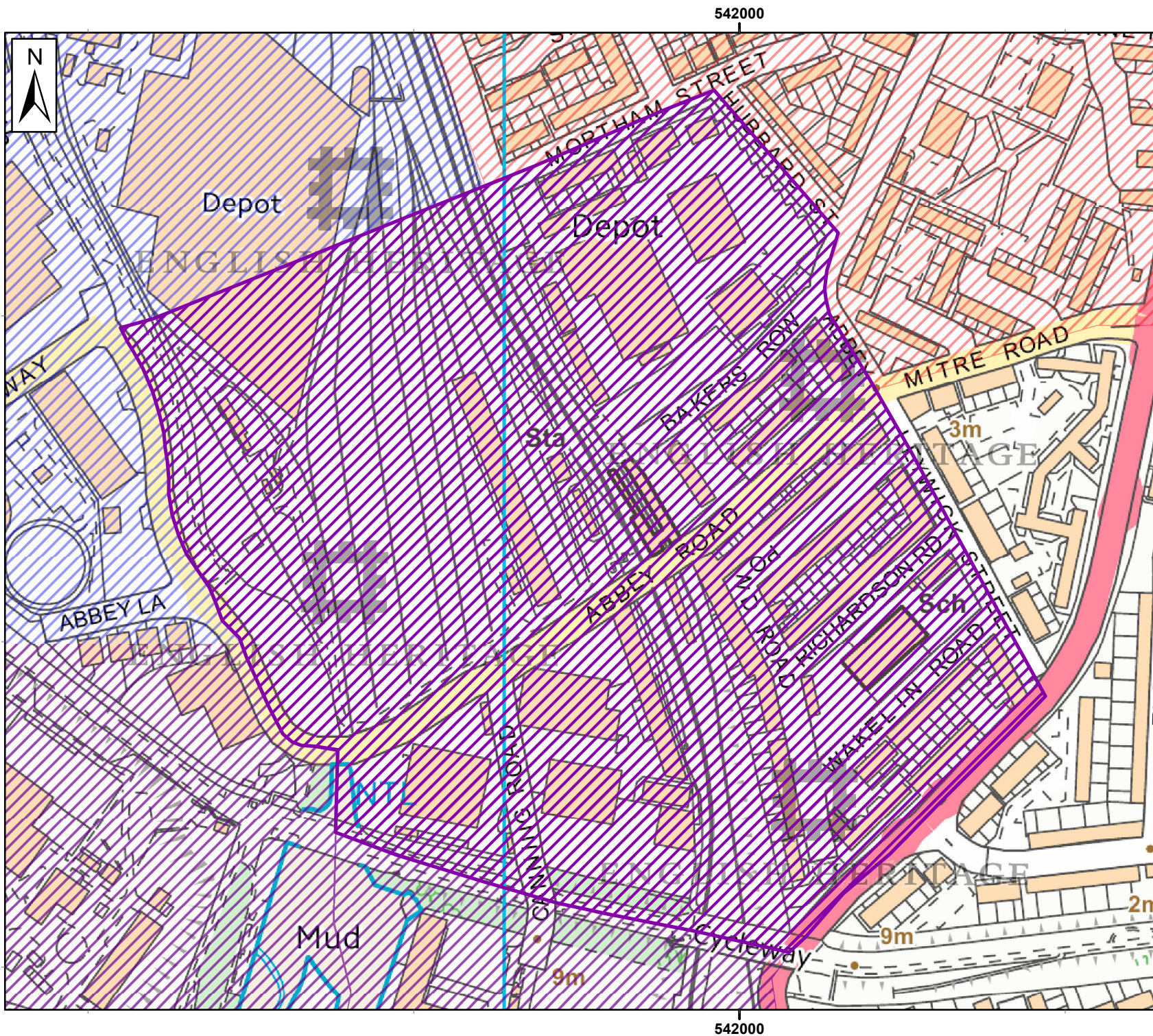
By the mid 19th century a number of industrial sites had been established on the abbey site. A print works, rubber works and a bleaching and chemical works all appear on an Ordnance Survey map from 1869. A public house called the Adam and Eve was also built close to where the monastic church had stood. A railway was built through the site in the 1840s and a railway depot was built over a large part of the abbey site in the late 20th century.

Significance

Stratford Langthorne is one of two Cistercian abbeys that were founded within what is now Greater London. Part of the site is a scheduled monument but like many religious sites of this type Stratford Langthorne has been subsumed by later development, making assessment difficult and management more complex. Excavations that took place on the abbey site between the 1970s and 1990s demonstrate that significant remains of the abbey and other buildings have survived. Other building remains and further burials may be present in unexcavated areas and could be worthy of preservation. The site's later industrial use is of more local interest.


Key References

The Cistercian abbey of St Mary Stratford Langthorne, Essex, Archaeological excavations for the London Underground Limited Jubilee Line Extension Project, B. Barber, S. Chew, T. Dyson and B. White, Museum of London Archaeology Service, 2004



Newham APA 1.4 Stratford Langthorne Abbey

November 2014

 Stratford Langthorne Abbey APA

 Tier 1
Archaeological Priority Area

 Tier 2
Archaeological Priority Area

 Tier 3
Archaeological Priority Area

Scale (at A4): 1:3,000

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Newham APA 1.5: Woolwich Manor Way

Summary and Definition

The Woolwich Manor Way Archaeological Priority Area covers an area to the south of Newham Way between Woolwich Manor Way to the east and Eisenhower Drive to the west. Archaeological investigations in this area in 1993 and 1994 and between 2000 and 2002 found a number of trackways and platforms that date to the Bronze Age. It has been classified as Tier 1 because undesignated assets equivalent to a scheduled monument are located within it.

Description

Several trackways were found on what is now a golf driving range near the junction of Newham Way and Woolwich Manor Way between 2000 and 2002. The route of the A13 follows the approximate line of where the dry higher ground met the lower lying marshlands in previous centuries. The southern edge of the higher ground would have been an attractive place for settlement since the local population could have taken advantage of the wetland resources. The trackways consisted of rods of wood that had been laid onto the surface to form a path. They were all aligned north to south and would have been used to walk into the marshes from the higher ground or may have been jetties. Two Bronze Age timber platforms were also identified and may have been used as hunting platforms. Bronze Age trackways were also observed to the west of the driving range near Evelyn Dennington Road during excavations that took place in 1993 and 1994. These trackways were made of brushwood and held in place by stakes.

A similar Bronze Age trackway was found near Freemasons Road and others may survive in other parts of Newham which were previously on the boundary between the dry and marshland areas.

Significance

The presence of trackways and platforms within the former marshland area demonstrates how the local population of the time were traversing and exploiting the wetland area. Prehistoric wetland trackways, being principally composed of organic material preserved by combinations of water logging, anaerobic conditions and soil chemistry, are especially vulnerable to loss or decay. They vary considerably in form and construction and have great potential to preserve evidence of the local prehistoric environment and early construction techniques. Preserved objects, whether lost or deliberately placed, sometimes survive in their immediate vicinity. Accordingly, even the simplest examples, where they are positively identified, are considered strong candidates for designation.

The remains found in the APA are especially significant as this type of site is nationally rare since wooden trackways can only survive in wetland

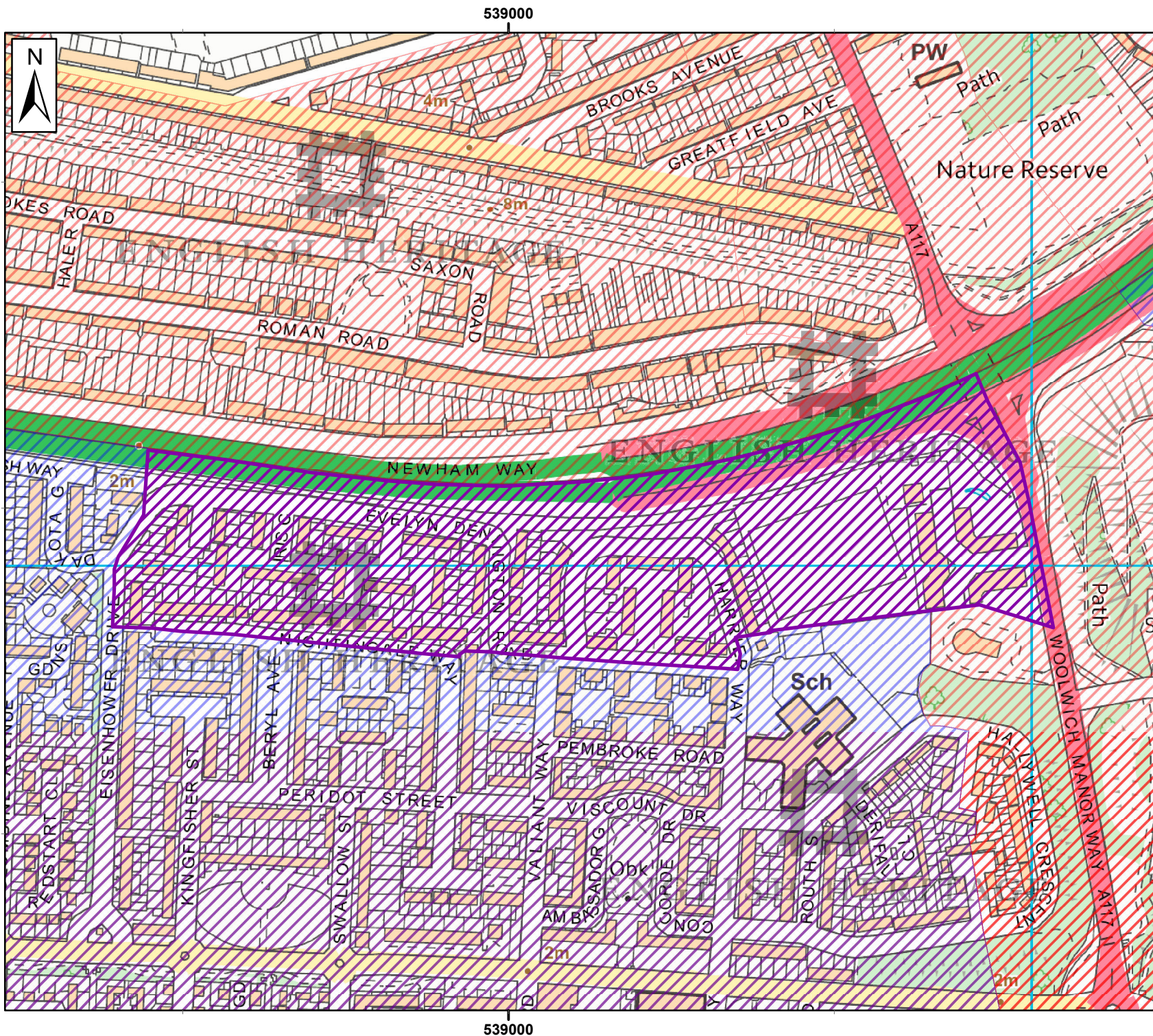
conditions. Few Bronze Age trackways and platforms of this kind have been found in London.

Key References

Landscape and Prehistory of the East London Wetlands, Investigations along the A13 DBFO Roadscheme, Tower Hamlets, Newham and Barking and Dagenham, 2000-2003, Oxford Archaeology Monograph No. 17, E. Stafford, D. Goodburn, M. Bates, Oxford Archaeology, 2012

Assessment of an Archaeological Excavation at the Golfers' Driving Range site, Woolwich Manor Way, North Beckton, T. Carew, Pre-Construct Archaeology Ltd, 2003

Archaeological Excavation of the former Beckton Nursery, D. Divers, Newham Museum Service, 1995




Newham APA 1.5 Woolwich Manor Way

November 2014

 Woolwich
Manor Way APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:4,000

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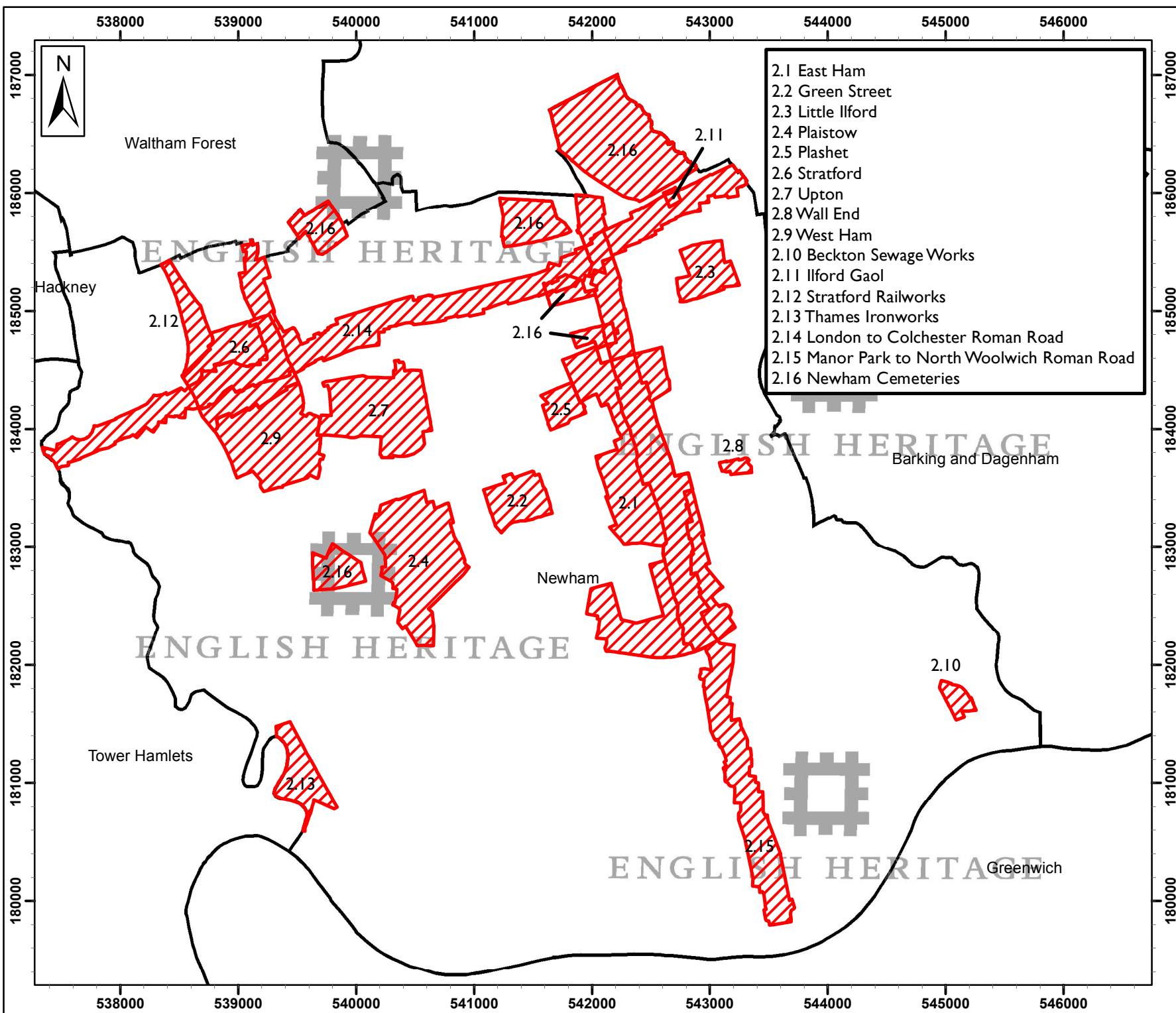


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Appendix C

Area descriptions and map extracts for Tier 2 Archaeological Priority Areas



Tier 2 Archaeological Priority Areas in Newham

November 2014

 Tier 2
Archaeological
Priority Area

- 2.1 East Ham
- 2.2 Green Street
- 2.3 Little Ilford
- 2.4 Plaistow
- 2.5 Plashet
- 2.6 Stratford
- 2.7 Upton
- 2.8 Wall End
- 2.9 West Ham
- 2.10 Beckton Sewage Works
- 2.11 Ilford Gaol
- 2.12 Stratford Railworks
- 2.13 Thames Ironworks
- 2.14 London to Colchester Roman Road
- 2.15 Manor Park to North Woolwich Roman Road
- 2.16 Newham Cemeteries

Scale (at A4): 1:42,500

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Newham APA 2.1: East Ham

Summary and Definition

The East Ham Archaeological Priority Area demarcates the three linked historic settlements of North End, East Ham and South End and a Roman settlement. The East Ham APA is classified Tier 2 based on its known historic settlements and heritage assets of archaeological interest combined with positive outcomes from some recent interventions.

Description

According to the Domesday Book, East Ham was already a substantial rural settlement by the 11th century and had apparently grown rapidly after the Norman Conquest. Until the 20th century the village of East Ham comprised of three distinct hamlets, called North End, East Ham and South End, which were spread out along what is now High Street North and High Street South. North End was located near to East Ham station; East Ham was concentrated near to the junction of Barking Road and the High Street while South End was to the south of Barking Road as far as the parish church of St Mary Magdalene. At the end of the 19th century the area retained a rural character and it was still possible to discern the three separate parts of East Ham. However, by 1920 all three settlements had been joined together by the development of housing and other buildings and many earlier buildings had been demolished.

Roman and prehistoric finds have been uncovered throughout the APA and an excavation at 149-153 High Street North in 2006 found a number of features and finds dating to both periods. This evidence suggests that prehistoric and Roman settlements were located within the APA. St Mary Magdalene church is at the southern end of the APA. Parts of it date to the 12th century although an earlier church building may have stood on the site. The church is near the site of a Roman cemetery and a number of Roman finds have been uncovered in the vicinity of St Mary's. Remains from the cemetery were uncovered during the construction of a sewer in 1863 near the site of what is now Roman Road. One stone coffin, two wooden coffins, three lead coffins and approximately 20 cremation urns were excavated. More than 30 skeletons were also observed and excavated pottery was used to date the cemetery to the 1st and 2nd centuries AD. The number of burials suggests that a Roman settlement was located nearby.

All of these historic settlements lay along a north-south lane which ran south from the London to Colchester Roman Road to a ferry crossing at North Woolwich indicating that it may be an ancient route way.

East Ham Hall was built slightly to the north of St Mary Magdalene church and was the manor house for East Ham in the medieval period. At some point the hall became a farm called Manor Farm which appears on Ordnance Survey maps until the end of the 19th century.

Historic maps show that in the mid 19th century the type of buildings along the High Street consisted of farms, cottages, inns, almshouses and a number of large country houses. Rancliffe House was located in South End on the south side of what is now Central Park on Rancliffe Road. Oak Hall, East Ham House, Temple House and Wakefield House were in East Ham while Wood House and The Limes were built in North End. Plashet Park was formerly the grounds of Wood House. Most of these houses dated to the 18th century but while some survived into the early 20th century none of them exist any more.

Significance

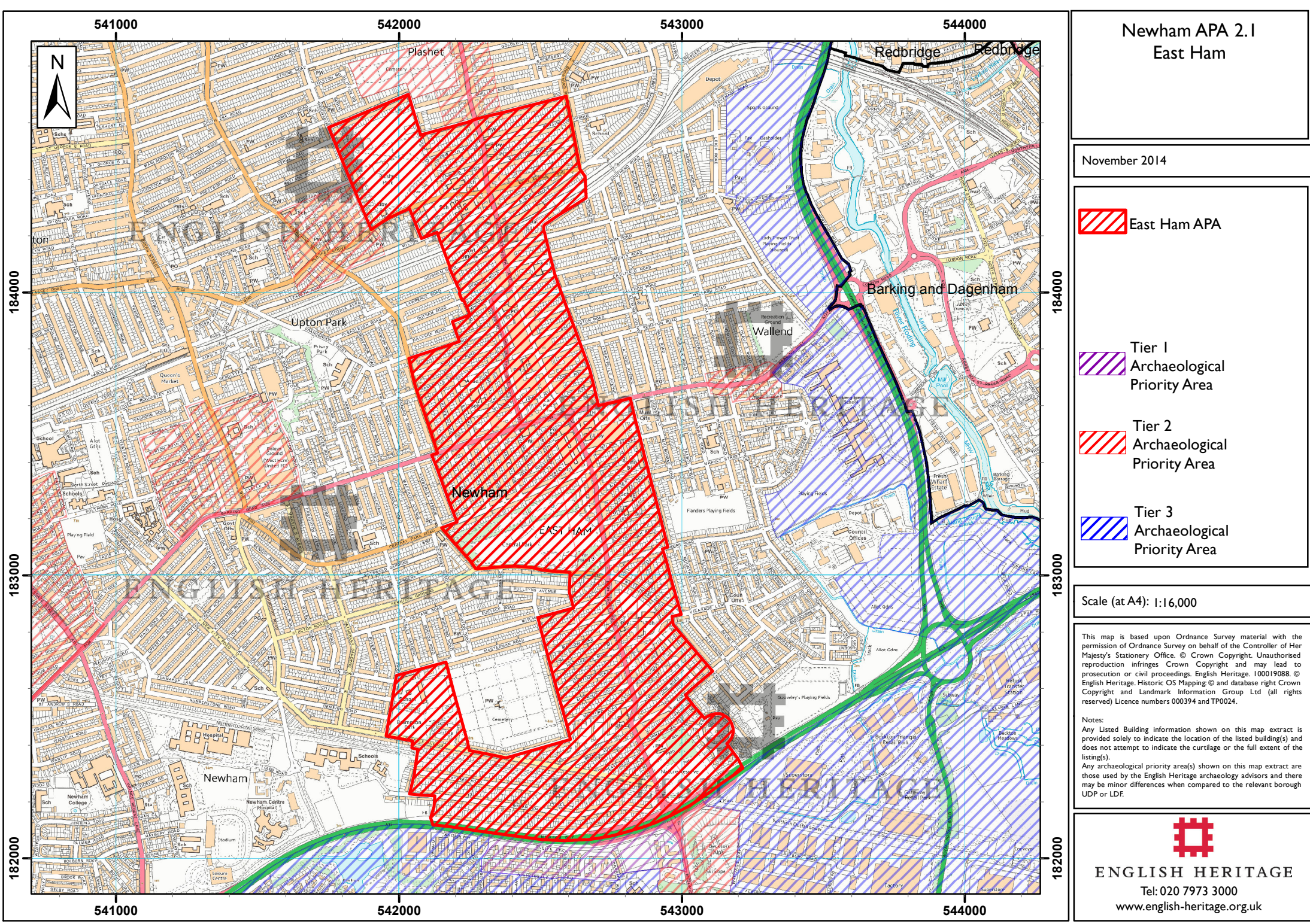
East Ham was a substantial medieval village with origins in a Roman or earlier landscape. There are indications that an early route way formed a spine along which East Ham grew and that consequences of the Norman Conquest could have spurred that growth. Despite modern development archaeological records indicate sufficient survival to justify archaeological interest. Further investigations could develop our understanding of Roman and medieval settlement, landscape and economy within the hinterland of Londinium/London.

Key References

History of the Parishes of East Ham and West Ham, K. Fry, 1888


East Ham, S. Pewsey, Sutton Publishing Limited, 1996

149-153 High Street North, an archaeological excavation report, A. Birchenough, Museum of London Archaeology Service, 2007





Newham APA 2.1 East Ham

November 2014

 East Ham APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 2.2: Green Street

Summary and Definition

The Green Street Archaeological Priority Area covers an area on either side of Green Street. It is classified as Tier 2 due to the potential presence of prehistoric sites in the area that are recorded on the GLHER. Green Street House is another important heritage asset that is known to have been located within the APA.

Description

The APA covers the area between Priory Road, Tudor Road, Orwell Road, Credon Road and Barking Road. Green Street House previously stood within the APA.

A survey which was carried out in the 1740s identified a number of crop marks in the area to the west of Green Street that were thought to show prehistoric enclosures. The crop marks consisted of two circular enclosures, one of which had an entrance, and a larger diamond shaped enclosure. A Neolithic hand axe was also found during gravel extraction in 1900 slightly to the north of the APA. These features and finds suggest that a prehistoric settlement was located within or near to the APA.

Green Street House was built in the 16th century by Richard Breame who was a servant to King Henry VIII. The house was located on the eastern side of Green Street opposite the western end of Walton Road. A red brick octagonal tower was also built to the south west of the main house and became known as Anne Boleyn's Tower. It is unclear whether Anne Boleyn had an actual connection with the house but it was sometimes referred to as Anne Boleyn's Castle and the area became associated with the Boleyn name. The house became a Catholic school in 1870. By the end of the 19th century a chapel had been built to the north east and a crenulated building had been added to the north of the house which ran along Green Street. The school closed in 1906 and the house, tower and all other buildings on the site were demolished in 1955.

The area became increasingly developed towards the end of the 19th century. The Grade II listed Boleyn public house on the corner of Barking Road and Green Street was built in the 1890s and Plaistow Hospital had also been established by 1896. The Boleyn Ground, also known as Upton Park, became the home of West Ham United football club in 1904. It was built in the grounds of Green Street House to the south east of the main building.

Significance

The features mentioned in an 18th century survey along with prehistoric finds made in or near to the area hint that some form of prehistoric settlement or activity took place in the vicinity of Green Street. Green Street House and

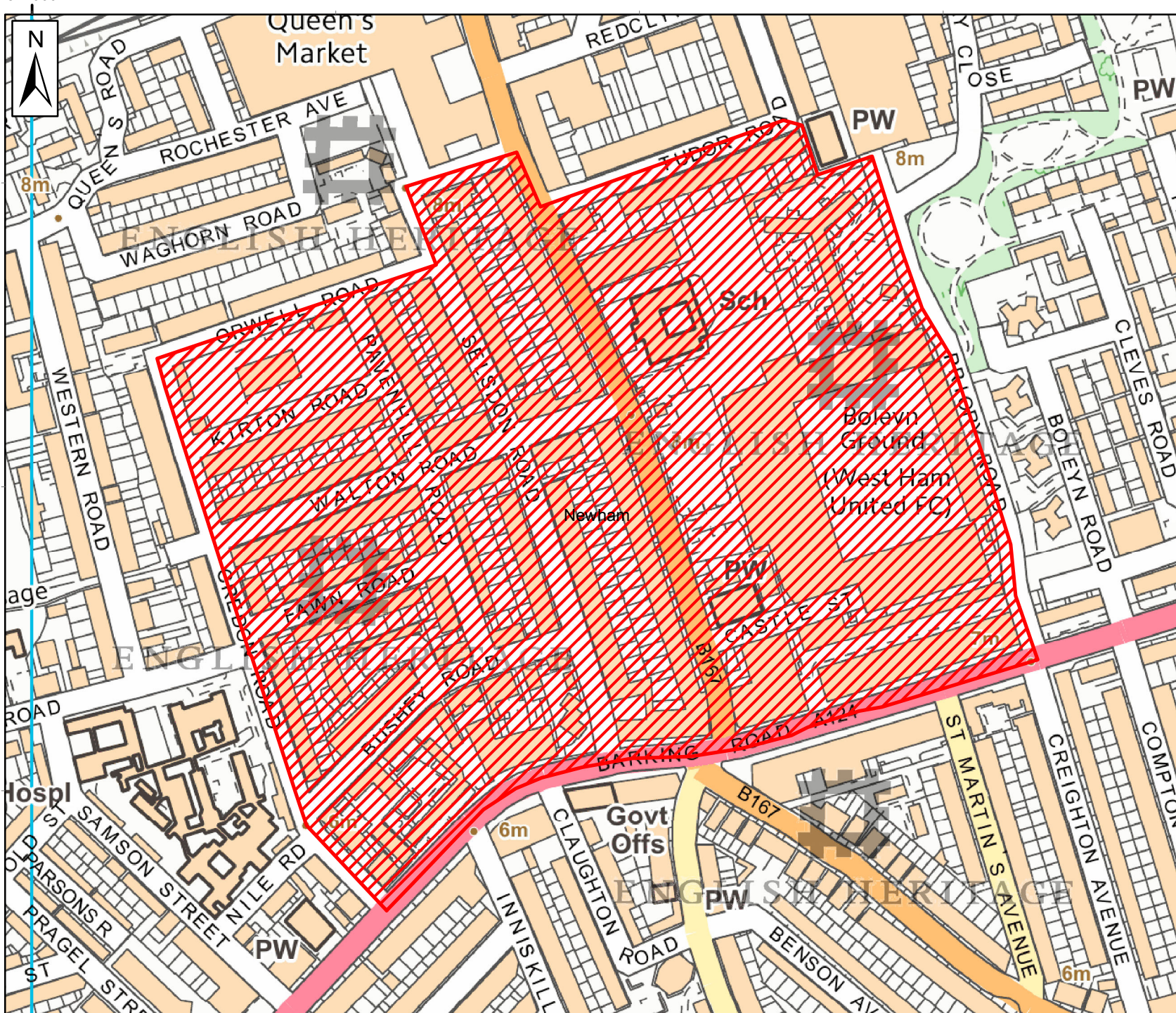
its associated octagonal tower were noteworthy buildings even if the historic link with Anne Boleyn is speculative.

Key References

History of the parishes of East and West Ham, K. Fry, 1888

East Ham, S. Pewsey, Sutton Publishing Limited, 1996


541000



541000

Newham APA 2.2 Green Street

November 2014

 Green Street APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 2.3: Little Ilford

Summary and Definition

The Little Ilford Archaeological Priority Area covers the historic settlement of Little Ilford, the two main components of which were a church and manor house. It is classified as Tier 2 because it is a historic settlement dating to the medieval period or earlier.

Description

The settlement of Little Ilford was located around what is now the junction between Little Ilford Lane and Church Road. The two most significant buildings in Little Ilford were St Mary's Church and Little Ilford manor house.

Parts of St Mary's church date from the 12th century. Excavations that took place in 1984 found traces of an earlier timber church building which dated to the late Saxon or early Norman period.

Little Ilford manor house was built near the junction of Church Road and Dersingham Avenue. It is thought to have been built in the early 18th century around a core that dated to the 16th century. The manor house had gardens to the north and an associated farm located slightly to the south which was known as Manor House Farm. The house and farm were demolished around the turn of the 19th and 20th century.

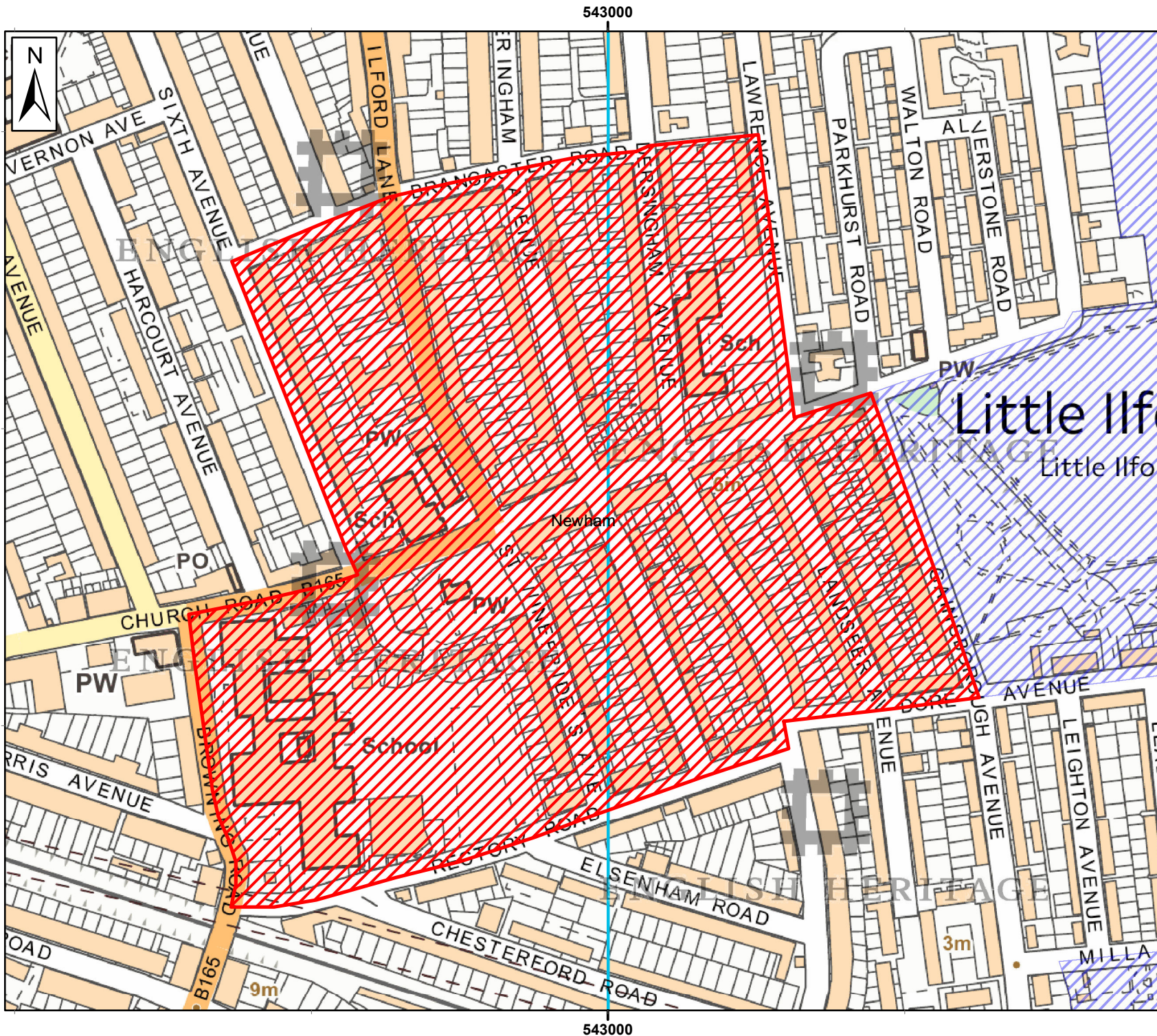
Late 18th century maps appear to show a number of small buildings to the west of Little Ilford Lane close to its junction with Church Road. It is possible that the remains of these and other small buildings may survive within the APA.

Significance

Little Ilford appears to have originated as a church manor site where a manor was established initially and a private chapel was built nearby which evolved into the parish church for the local community. The remains of the timber church found in 1984 suggest that the settlement may have existed since the Saxon period. The church, Little Ilford manor house and its associated farm are the most significant historic features of the settlement.


Key References

East Ham, S. Pewsey, Sutton Publishing Limited, 1996





Newham APA 2.3 Little Ilford

November 2014

 Little Ilford APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 2.4: Plaistow

Summary and Definition

The Plaistow Archaeological Priority Area covers the settlement of Plaistow which was centred on a village green and spread along the roads now known as Greengate Street and Balaam Street. A number of significant buildings that no longer exist such as country houses and a tithe barn associated with one of these houses were located within the area. It has been classed as Tier 2 because it is a historic settlement with medieval origins.

Description

The village of Plaistow developed in the medieval period and is first mentioned in records in the early 15th century. The stow element of its name is thought to refer to a meeting place. The original focus of Plaistow was a village green, located in the area now bounded by the High Street, Richmond Street and North Street.

Plaistow grew in the post medieval period and by the mid 18th century it was one of the largest settlements in Newham and was located along the High Street, Balaam Street and Greengate Street. Few buildings from before the mid 19th century survive although the Coach and Horses public house and 42 Balaam Street are notable exceptions. Both date to the 18th century and are Grade II listed. By the end of the 19th century the area was losing its rural character and became increasingly built up. It is likely that Plaistow's growth in the post medieval period was related to the growth of London at the same time.

Like other settlements in Newham, Plaistow became an attractive area to build large country houses. Hyde House, Porch House, Essex House, Cumberland House and Broadway House were all built in Plaistow. Hyde House and Porch House both dated to the 16th century and were located in the High Street. Hyde House was opposite the Black Lion public house and was demolished in 1811 while Porch House was demolished a few years later in 1839. Essex House in Greengate Street may have dated to the Tudor period and part of its gardens now form Plaistow Park. It was demolished in 1836 but parts of it were incorporated into the Grade II listed Essex Lodge when it was built soon after. Broadway House was an 18th century building that was located on the south side of what is now The Broadway. It was reputedly one of the largest buildings in Plaistow but was demolished in 1882. Other large houses in Plaistow included Richmond House (Richmond Street), Chesterton House and Christendom House (both Balaam Street).

Cumberland House was a 17th century building that was built in Elkington Road between what is now Gardner Road and Cumberland Road. It was noteworthy for having a 16th century tithe barn to its rear on land now occupied by the houses and gardens on the east side of Gardner Road. The barn may have been associated with Stratford Langthorne Abbey and was

described as being one of the largest tithe barns in Essex. The barn gradually fell into disrepair and was finally demolished in the early 20th century while Cumberland House was demolished in the mid 1930s.

A parish church was not built in Plaistow until St Mary's Church on St Mary's Road was constructed in 1830. It was rebuilt in the 1890s and demolished in 1977. It was replaced with a smaller church building that is now located between May Road and St Mary's Road.

Significance

Plaistow was one of the largest historic settlements in Newham which was not focused on a single historic building such as a manor house or church. The lack of a historic church in Plaistow is unusual but there were other significant buildings within the APA, such as the Cumberland House tithe barn, which may have left an archaeological trace. Its growth in the post medieval period demonstrates how rural settlements could be influenced by the growth of a nearby city.

Key References

Stratford, a Pictorial History, S. Pewsey, Phillimore, 1993

Stratford, West Ham and the Royal Docks, S. Pewsey, Sutton Publishing Limited, 1996

540000

541000

Newham APA 2.4 Plaistow

November 2014

 Plaistow APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:8,000

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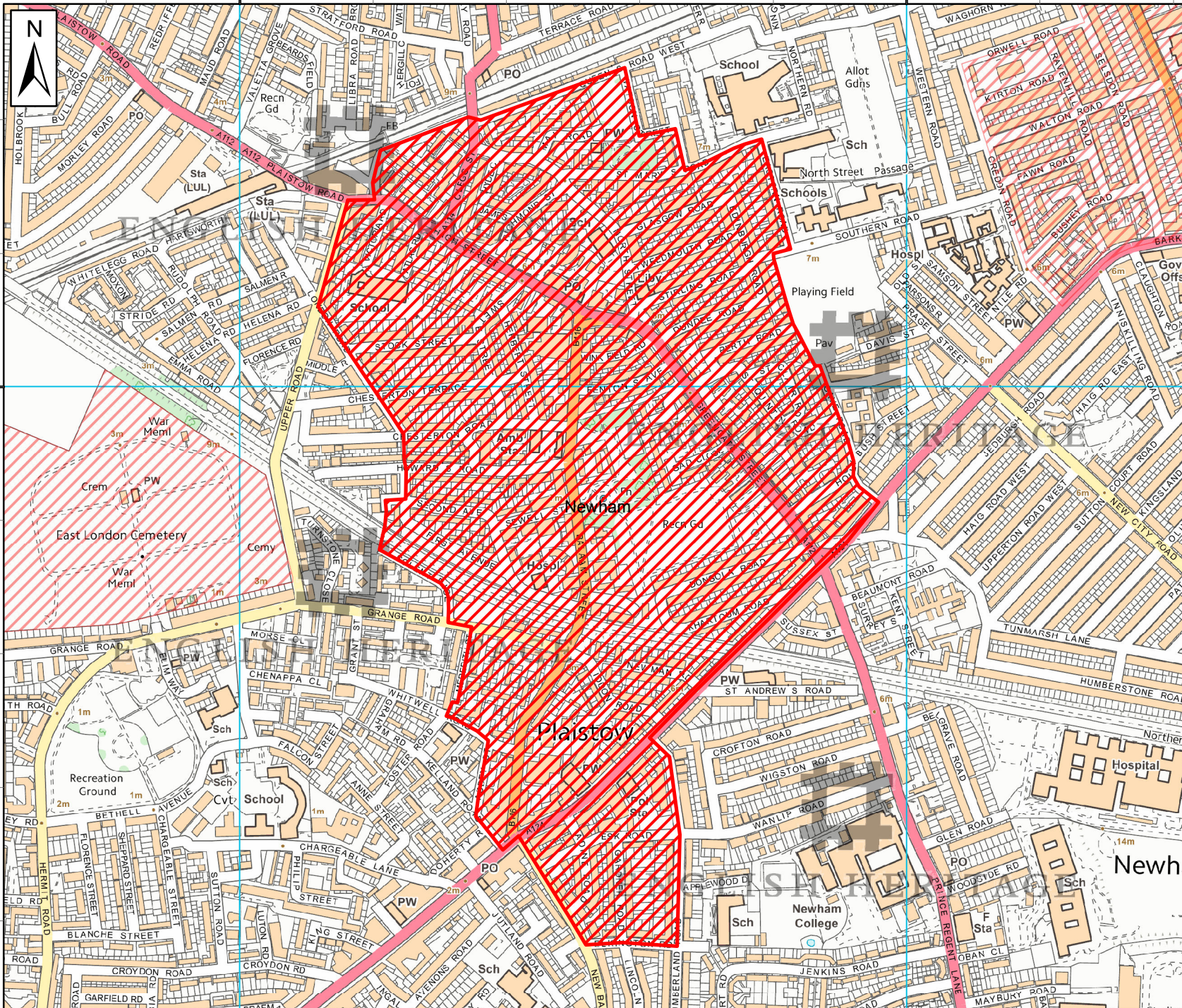
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541000



Newham APA 2.5: Plashet

Summary and Definition

The Plashet Archaeological Priority Area covers the settlement of Plashet, the two main components of which were a country house and farm. It is classified as a Tier 2 APA because it was a historic settlement with medieval origins which did not develop greatly until the 19th century.

Description

Plashet was a tiny hamlet first mentioned in the 1460s and located close to what is now the junction between Plashet Grove and Katherine Road. By the mid 19th century the two main buildings in the settlement were Plashet House and Plashet Farm.

Plashet House was situated on the western side of Katherine Road between Plashet Grove, Wortley Road and St Stephen's Road. A house existed on the site from at least the early 17th century until it was demolished in the 1880s. Elizabeth Fry and her family lived at Plashet House between 1809 and 1829. Plashet Farm and its associated buildings were on the opposite side of Katherine Road although it too had been demolished by the end of the 19th century to make way for new housing. By this time, Hilda Road, Edith Road, Wortley Road, Chester Road, and Shrewsbury Road had been laid out and houses had started to be built along them.

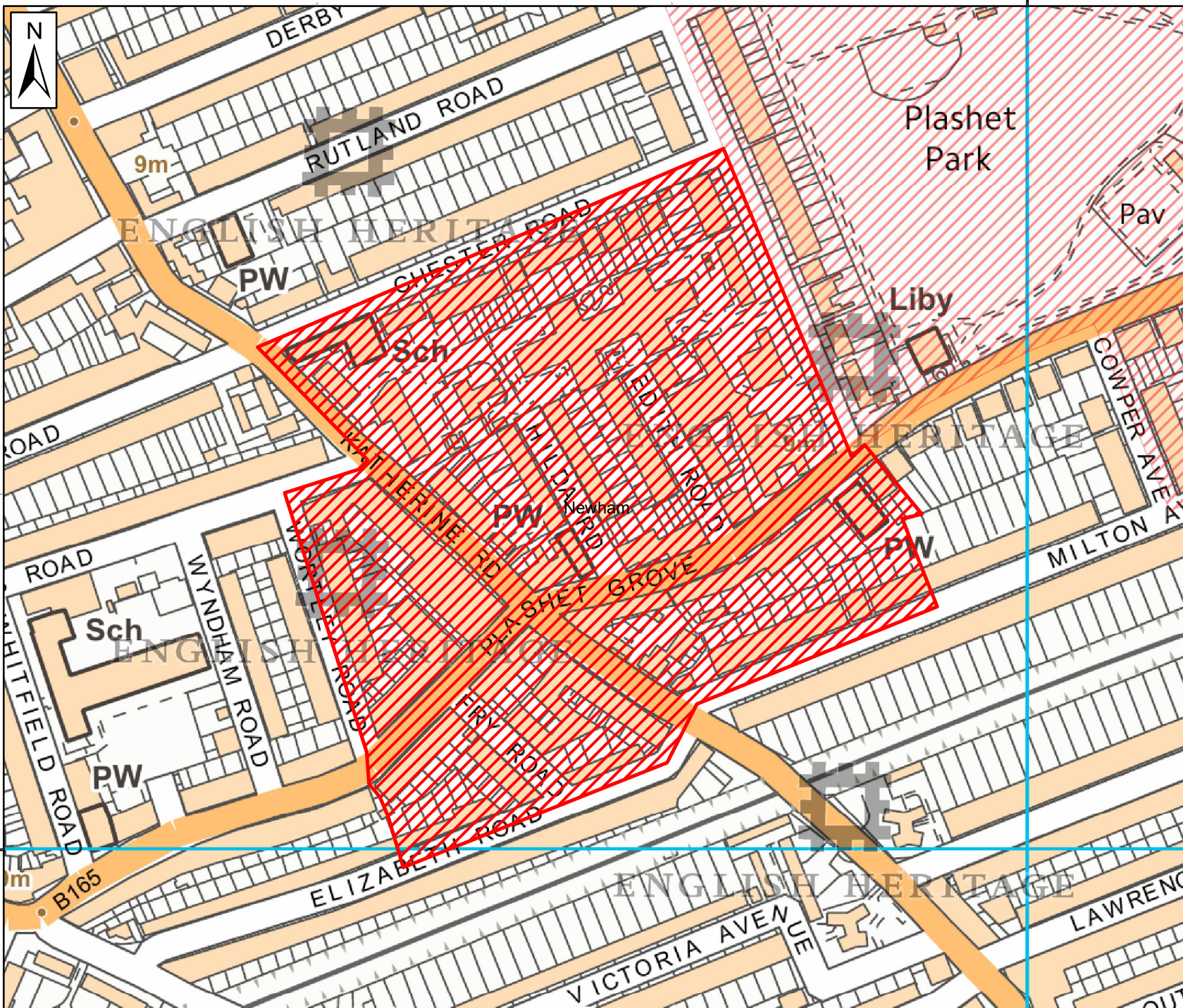
Two other significant buildings in the area were the Roundhouse and the Green Man public house. The Roundhouse was an octagonal building located on the south side of Plashet Grove near to where East Ham Baptist church now stands. It was demolished in 1894. The Green Man was built in the mid 19th century on the south east corner of the junction between Plashet Grove and Katherine Road. Unlike Plashet House and Plashet Farm it survived as the area developed around it but has recently been demolished.

Significance

Plashet was a relatively small settlement compared to some other villages in Newham. However, its size demonstrates how some settlements could consist of little more than a country house and farm for much of their history before the area became developed in the 19th century.

Key References

East Ham, S. Pewsey, Sutton Publishing Limited, 1996



Newham APA 2.5 Plashet

November 2014

 Plashet APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:3,000

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Newham APA 2.6: Stratford

Summary and Definition

The Stratford Archaeological Priority Area covers the site of the historic settlement of Stratford. It is classified as Tier 2 because it is an area of historic settlement, parts of which are covered by conservation areas and it also contains a number of listed buildings.

Description

The London to Colchester Roman road ran through this area and it is possible that a roadside settlement may have initially developed to the east of where the road crossed the Channelsea River. Roman finds and features such as pottery and ditches that have been found within the APA could hint that a settlement was located here. Sections of the Roman road have been found in various parts of the APA such as 30 Romford Road and 58 Broadway.

The name Stratford was first recorded in the second half of the 11th century as Straetforda. The core of the settlement was located around what is now Stratford Broadway and appears on maps of Essex that were made in 1678 and 1722. However, the settlement does not appear to have had a parish church in the medieval period and the church of All Saints in the village of West Ham to the south was presumably the ecclesiastical focus for the local community.

Like other historic settlements in Newham Stratford grew during the post medieval period probably as a result of London growing so rapidly at the same time. Notable buildings such as Rokeby House were built in Stratford at the site of 57 Broadway and its remains were found during an excavation in 2013. The Great Eastern Railway was built through the area in the 1830s with Stratford station opening in 1839. The coming of the railway further invigorated the urban development of the area and by the end of the 19th century Stratford had been consumed by the growing metropolis.

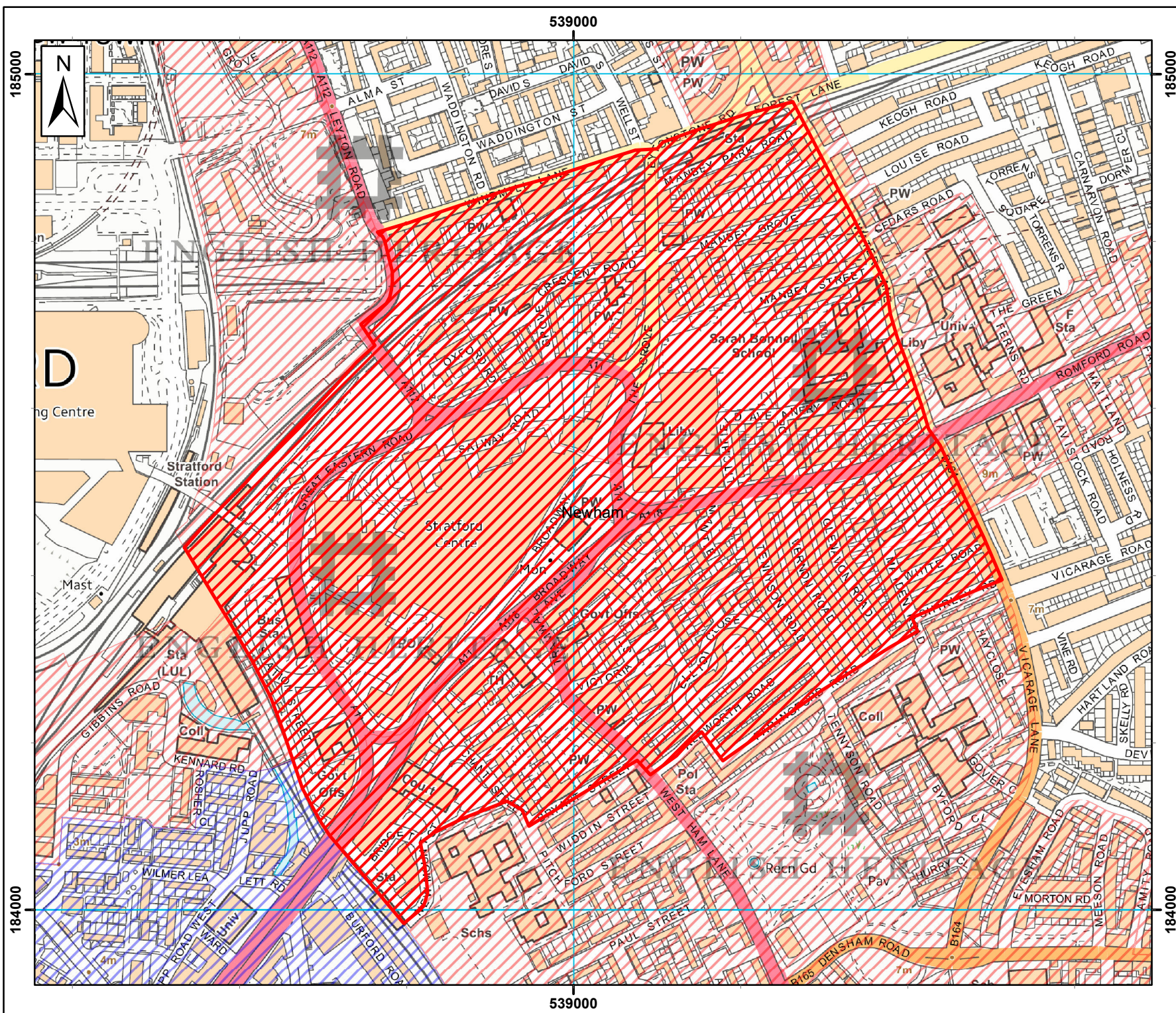
Significance

If Newham is regarded as a hinterland between London and rural Essex then this is best exemplified by Stratford which has witnessed travellers passing through it since the Roman period. Its location on an important road close to a river crossing meant that Stratford became a significant roadside settlement and was regarded as a border between London and Essex. Unlike other settlements in Newham that are focused on a particular building or buildings Stratford exists because of the road that passes through it. It is possible that the area has been continuously occupied by some form of community since the Roman period and developed due to the trade generated from travellers passing through it. The recent excavation of Rokeby House demonstrates that archaeological remains are present within the APA and further features and finds may still be present.

Key References

London 5: East, B. Cherry, C. O'Brien and N. Pevsner, Yale University Press, 2005

Stratford, a Pictorial History, S. Pewsey, Phillimore, 1993



Newham APA 2.6 Stratford

November 2014

 Stratford APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:6,000

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Newham APA 2.7: Upton

Summary and Definition

The Upton Archaeological Priority Area covers the site of Upton village which included Ham House and its grounds. A number of country houses were also built within the village in the post medieval period. It is classified as Tier 2 because it was a historic settlement and West Ham Park is a registered park and garden.

Description

The village of Upton was located in the vicinity of Upton Lane and became a popular site for large country houses until the mid 19th century. After this time the estates of these houses were broken up and built on as the area became increasingly urbanised and most of the country houses have now been demolished.

West Ham Park previously formed the grounds of Ham House which was located in the south east area of the park. A house was first mentioned in 1566 when it was known as Rooke Hall. In the late 18th century part of the grounds were used as a botanic garden and a crescent shaped canal was also created. The botanic gardens had been removed and the canal had been filled in by the time the house was demolished in 1872. Two years later West Ham Park was opened to the public and it is now a Grade II historic park and garden.

A house known as Cedars was built on the southern side of West Ham Park opposite the northern end of what is now West Road. It had associated gardens which appear on the Ordnance Survey map of 1869 but by the end of the 19th century its gardens had been replaced with a drill hall and drill grounds. Cedars was demolished in 1960 but a TA Centre is still located slightly to the north of where the house stood.

Upton House was built on the eastern side of Upton Road just to the south of what is now Lancaster Road. It was rebuilt in 1731 which suggests an even earlier building previously stood on the site. In the early 18th century it had 62 acres of associated land but the estate started to be broken up from the 1880s onwards. Upton House was used as a vicarage for nearby St Peter's Church from the late 19th century until 1959 and was subsequently demolished in 1968.

The Manor House, which was located on the northern end of what is now Cecil Road, and the Vicarage, which was located on Vicar's Close, were two other significant buildings within the APA. Both appear on the 1869 OS map but the Manor House had been demolished by the end of 19th century while the Vicarage was demolished at some point between 1919 and 1939.

The only large house still standing in the APA is the Red House which is located at the corner between Upton Avenue and Upton Lane. It is a Grade

II listed building which was built in the early 18th century. Another significant and still standing building within the APA is the Spotted Dog public house near the junction of Upton Lane and Wyatt Road. It is also a Grade II listed building and parts of it date to the 15th and 16th centuries.

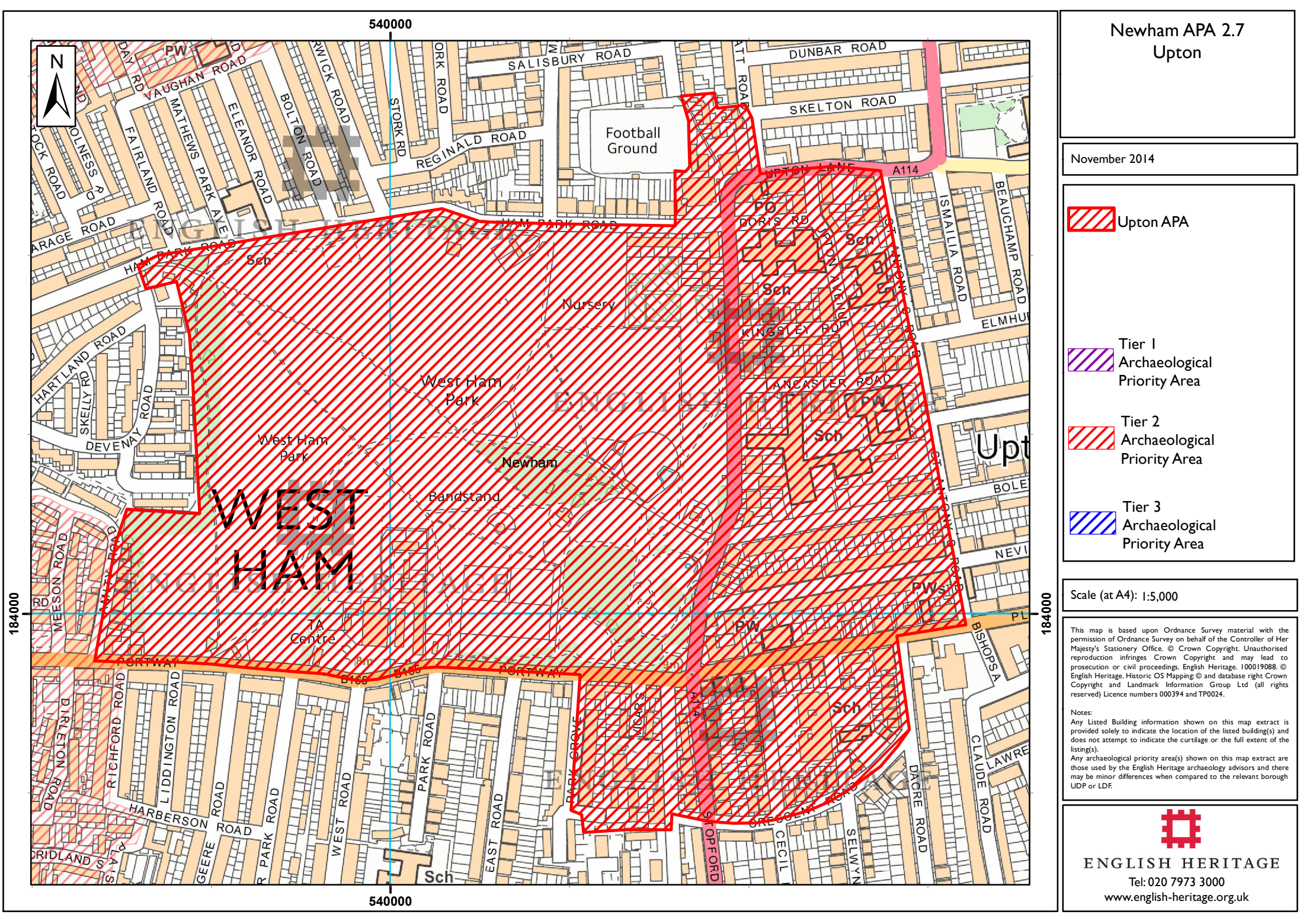
Significance

The establishment of Rooke Hall by the mid 16th century and the building of large houses in later centuries demonstrate how Upton had become a popular rural retreat for wealthy Londoners. Most of these houses have been demolished but their remains may survive. West Ham Park is significant because it was described as one of the most significant botanic gardens in England during the 18th century. Elements relating to the period when the park was a botanic garden, such as the crescent canal, may also still survive. Few significant archaeological investigations have taken place within Upton so its full archaeological potential is currently unknown although future investigations may reveal a clearer picture of the area's potential.

Key References

Stratford, West Ham & The Royal Docks, S. Pewsey, Sutton Publishing Limited, 1996

The London Inventory, Historic Green Spaces, London Parks & Gardens Trust, 2003





Newham APA 2.7 Upton

November 2014

 Upton APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:5,000

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Newham APA 2.8: Wall End

Summary and Definition

The Wall End Archaeological Priority Area covers the small historic settlement of Wall End. It is classed as Tier 2 due to it being a roadside settlement with medieval origins.

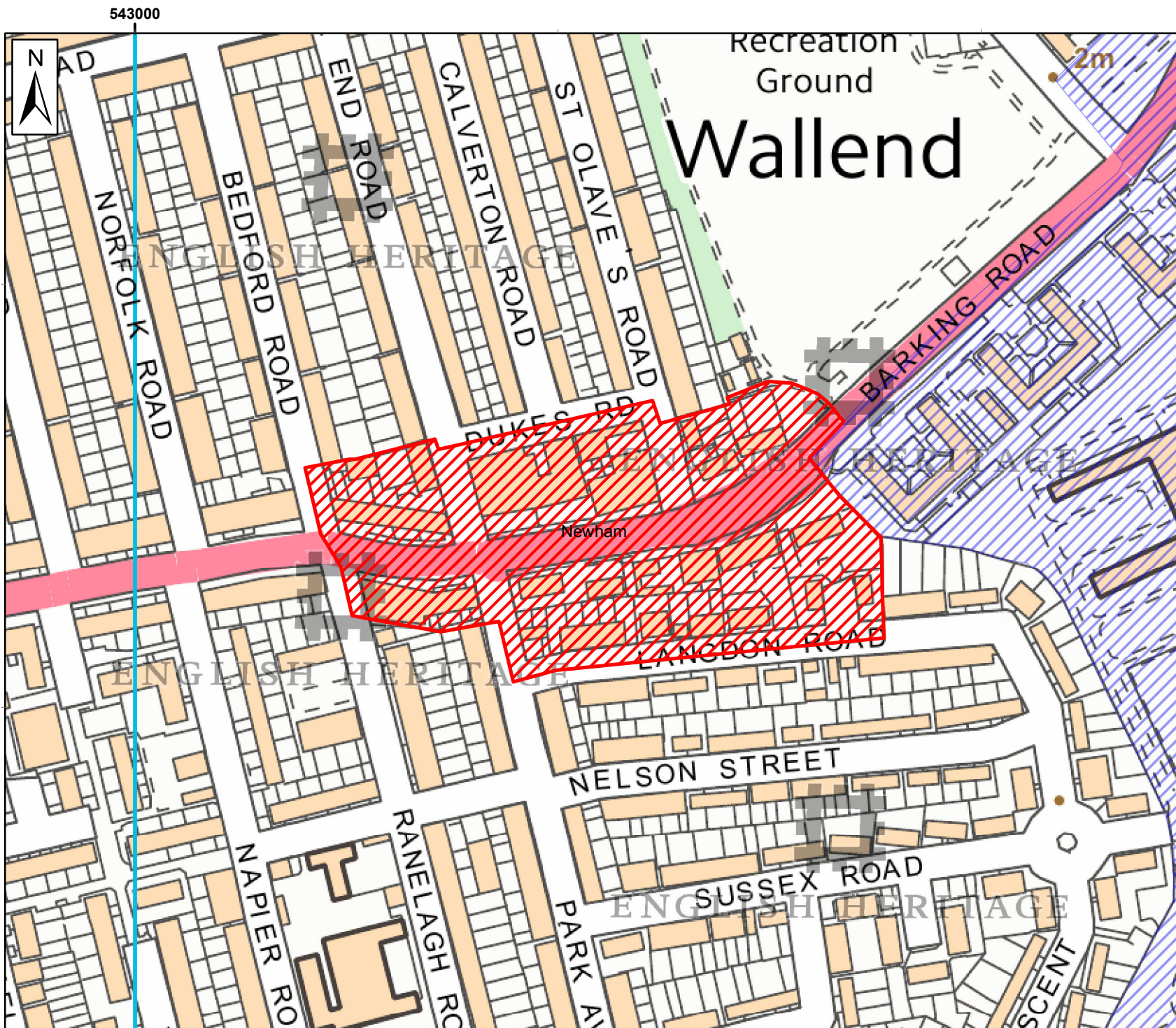
Description

The small hamlet of Wall End was located between East Ham and the River Roding on what is now Barking Road. Wall End is first mentioned in the 1460s and appears on a number of historic maps that date to the 18th century. All these maps depict the settlement as a number of small buildings on either side of Barking Road. Ordnance Survey maps from the 1860s show that by this time the settlement still consisted of a number of roadside buildings.

By the end of the 19th century new roads and housing were starting to encroach on the rural hamlet and the Grade II listed Duke's Head public house had been built on the site of a former inn. By the 1920s it was no longer possible to discern Wall End as a separate rural settlement. None of the buildings that stood in the mid 19th century are still standing.

Significance

Unlike other small settlements in Newham such as Plashet and Little Ilford the focus of Wall End is not a church or a manor house. The hamlet appears to have consisted of a number of buildings the most remarkable of which were an inn or farm buildings. The road that is now Barking Road does not appear to have been as important as the ones that passed through East Ham or Stratford and that may explain why Wall End did not develop to the same extent as those larger settlements. This makes Wall End an important example of a smaller roadside settlement that existed since the medieval period.




Newham APA 2.8
Wall End

November 2014

 Wall End APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 2.9: West Ham

Summary and Definition

The West Ham Archaeological Priority Area covers the core of the historic settlement of West Ham. The village was closely associated with nearby Stratford Langthorne Abbey and All Saints Church, a Grade I listed building, is also located within the APA. In the post medieval period the area became a popular location for country houses that were used as rural retreats. It is classified as Tier 2 because it was a medieval settlement.

Description

The APA covers the area that was occupied by the village of West Ham. A settlement called Hamme is mentioned in an Anglo Saxon charter of 958 and by the time the Domesday Book was compiled in 1086 Hame was a substantial rural settlement and was recorded as belonging to Robert Gernon and Ranulf Peverel. During the medieval period the village had close associations with Stratford Langthorne Abbey nearby. Between the 16th and 19th centuries West Ham became a popular area for wealthy people from the city to build a country retreat. However, the area did not develop rapidly until the second half of the 19th century and few buildings today within the APA date from before this time.

All Saints Church was at the centre of the village and is a Grade I listed building. Parts of it date to the 12th century although earlier church buildings may have stood on the same site. A row of almshouses, which were built in 1745, used to stand to the east of the church but were demolished in 1944.

The area now bounded by Mitre Road, Abbey Road, Manor Road and Eastbourne Road was previously occupied by a workhouse which was built in the 1720s. The site later became a leather works which appears on Ordnance Survey maps from the 1860s until the 1940s. The Abbey Mill Distillery was located on the eastern side of West Ham Lane on what is now Densham Road. Like the leather works the distillery appears on 19th century OS maps but had been demolished by 1916 by which time Densham Road had been laid out.

Stratford Park on West Ham Lane was known as the West Ham Lane Recreation Ground until the late 20th century. The northern part of the park had formed the grounds of a house known as Senables or Sanables which had been demolished by the mid 19th century. OS maps from the 19th century show that a number of houses and a road called Eastern or Easter Road had been built on land that is now Stratford Park. These buildings had been demolished and the road cleared by the time the park opened in the early 20th century.

A number of streets that appear on earlier maps have now disappeared. For example, Langthorne Street and Barnby Street which ran parallel to the north and south of Paul Street between West Ham Lane and

Bridge Street no longer exist. The street layout of the area that is now bounded by New Plaistow Road, Stephen's Road, Mitre Road and Abbey Road is different from how it was before the War. The streets have disappeared due to post war redevelopments sometimes brought about because of extensive war damage.

Significance

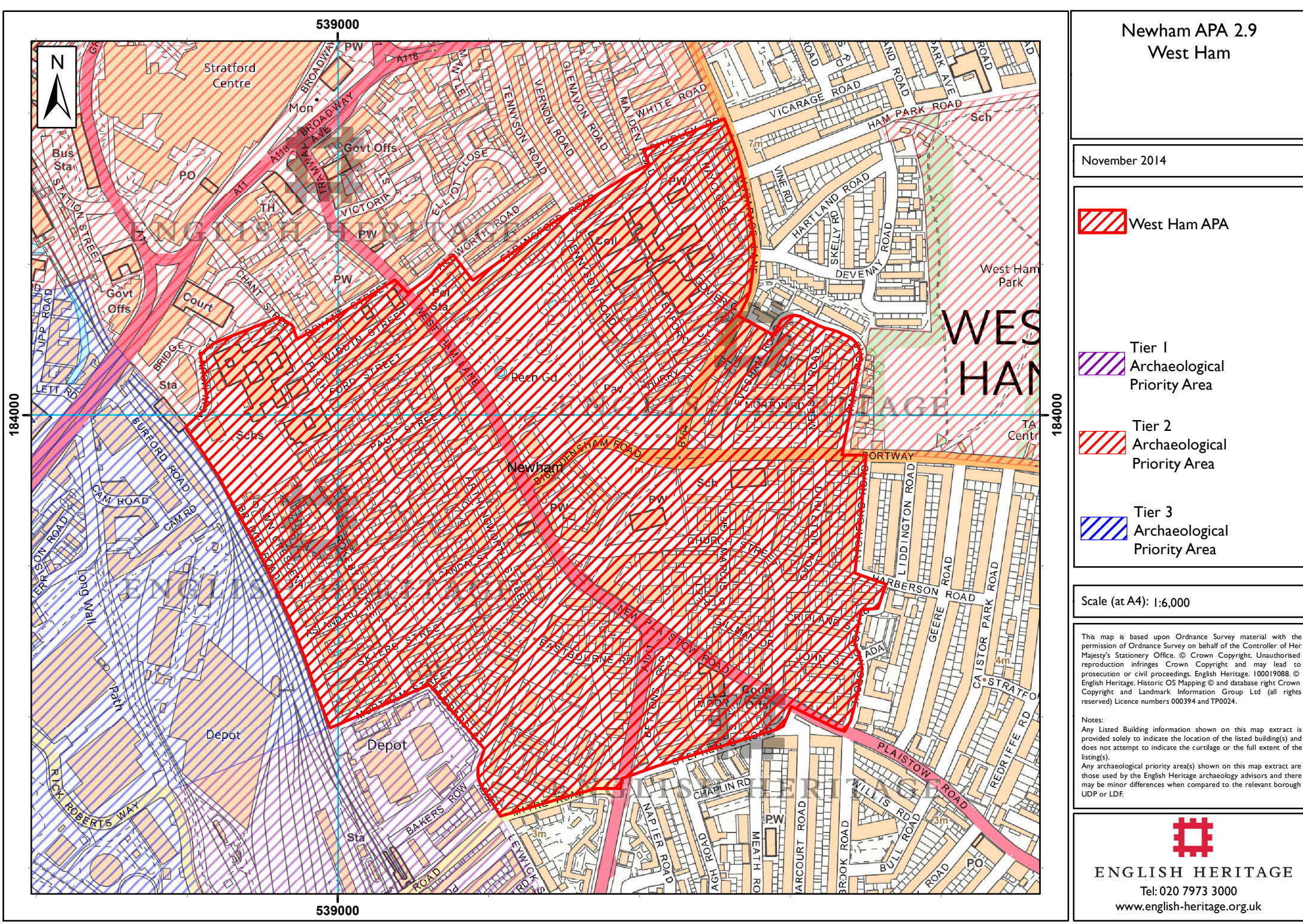
West Ham's proximity to Stratford Langthorne Abbey made it an important medieval settlement although its origins date from before the abbey's establishment. In the post medieval period the village became a popular area for large country houses but also small pockets of industrial activity such as the leather works and the distillery. Like other parts of Newham the area suffered extensive bombing damage during World War Two but archaeological traces of earlier buildings may survive. A paucity of previous archaeological investigations within the APA means that the level of archaeological survival in West Ham is currently unknown. However, future investigations should hopefully clarify the level of archaeological potential in this area.

Key References

London 5: East, B. Cherry, C. O'Brien and N. Pevsner, Yale University Press, 2005

Stratford, West Ham & The Royal Docks, S. Pewsey, Sutton Publishing Limited, 1996

West Ham, 1886-1986, W.R. Powell (ed), Plaistow Press, 1986




Newham APA 2.9 West Ham

November 2014

 West Ham APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:6,000

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Newham APA 2.10: Beckton Sewage Works

Summary and Definition

The Beckton Sewage Works APA covers an area on the north bank of the Thames to the west of Barking Creek Mouth. It is where the original sewage treatment works were built in the 1880s at the point where the northern outfall sewer released waste into the Thames. The APA is classified as Tier 2 because it is a site of historic industry.

Description

From the 1860s sewage that had travelled from parts of central London that were north of the River Thames was deposited into the Thames at Beckton. The northern outfall sewer which led to Beckton had been constructed between 1859 and 1864 as part of Joseph Bazalgette's development of London's sewer system. Beckton was selected because it was considered far enough from central London for the waste to be deposited into the river. However, it soon became apparent that it was not safe or practical to deposit raw sewage into the river so treatment works were built at Beckton that could treat and store the waste before it was transported out to sea where it could be disposed of.

The treatment works were designed by Bazalgette and built between 1887 and 1889. The main building, known as the Engine House, consisted of a main engine room, a work shop and two boiler rooms. Sludge settling channels were located to the south of the Engine House where the waste was stored after it had been treated before being taken out to sea for disposal.

The sewage treatment works continued to develop and expand as London grew in the 20th century and are now the largest in the UK. However, the original buildings and facilities from the 1880s stopped being used in the 1970s and had deteriorated by the early 21st century. Most of the 19th century buildings including the Engine House were demolished in 2010 as part of the works for the Lee Tunnel. The only surviving part of the original buildings is a Grade II listed chimney which was temporarily removed while the Lee Tunnel works took place.

Significance

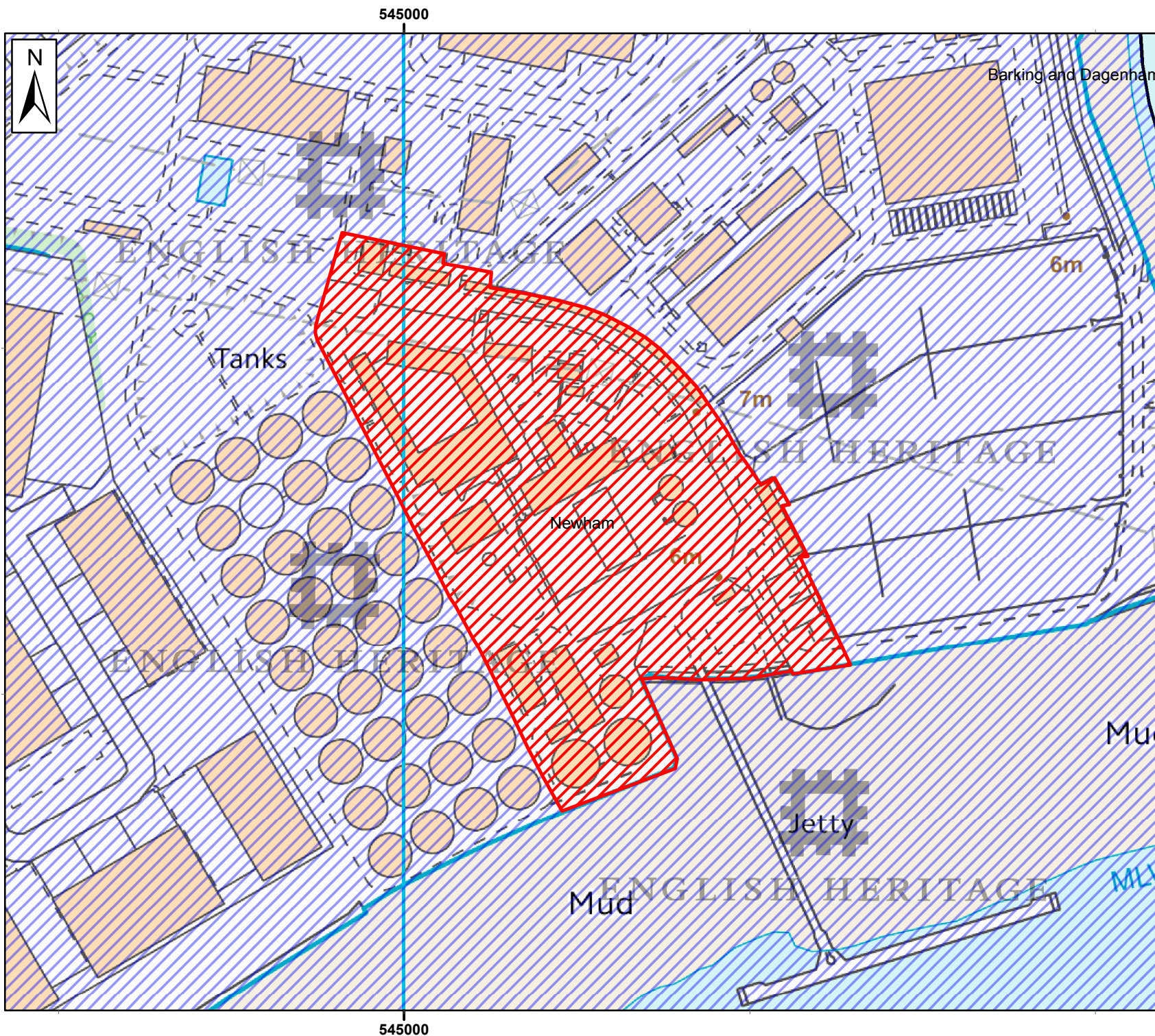
England's two outstanding sewer systems are the main drainage schemes of Brighton and Hove and London. Joseph Bazalgette master minded a major engineering feat in the 1860s that included the construction of the Thames Embankment, an extensive system of cross metropolitan drains and a series of pumping stations. All of these were designed to remarkably high architectural and technical standards. The 19th century structures are of historical and industrial archaeological interest because they formed a key part of Bazalgette's sewer system. They are an outstanding achievement of Victorian engineering and an essential component of the growing city's infrastructure

The works that took place as part of the construction of the Lee Tunnel led to the demolition of many of the original buildings and would have had an impact on any surviving below ground remains. However, it is possible that some archaeological remains relating to the original 19th century buildings may survive and inform understanding of how this exceptional sewage treatment works was built and operated.

Key References

Building Recording and Assessment for “Beckton Old Engine House Site” – Beckton Sewage Treatment Works, Scott Wilson, 2008

Environmental Statement, Volume 26: Beckton Sewage Treatment Works appendices, Appendix E: Historic Environment, Thames Water, 2009




Newham APA 2.10 Beckton Sewage Works

November 2014

 Beckton Sewage
Works APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 2.11: Ilford Gaol

Summary and Definition

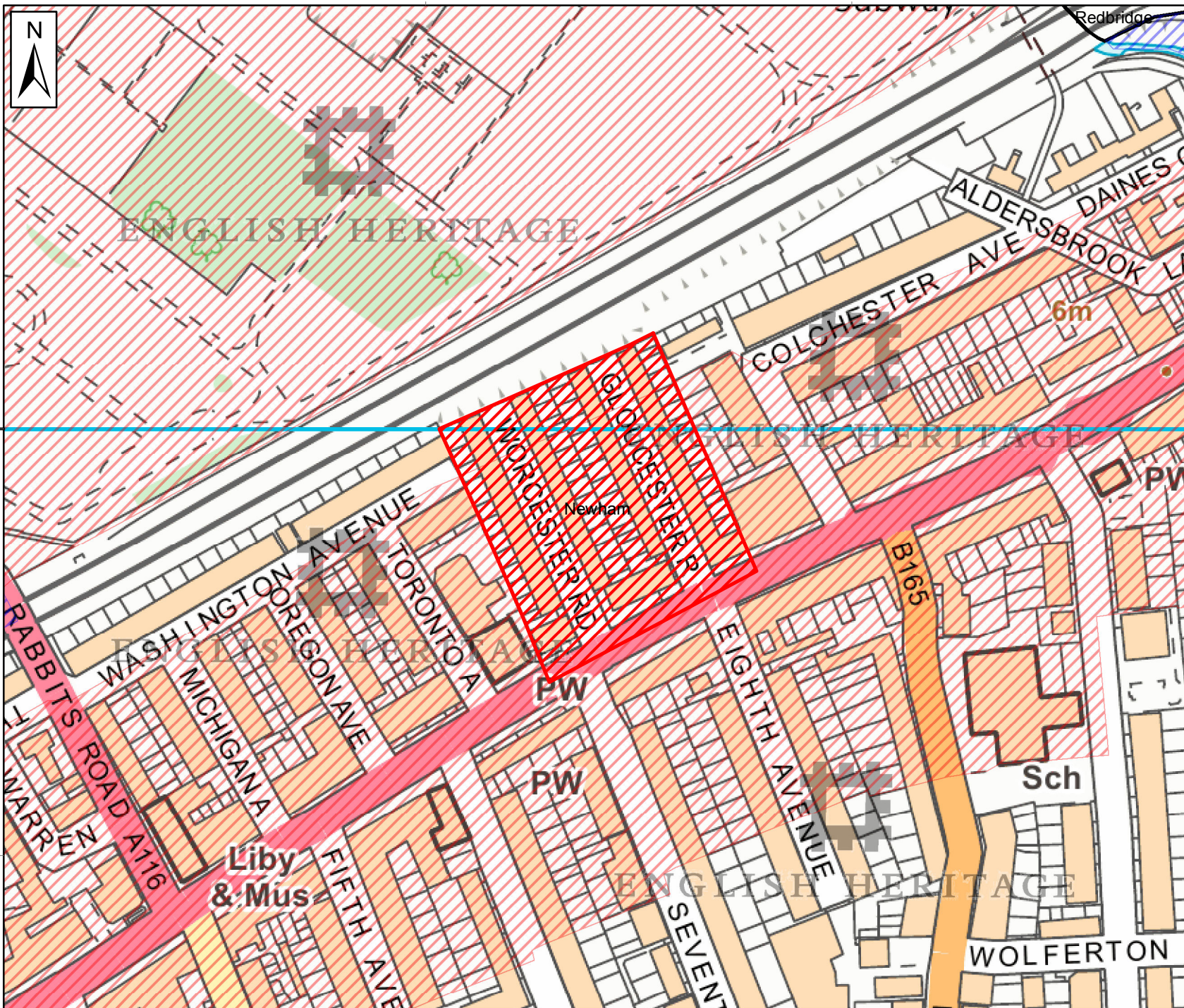
The Ilford Gaol Archaeological Priority Area covers Gloucester Road and Worcester Road between Romford Road and the railway. Ilford Gaol occupied this site during the 19th century. It is classified as a Tier 2 APA due to it being a heritage asset of archaeological and historic interest.

Description

Ilford Gaol was opened in 1831 and was also known as the Little Ilford House of Corrections. It was built of brick and it could accommodate approximately 100 prisoners. An OS map dating to 1862 shows that the main gaol building was octagonal in shape with an entrance that led onto Romford Road. Several other buildings were located in the grounds. The boundary walls of the gaol followed the modern outline of the properties on Gloucester Road and Worcester Road. The gaol closed in 1878 and was demolished soon after. Gloucester Road and Worcester Road had been built on the site by the end of the 19th century.

Significance

Ilford gaol was an example of a relatively small Victorian prison. The construction of housing on Gloucester Road and Worcester Road would have had an impact on any surviving remains associated with the gaol but it is likely that archaeological remains have survived. The study of these remains alongside documentary sources could be useful in comparing the design and development of Ilford gaol with other prisons built in the same period. Material culture and environmental evidence might contribute to understanding prison life whilst the site has potential for local historical interest.




Newham APA 2.11 Ilford Gaol

November 2014

 Ilford Gaol APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 2.12: Stratford Railworks

Summary and Definition

The Stratford Works Archaeological Priority Area covers part of the site where the railway engineering works were located from the mid 19th century until the second half of the 20th century. The APA covers an area to the north west of Stratford station as far north as the borough boundary and as far east as Leyton Road. The APA is classified Tier 2 because it is an area of historic industry, parts of which have not been developed since the works closed.

Description

The Eastern Counties Railway, which passed through Stratford, opened in 1839 and Stratford Works were opened in 1847 on a site to the north of Stratford station. The works produced and maintained locomotives and other railway equipment on a site of approximately 31 hectares which at its peak employed 6000 people. Many of the workers were housed in a residential area that had been built to the east of the works which was initially called Hudson Town after George Hudson, the chairman of the Eastern Counties Railway. The area's name changed to Stratford New Town after George Hudson was involved in a financial scandal.

OS maps from the 1860s show several large buildings across the site along with numerous turntables and signal boxes. The buildings on the site carried out a number of functions involved with the repair and production of different train parts. Subsequent OS maps from the 1890s and 1910s show that more buildings had been constructed and the site has expanded to the west where more Engine Sheds and railway lines had been built. This area is now occupied by Westfield Stratford City, Stratford International Station and the Olympic Village which is not included in the APA.

The works were closed in 1963 and many of the buildings had been demolished by 1977 when the site was converted into a railway depot. The last surviving structure associated with the railway works was a wall that was demolished as part of the Olympic redevelopment. A tunnel for the Channel Tunnel Rail link has been built through the southern part of the APA but other parts of the site have remained relatively undeveloped since the closure of the works.

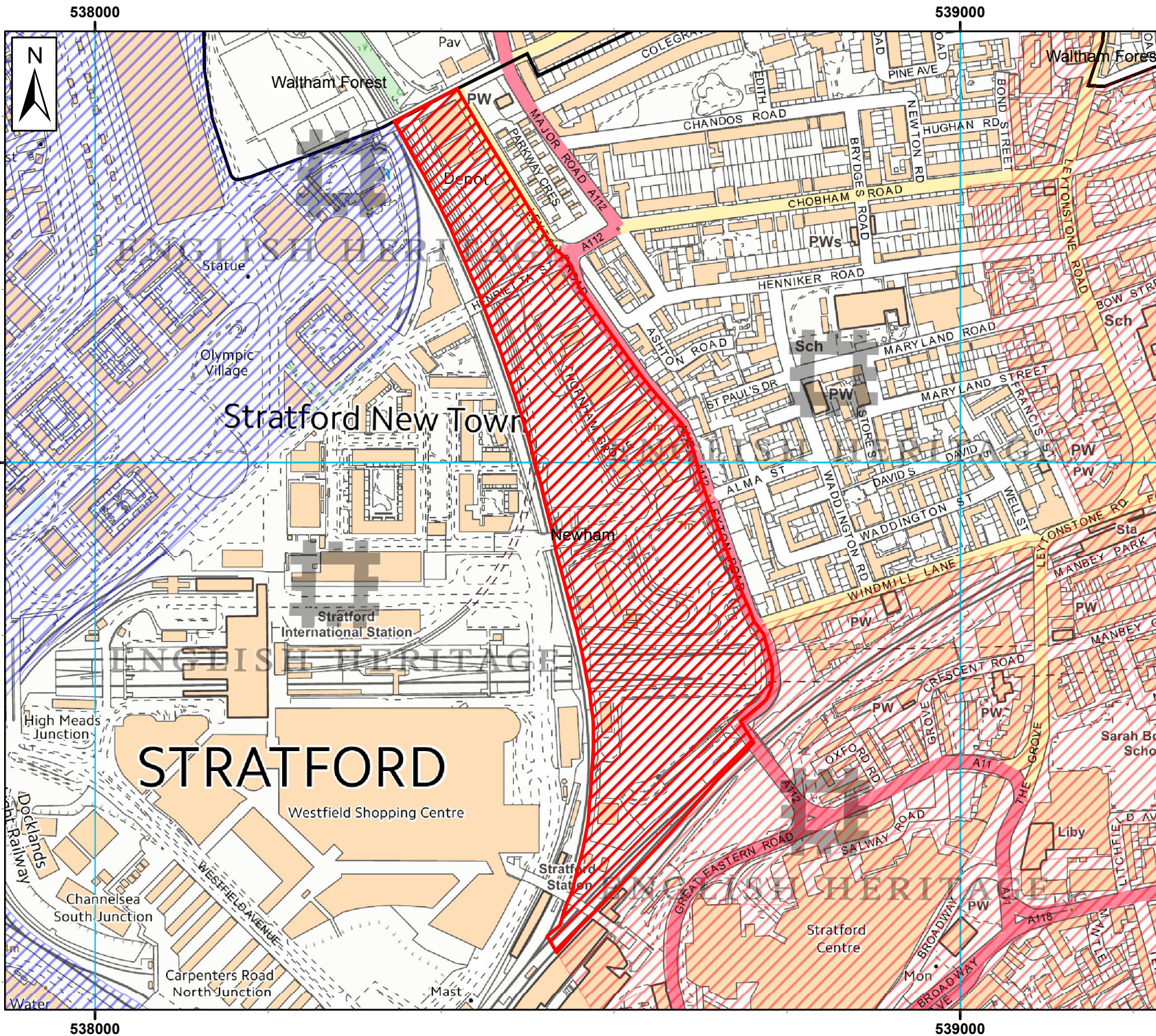
Significance

For more than 100 years the Stratford Works were an important site for the industrial production of railway stock. The site clearly possesses strong local historic interest but the archaeological potential of the site is currently unknown. Even though all the buildings associated with the works have been demolished some parts of the site have not seen significant development so remains of the earlier buildings may survive. Future redevelopment of the site would have the potential to reveal the extent of any surviving archaeology.

Key References

London 5: East, B. Cherry, C. O'Brien and N. Pevsner, Yale University Press, 2005

Stratford, West Ham & The Royal Docks, S. Pewsey, Sutton Publishing Limited, 1996



Newham APA 2.12 Stratford Railworks

November 2014

 Stratford Railworks APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Newham APA 2.13: Thames Ironworks

Summary and Definition

The Thames Ironworks Archaeological Priority Area covers an area on the Limmo peninsula on the eastern bank of the River Lea between Canning Town Station and the River Thames. The Thames Ironworks and Shipbuilding Company was established here in the 1840s and was an important shipbuilding site until its closure in 1912.

The Thames Ironworks APA is classified as Tier 2 because it is an area of historic industry that has been undeveloped since the closure of the company. Recent archaeological interventions have also found a number of features associated with the works.

Description

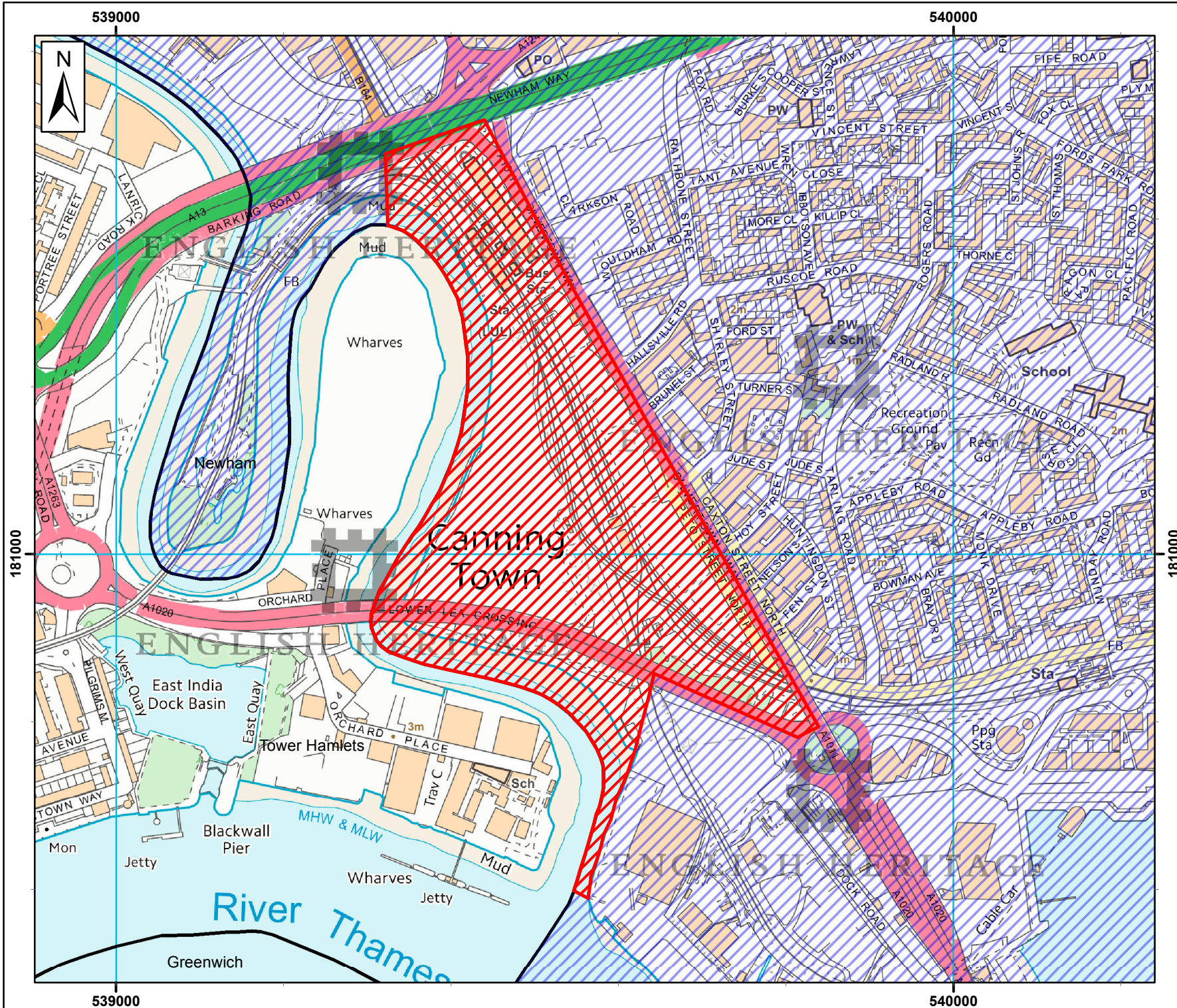
The Thames Ironworks and Shipbuilding Company was initially established on the Tower Hamlets side of the River Lea to the east of the East India Dock Basin in the 1830s. In the 1840s the works expanded and took over a larger site the opposite side of the Lea on the Limmo peninsula. It did this to take advantage of the newly extended railway line to Silvertown and North Woolwich and also because larger ships could be launched from the Newham side of the Lea. In the 1860s the works on the western side of the Lea were abandoned and the Limmo site became the only production area.

Facilities at the site included an iron foundry, a brass foundry, a number of furnaces, a rolling mill and numerous slipways can be seen on 19th century OS maps of the site. The works became famous for producing iron clad ships and HMS Warrior, the navy's first ironclad warship, was built here and launched in 1860. The works produced many other ships that were built for military and civilian purposes and also built lifeboats for the RNLI between 1896 and 1912. While shipbuilding was the most famous activity associated with the site the works also produced iron that was used in numerous civil engineering projects.

HMS Adventurer, a 22,500 ton warship, was the last major ship to be built at the Thames Ironworks and was launched in 1911. By this point shipbuilding on the Thames was becoming increasingly expensive compared to other parts of the United Kingdom such as Glasgow and Newcastle and the Thames Ironworks were forced to close in 1912. The site was acquired by the Great Eastern Railway and by the late 1920s most of the buildings on the site had been cleared and by the 1950s there was no trace of any of the buildings associated with the Ironworks. Archaeological excavations that have taken place at the site uncovered the remains of a number of buildings associated with the Ironworks and a slipway which was more than 400 foot long.


Significance

The Thames Ironworks is an example of a thriving 19th century industrial shipbuilding complex. Iron built ships were an innovation of the 19th century and the construction of such ships at the Thames ironworks connects the site with the revolutionary new form of shipping and the industrial processes needed to produce such ships. The output of the Ironworks, its reputation and its connection with famous ships such as HMS Warrior makes the site particularly noteworthy. All the buildings at the site associated with shipbuilding have been demolished but the area was never redeveloped and excavations have demonstrated that features associated with the Ironworks have survived.



Newham APA 2.13 Thames Ironworks

November 2014

 Thames Ironworks APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:6,000

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Newham APA 2.14: London to Colchester Roman Road

Summary and Definition

The Archaeological Priority Area covers the projected route of the London to Colchester Roman road through Newham. It also includes a section that runs northwards from Stratford which covers the Roman road that connected London with Great Dunmow in Essex. The APA has been classified as Tier 2 due to it being a corridor along a Roman road.

Description

The Roman road that connected London with Colchester ran through the northern part of Newham. The route of Romford Road between Stratford and the borough boundary with Barking and Dagenham is thought to run on a similar trajectory as the Roman road. The road was later diverted southwards to the west of Stratford in the early 12th century when a new bridge was built over the Lea and Channelsea Rivers. The route of the Roman road between Stratford and the borough boundary with Tower Hamlets is therefore unclear and not followed by any modern road.

A section of the Roman road was uncovered in 1963 during an excavation that took place near to the junction between Romford Road and Tavistock Road. Another section was seen in 1986 during an excavation that took place at 30 Romford Road.

The road is thought to have crossed the River Lea at Old Ford near to Iceland Road in Tower Hamlets and subsequently followed the route of Roman Road. The projected route of the road to the west of Stratford would have passed through the southern part of the Olympic site just to the south of the athletics stadium. However, excavations that took place prior to the development of the Olympic Park failed to find any trace of the Roman road. Previous developments on the Olympic site may have removed any archaeological trace of the road. Alternatively, the road may have followed a different route between Newham and Tower Hamlets that is yet to be identified. It is not known whether the road crossed the Lea by way of a bridge or a ford.

The section of the APA that covers the London to Great Dunmow road runs north from Romford Road on either side of Water Lane and Leytonstone Road as far as the borough boundary with Waltham Forest. Leytonstone High Street, in Waltham Forest, and Leytonstone Road are both thought to have evolved from this Roman road.

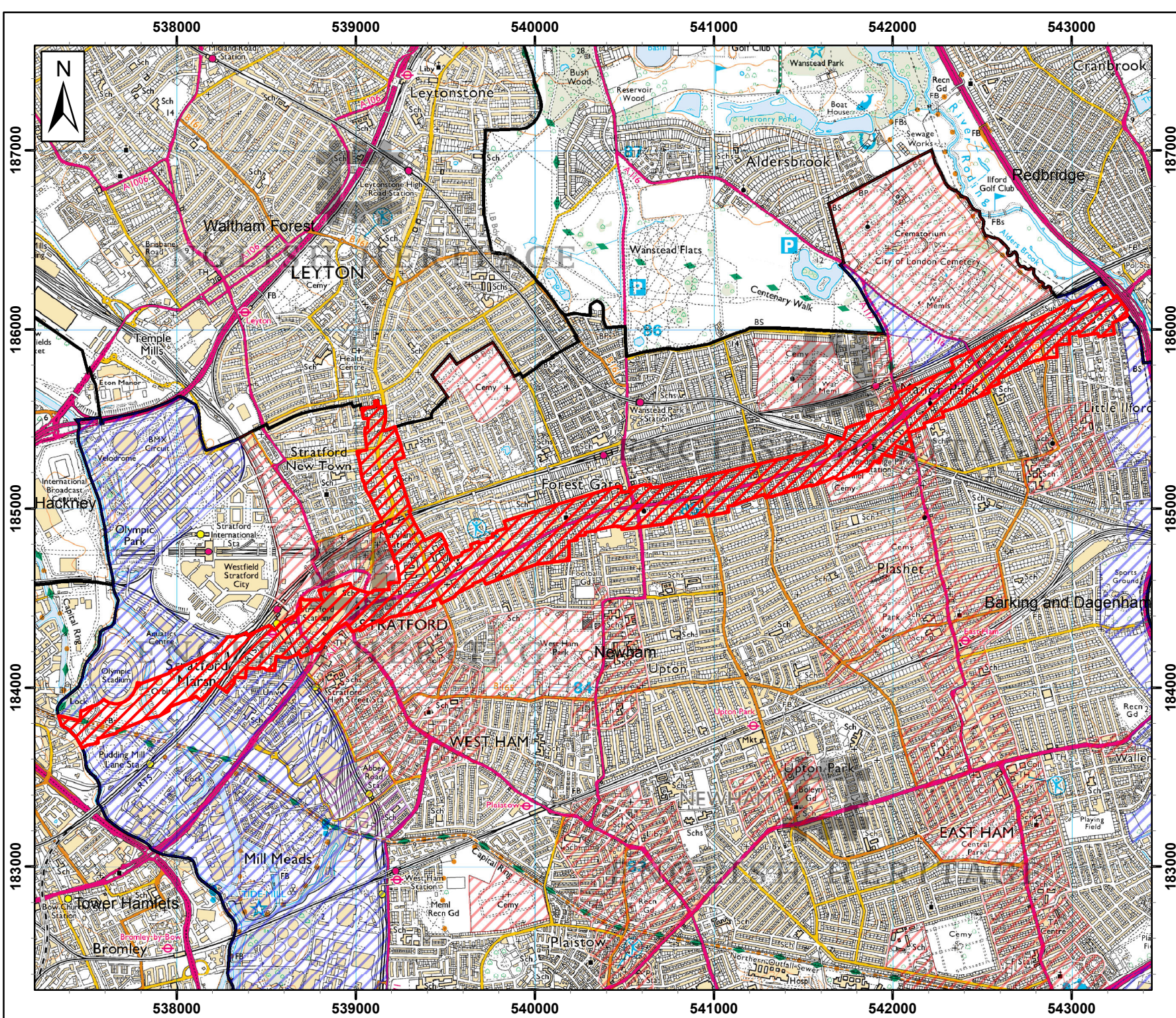
Significance

The road is important because it linked London and Colchester which were two of the most significant towns in Roman Britain. The fact that modern roads still follow part of its route through Newham demonstrates how it influenced road layouts in subsequent centuries. The development of the

road would have led to roadside settlements being established along it in areas such as Stratford which were close to a river crossing and roadside cemeteries may have also been established. Since sections of the road have been uncovered in previous excavations it is likely that further remains are present along its route.


Key References

Roman Roads in Britain (3rd ed.), I.D. Margary, John Baker, 1973





Newham APA 2.14 London to Colchester Roman Road

November 2014

 London to Colchester
Roman Road APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:28,000

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Newham APA 2.15: Manor Park to North Woolwich Roman Road

Summary and Definition

The Archaeological Priority Area covers the route of the Roman road that ran in a north south direction through Newham between Manor Park and North Woolwich. It has been classified as Tier 2 because it is a corridor of land along a Roman road.

Description

The route of High Street North and High Street South through East Ham follows the route of a Roman road. The road may have followed the route of an already established trackway along which settlements had already started to develop. This could explain the presence of prehistoric features that were found in East Ham. The road is thought to have continued all the way to a crossing point over the Thames at North Woolwich close to the modern ferry crossing. A site where Iron Age and Roman features have been found is located on the opposite side of the river in Woolwich which may have been the corresponding southern point of the river crossing. Ditches dating to the Iron Age have been found at the Woolwich site and may relate to a settlement which had an influence over the local area and controlled the river crossing. It is possible that a similar site existed on the northern side of the Thames although such a site has yet to be located.

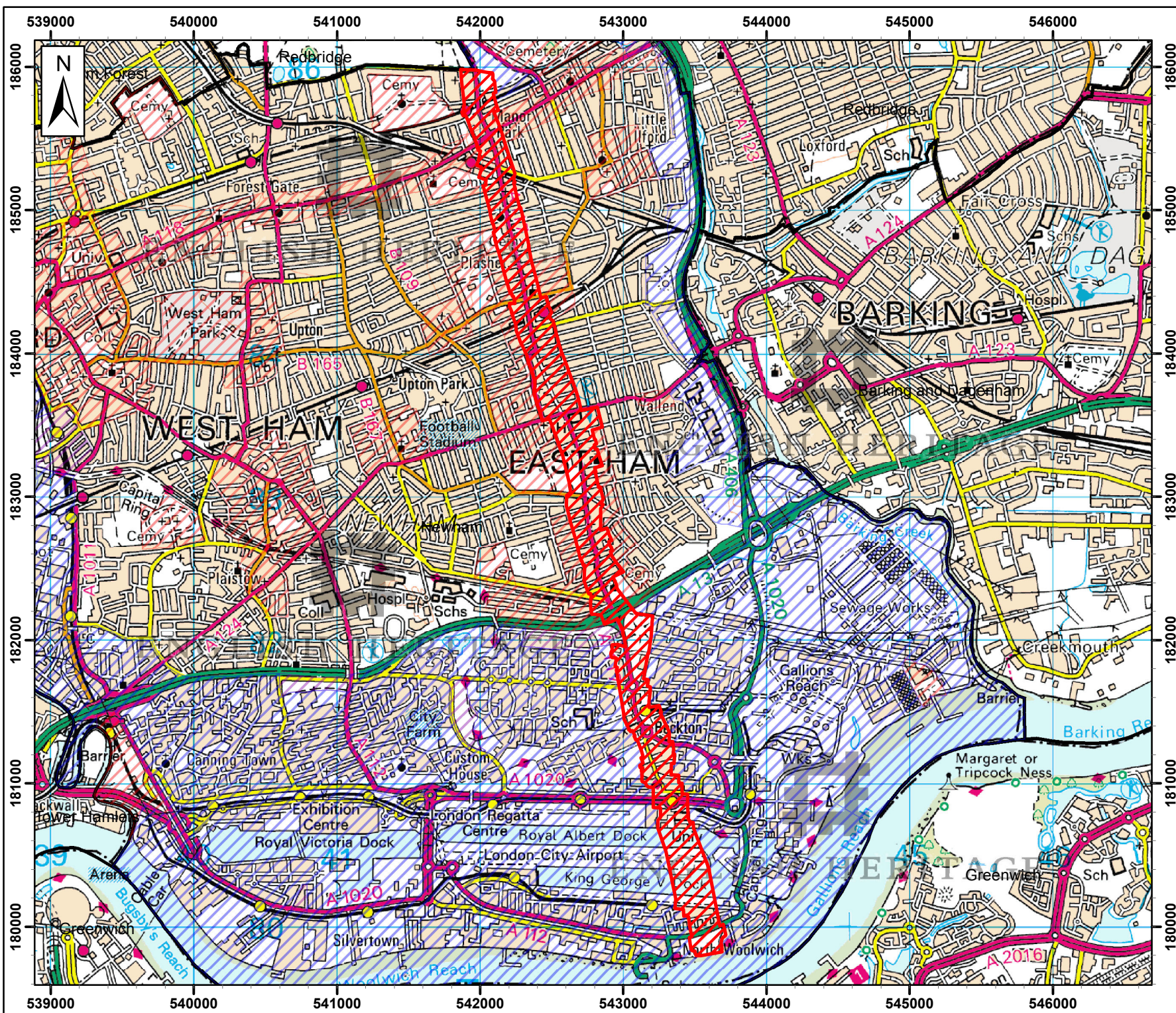
A Roman cemetery is known to have existed close to the route of the road to the west of St Mary's Church in East Ham. An excavation at 149-153 High Street North in 2006 found a ditch containing Roman pottery and ceramics. These finds could indicate that settlements were established along this road in the Roman period.

The Rocque map of 1745 shows that the route of the Roman road had survived south of what is now Romford Road. It was known as White Post Lane between Romford Road and the settlement of North End and Church Street by the time it reached South End. The Chapman and Andre map of 1777 shows the road continuing south past East Ham church and then across the marshes known as the East Ham Levels towards the Thames. It has been suggested that Woolwich Manor Way between the A13 and New Beckton Park follows a similar route as the Roman road. The road would have reached the Thames somewhere to the south of the King George V Dock possibly to the east of the modern Woolwich ferry.

Significance


The Manor Park to North Woolwich Roman road was not as important as the London to Colchester Roman road which also passed through Newham. However, it is an example of a smaller Roman road which was still significant because it led to a river crossing. It is possible that settlements may have developed along it such as in the area near to East Ham where Roman remains have been found. The road may have been established prior

to the Roman occupation in which case it is an example of a prehistoric trackway which was adopted and enhanced in the Roman period.



Newham APA 2.15 Manor Park to North Woolwich Roman Road

November 2014

 Manor Park to
North Woolwich
Roman Road APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:35,000

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Newham APA 2.16: Newham Cemeteries

Summary and Definition

This APA covers six post medieval cemeteries which are not otherwise covered by an Archaeological Priority Area. All the cemeteries were founded in the 19th century and reflect the multi cultural character of Newham since two of the cemeteries are Jewish cemeteries while others have areas reserved for members of the Muslim or far eastern communities. The APA is classified as Tier 2 because it includes burial grounds with 19th century origins. All the cemeteries are open to the public and, apart from Plashet Jewish Cemetery, still accept new burials.

Description

City of London Cemetery, Aldersbrook: The City of London Cemetery is a Grade I Registered Park and Garden located in the north east of Newham. It was founded in 1856 by the City of London Corporation and eight Grade II listed structures are located within it. It is the largest municipal cemetery in the UK and more than 150,000 graves are located within it. A mill and salt pan are mentioned in the Domesday Book within the manor of Wanstead and both of these features are thought to have been located within the eastern part of the APA adjacent to the Roding or the Alders Brook. Aldersbrook House and its grounds were located within the APA prior to the establishment of the cemetery. The house can be seen on 18th century maps but it is unclear whether it was built on the same site as an earlier medieval building. An area known as The Shoot is located in the eastern part of the cemetery and it is within this approximate area that Aldersbrook House was located. The Shoot has never been used for burials and therefore, unlike much of the rest of the cemetery, its archaeological potential has not been disturbed by graves.

East London Cemetery, Grange Road: The East London cemetery is located to the east of Plaistow. It was founded in 1874 and at its centre are two chapels, one of which was converted into a crematorium in 1954. The western side of the cemetery has been used as a burial site for members of the Chinese and Japanese communities living in London.

Manor Park Cemetery, Serbert Road: Manor Park Cemetery was founded in 1874 and a chapel was built at the centre of the cemetery three years later. It is a private cemetery and is still operated by its founding company, the Manor Park Cemetery Company. The chapel was almost completely destroyed by bombing during World War Two but was later rebuilt. A crematorium was added to the cemetery in 1955 and the site also includes a lodge, a garden of remembrance and two war memorials.

Plashet Jewish Cemetery, High Street North: Plashet Jewish Cemetery was opened in 1896 by the United Synagogue Company and is located on the western side of High Street North to the north of Plashet Park. Its former entrance lodge is now hidden behind a concrete fence and a former prayer

hall was destroyed by bombing during World War Two. The cemetery has been repeatedly attacked by vandals and more than 380 tombstones were damaged during a single incident in 2003.

West Ham Cemetery, Cemetery Road: West Ham Cemetery is located to the north of Forest Gate and includes the site of West Ham Jewish Cemetery. Both cemeteries were founded in 1857 and were expanded in the 1870s. A small chapel is located towards the south eastern side of the circular walk at the centre of the cemetery. A non conformist chapel was formerly located on the south western side of the same walk but was demolished at some point after 1940. The Jewish Cemetery is located on the western side of the site and includes the Grade II listed Rothschild Mausoleum.

Woodgrange Park Cemetery, Romford Road: Woodgrange Park Cemetery was founded in 1888 by the Tottenham Park Cemetery Company. A red brick gothic chapel that was located within the cemetery was demolished in 2006 after a fire and part of the cemetery is used for Muslim burials. The cemetery used to extend as far eastwards as the railway tracks but in the early 1990s, a section of the eastern part of the cemetery was sold off and burials relocated before Queensbury Place and Bluebell Avenue were built.

Significance

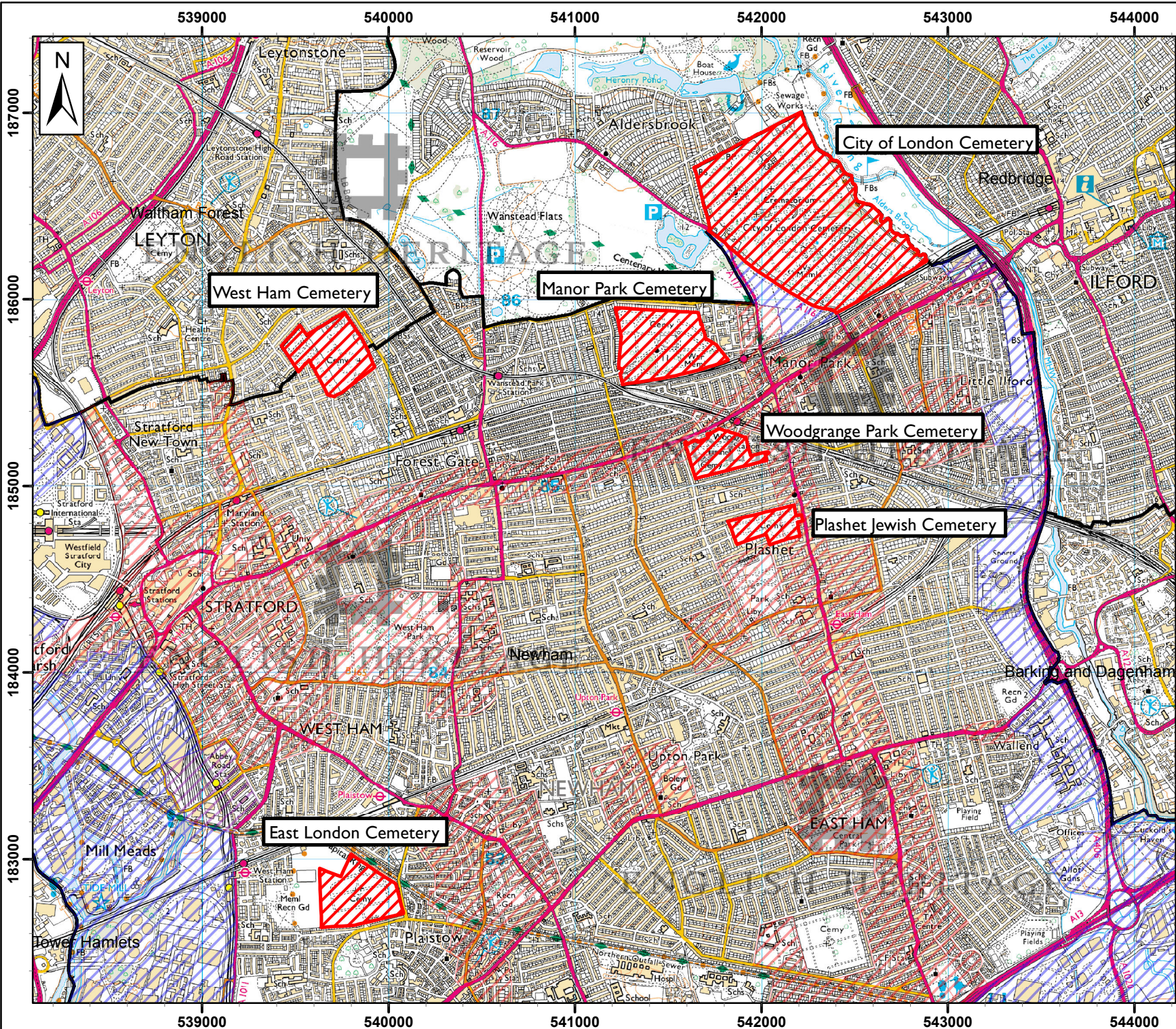
Open undeveloped areas of these burial grounds have potential for surviving pre-cemetery archaeological remains. Burials would have had a severe impact on any earlier archaeology but burials which are over 100 years old are potentially of archaeological interest. The interest in burials and burial grounds relate to differences in burial practices, buildings and monuments which typically reflect a variety of social and religious factors and also to the study of human populations including life expectancy, health and disease. The population of Newham in the later 19th century was largely working class and poor with, for its time, notable ethnic diversity. It therefore represents a distinctive type of Victorian industrial population.

Burial grounds have their own specific legal protections. In accordance with national guidelines, archaeological investigation in 19th century burial grounds would normally occur when burials over 100 years old have to be disturbed. Such disturbance could be for development or purposes other than routine small scale cemetery operations. The views and feelings of relatives and associated faith communities, when known, would be considered.

Key References

London 5: East, B. Cherry, C. O'Brien and N. Pevsner, Yale University Press, 2005

London Cemeteries, An Illustrated Guide & Gazetteer (4th ed.), H. Meller and B. Parsons, The History Press, 2008



Newham APA 2.16 Newham Cemeteries

November 2014

 Newham Cemeteries APA

 Tier 1
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Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:27,500

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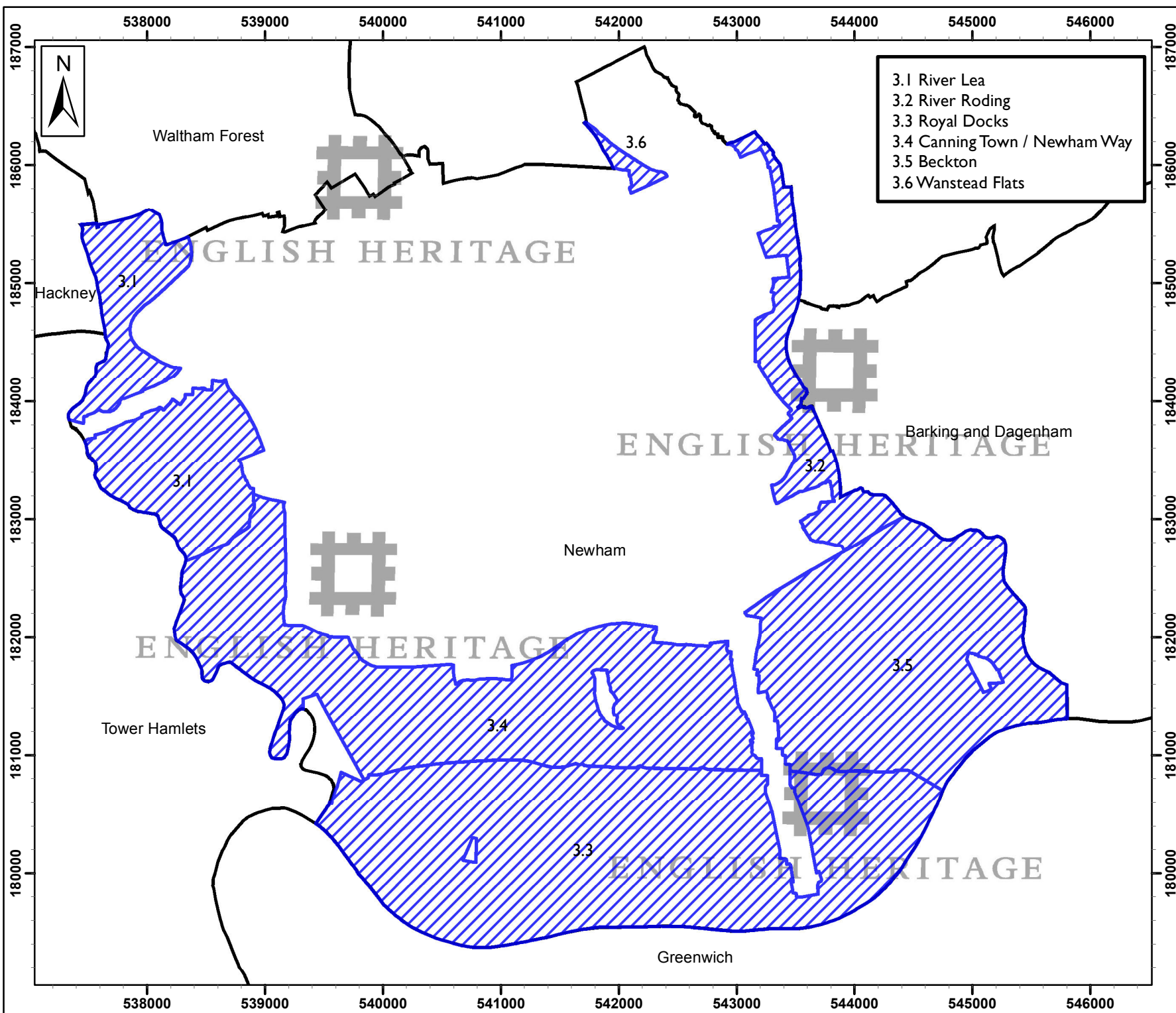


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Appendix D

Area descriptions and map extracts for Tier 3 Archaeological Priority Areas



Tier 3 Archaeological Priority Areas in Newham

November 2014

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:42,500

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Newham APA 3.1: River Lea

Summary and Definition

The River Lea Archaeological Priority Area runs along the course of the River Lea and its various tributaries from the borough border with Hackney as far south as Three Mills Island. It is divided in two due to the London to Colchester Roman Road APA passing through it. Extensive excavations that took place in advance of the Olympic Park construction demonstrated that the area had potential for prehistoric finds, features and deposits. In later periods the area saw the establishment of numerous industries which required water for power and used the rivers to transport their produce.

The River Lea Archaeological Priority Area has been classed as Tier 3 because it is an extensive area containing potential palaeoenvironmental evidence for past wetland and riverine environments. It was also an extensive area of historic industry in the medieval and post medieval periods.

Description

Excavations that took place in advance of the development of the Olympic Park found evidence of prehistoric settlement although overall the intensity of prehistoric archaeology found was relatively low. Finds included prehistoric pottery, a Neolithic hand axe made of flint and the remains of a Bronze Age farmstead. The farmstead was found on the site of the Aquatics Centre and consisted of a round house that was dated to 1400 BC. Any surviving prehistoric features in this area are likely to be deeply buried due to thick layers of made ground that have been deposited on top of them over the centuries.

The course of the A118 road which links Stratford and Bow in Tower Hamlets was established in the early 12th century. The Lea crossing at Old Ford slightly to the north had become unusable so a number of bridges over the Lea, Channelsea and other river channels were established along with a linking causeway. These bridges were rebuilt on several occasions and the causeway has developed into the modern four lane road.

The area became a popular location for mills in the medieval period and the Domesday survey of 1086 mentions eight mills in the West Ham estate. The Chapman and Andre map of 1777 shows a number of watermills and windmills in the APA. A number of mills were concentrated at Three Mills Island at the southern point of the APA. The Tide Mill or House Mill was built in the 1770s and is now a Grade I listed building while the Clock Mill was built in the early 19th century and is Grade II.

The rivers were adapted and manipulated to improve water supply to the mills and to improve navigation. Agricultural goods were transported from Hertfordshire southwards along the Lea and it is thought that a dock existed somewhere near Stratford.

Other Industries developed during the 18th and 19th centuries particularly within areas on either side of what is now the A118 road. By the 1860s the factories included printing, lime, chemical, gas and soap works.

Significance

The River Lea in this area has been manipulated, exploited and traversed over multiple historic periods. It was an important communication link for river traffic that travelled along it but its numerous channels were also problematic for road traffic that wanted to cross it. It is therefore a feature that assisted and hampered different methods of travel through the area.

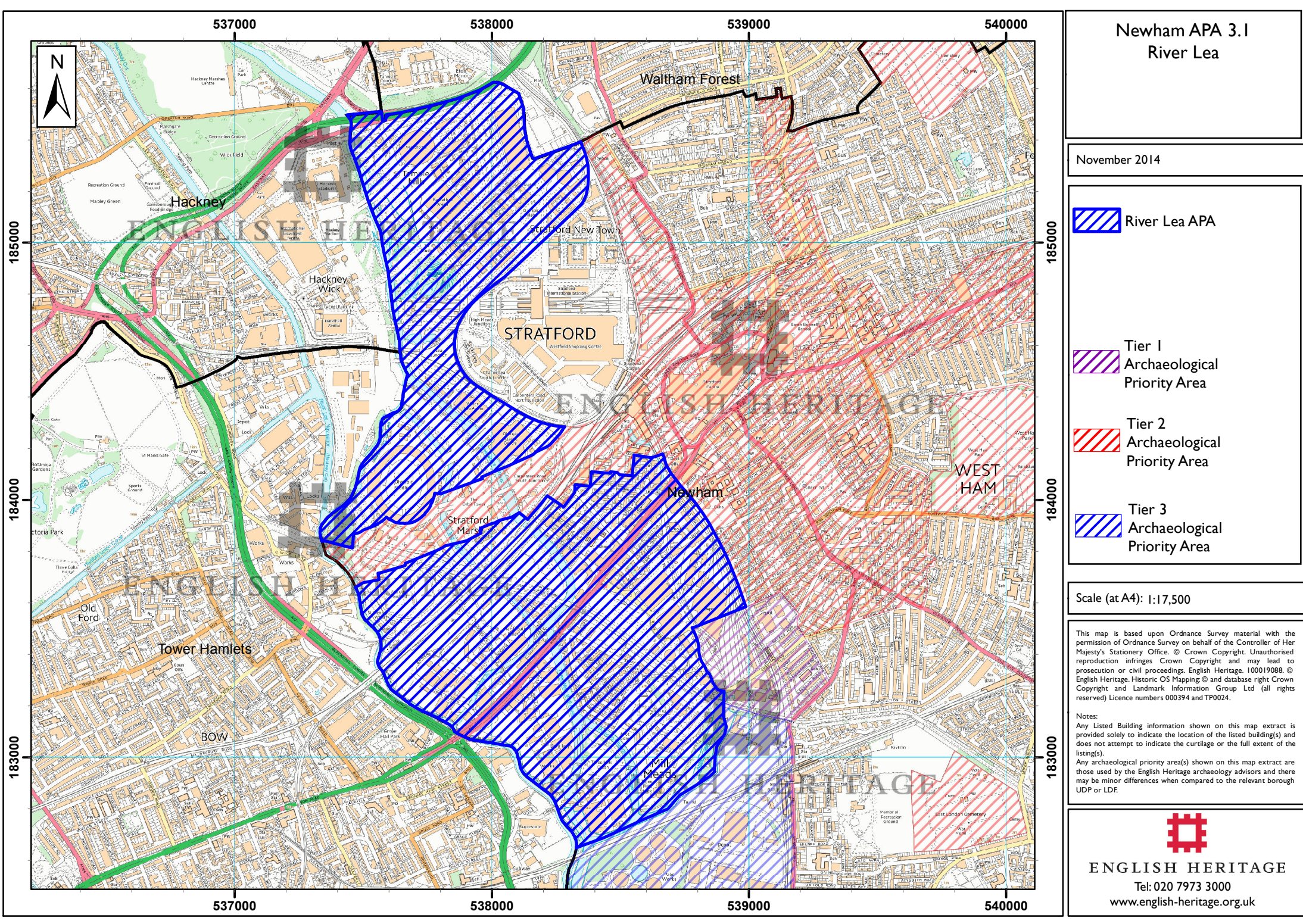
There is evidence of settlement in the area during the prehistoric period and the area has also been a site for varying scales of river based industrial activity since at least the time of the Domesday survey. The construction of the Olympic Park in the northern part of the site will have had an impact on any surviving archaeological deposits. However, significant archaeological remains and deposits may survive in other parts of the APA including undeveloped areas of the Olympic Park.

Key References

By River, Fields and Factories: The Making of the Lower Lea Valley, Archaeological and cultural heritage investigations on the site of the London 2012 Olympic and Paralympic Games, A. B. Powell, Wessex Archaeology, 2012

Renewing the past, Unearthing the history of the Olympic site, Wessex Archaeology, 2012

From Ice Age to Essex, A history of the people and landscape of East London, P. Greenwood, D. Perring and P. Rowsome, Museum of London Archaeology Service, 2006





Newham APA 3.1 River Lea

November 2014

 River Lea APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:17,500

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Newham APA 3.2: River Roding

Summary and Definition

The River Roding Archaeological Priority Area covers an area to the west of Newham's eastern borough boundary between Newham Way (A13) in the south to just north of Romford Road (A118) in the north. The area has potential for archaeological deposits relating to settlement of the Roding's riverside areas.

The River Roding APA is classified as Tier 3 because it is a topographical zone with high potential for preservation of organic remains associated with a wetland environment. The area's association with Uphall Camp, a major Iron Age settlement, is also significant.

Description

Land on the western side of the River Roding would have been marshy and waterlogged for much of its history. Alluvial deposits which may contain organic archaeological material are known to stretch along the Roding and peat deposits were found at Langdon School during excavations in 2011. The area may have been settled in the prehistoric period and Bronze Age trackways have been found on the eastern side of the Roding. However, significant prehistoric remains have yet to be found on the Newham side of the river.

A significant Iron Age settlement known as Uphall Camp was located to the east of the Roding in the London Borough of Redbridge. It was one of the largest sites of its kind in this part of England and was an important political centre for the local tribe in the 1st and 2nd centuries BC. It occupied a site of approximately 25 hectares with ramparts that were six metres high and defensive ditches that were eight metres wide and two metres deep. Its location near to the Roding suggests that it was situated there to take advantage of the river and control movement along or across it. While the site of Uphall Camp is not located within the River Roding APA the presence of such an important tribal centre would have had an impact on the surrounding landscape as people travelled to and from it or settled near it. Archaeological traces of this may survive within the APA.

A waterway known as the Back River was a natural river that previously passed through the APA and can be seen on historic maps dating to the 18th century. It branched off from the western side of the Roding to the east of the NTGB Sports Ground and then ran parallel to the river before rejoining it at Hand Trough Creek to the north of Jenkins Lane. The Back River appears in Ordnance Survey maps from the 1860s until 1920 but in later editions it has disappeared although its embankments can still be discerned. It was either filled in or silted up naturally although its former course, rather than the course of the Roding, was used as an earlier borough boundary.

A windmill known as Wellington Mill is known to have been located along the Back River. It was built in 1815 to the south of what is now the junction between Highbridge Road and Barking Road and consisted of a weather boarded smock mill and a brick mill house next door. It is noted as being disused on the Ordnance Survey map of 1920 and was demolished in 1926. The Back River does not appear to have been utilised by watermills possibly because the flow of water was not strong enough. However, it is possible that other mill buildings may have been established along it in earlier centuries.

Much of the area within the APA was not built upon until the early 20th century presumably due to the fact that the area is a flood plain. By the 1890s a few buildings existed within the APA such as a sewage works and an infectious diseases hospital, both of which were located to the east of what is now Folkestone Road. The area developed rapidly during the first two decades of the 20th century and much of the modern road layout was established.

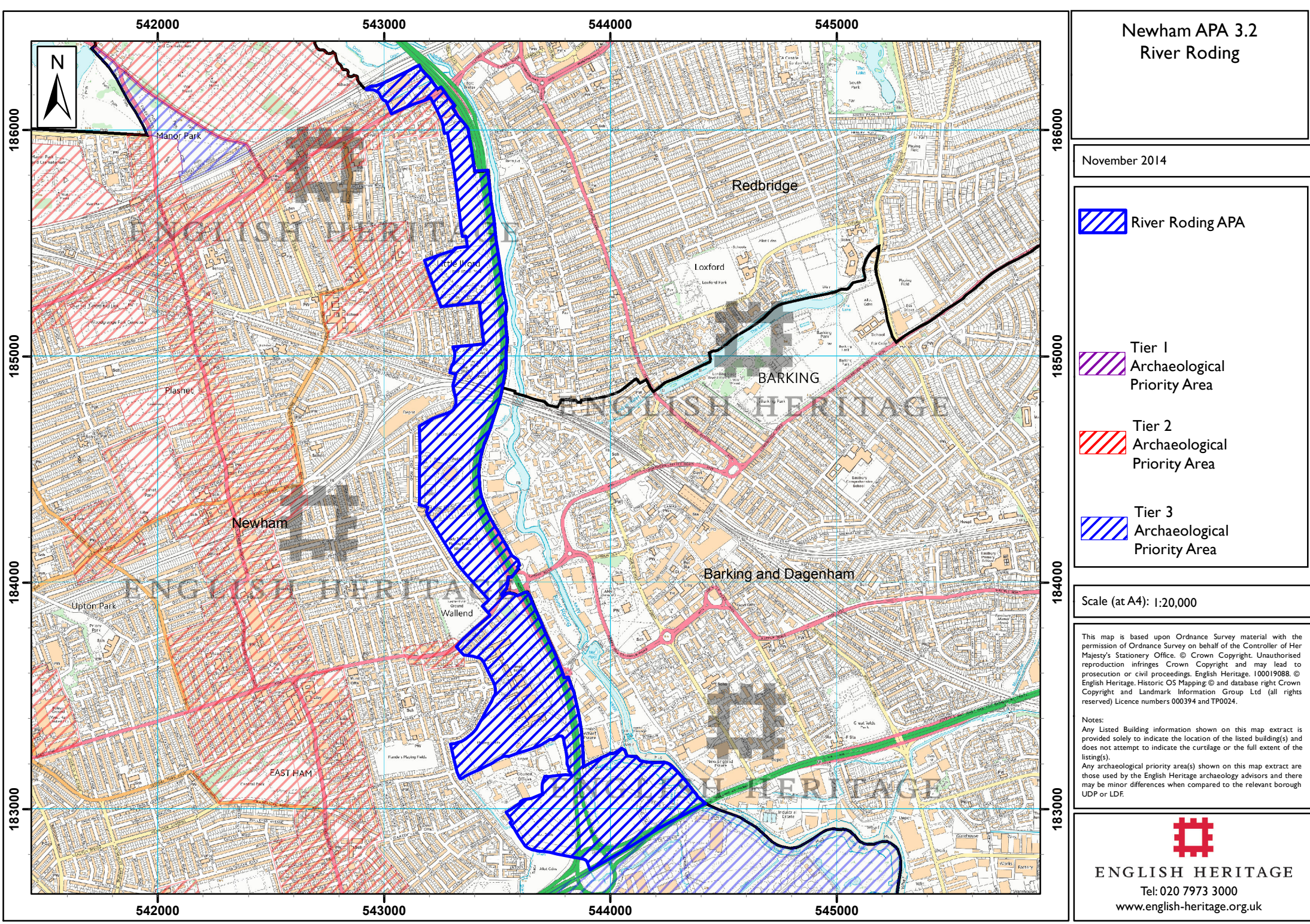
Significance

The River Roding was never exploited for industrial purposes to the same scale as the River Lea in the west of the borough but neither has the area around it been archaeologically investigated as thoroughly. Peat deposits that have been found suggest that archaeological deposits and finds relating to the prehistoric period may be present. Riverside areas would have been attractive sites for settlement in the prehistoric period and the influence of Uphall Camp to the east is also likely to have had an impact on the area which may have left some form of archaeological trace. Evidence of prehistoric settlement has been found near to the River Lea so it is therefore reasonable to surmise that similar evidence might be present within the River Roding APA. While the number of known mills along this section of the Roding is small there is still a chance that evidence of industrial activity may be found along the Roding or the former course of the Back River.

Key References


From Ice Age to Essex, A history of the people and landscape of East London, P. Greenwood, D. Perring and P. Rowsome, Museum of London Archaeology Service, 2006

London 5: East, B. Cherry, C. O'Brien, N. Pevsner, Yale University Press, 2005





Newham APA 3.2 River Roding

November 2014

 River Roding APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:20,000

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Newham APA 3.3: Royal Docks

Summary and Definition

The Royal Docks Archaeological Priority Area is defined by the natural topography of the Thames marshes between the Rivers Lea and Roding and its modern use as a major dockyard. The area has demonstrated potential for prehistoric structures and environmental evidence. It is dominated by the landscape-scale engineering of the Royal Docks. The APA includes the Thames because of the potential for foreshore or underwater features.

The Royal Docks are classified as Tier 3 because of their landscape scale and relatively sparse distribution of known heritage assets combined with topographical potential for preservation and historic industry.

Description

This area of Newham was marshland for much of its history before it was built upon in the 19th century.

In the prehistoric period the low lying wetland area would have been crossed by numerous water channels and layers of peat would have formed. Any surviving peat layers may retain organic archaeological material. An excavation at Fort Street near Silvertown in 1994 found a late Neolithic feature which consisted of a number of planks and retaining posts. The feature has been interpreted as being a trackway or possibly a hunting platform (see Fort Street APA).

A historic road ran south from East Ham through the marsh to a ferry crossing point in the vicinity of North Woolwich. This route is thought to be of Roman or earlier origin (see East Ham APA).

The area remained undeveloped and was used primarily for grazing until the mid 19th century. North Woolwich developed following the extension of the railway to the bank of the Thames in 1847. Silvertown was established to provide worker housing for SW Silver's rubber factory that was built there in 1852. By the end of the 19th century other factories had set up along this stretch of the Thames and included gas works, petroleum works, chemical works, a sugar refinery, a jam factory, soap works and a Peruvian guano works. While the area retains an industrial character in the form of warehouses and industrial estates most of the original 19th century buildings have been demolished.

The Royal Victoria Dock, the Royal Albert Dock and King George V Dock were completed in 1855, 1880 and 1921 respectively. Each of the docks were surrounded by warehouses and the Ordnance Survey map of 1896 shows more than 30 warehouses around the Royal Albert Dock alone. The docks closed in the 1980s and few of their associated buildings survive. Notable exceptions are Warehouse K and Warehouse W on the north side of

the Royal Victoria Dock and 14 dockside cranes all of which are Grade II listed.

Significance

The presence of an extensive deeply buried well preserved prehistoric landscape indicates significant archaeological interest including the possibility of discovering sites of schedulable quality, although the Royal Docks themselves will have removed earlier remains within their extensive footprints. Elsewhere remains of the pre-modern estuarine/marshland landscape can be expected to survive beneath modern made ground. The Fort Street Neolithic timber platform illustrates the exceptional preservation that can be expected within anoxic conditions and the potential for discovering heritage assets of schedulable quality. Other potential discoveries could include boats, fish-traps, flood defences and trackways as well as artefacts and environmental evidence.

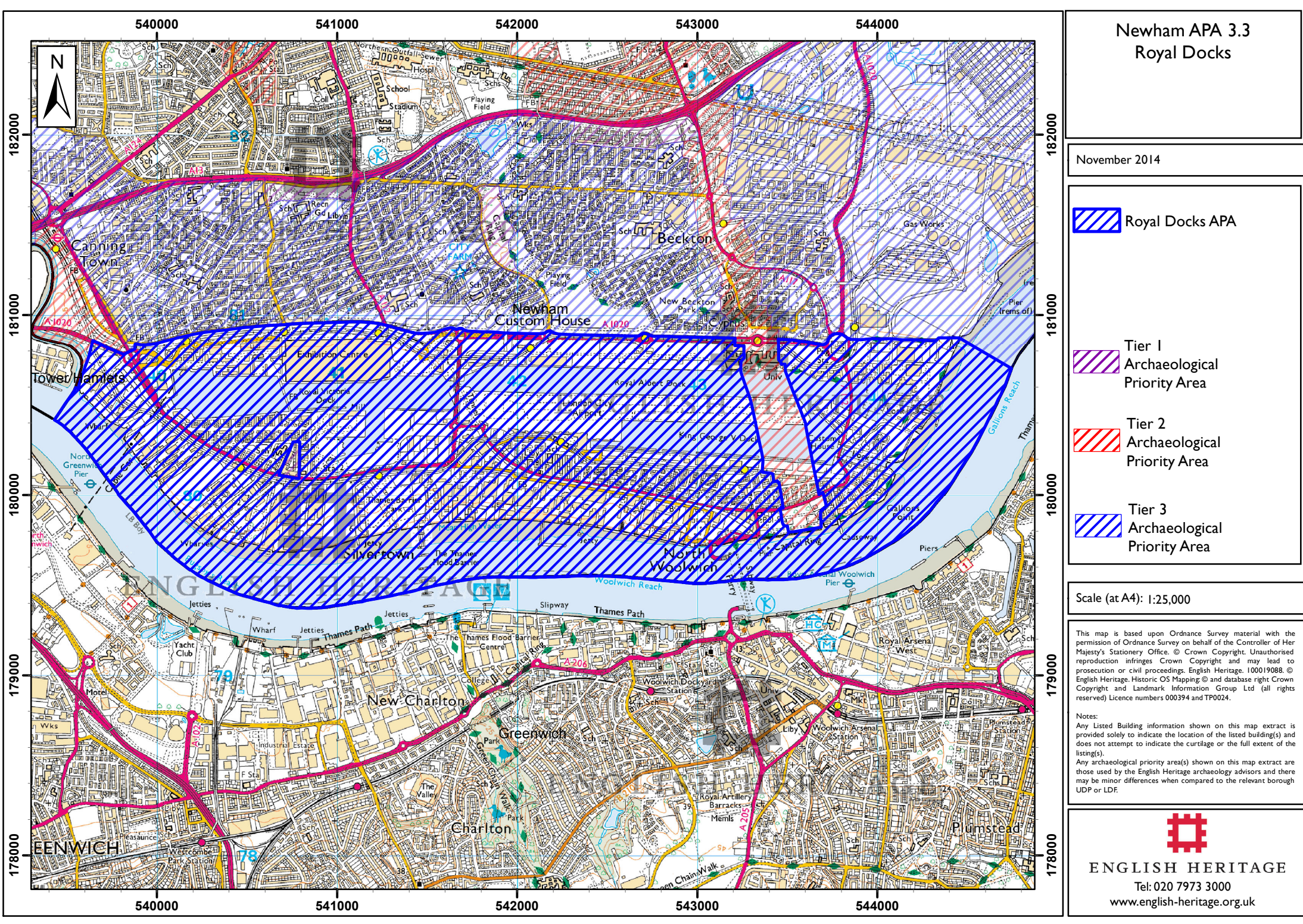
The Royal Docks have considerable historical interest as the final and largest phase of the internationally significant sequence of wharves and docks built downstream from the City of London as it developed into an Imperial Capital. As well as possessing historical interest they are dramatic landscape features and were part of the social fabric of the East End linked to the industry and working class housing of Silvertown and North Woolwich.

Key References

London 5: East, B. Cherry, C. O'Brien, N. Pevsner, Yale University Press, 2005

East Ham, S. Pewsey, Sutton Publishing Limited, 1996

Stratford, West Ham & The Royal Docks, S. Pewsey, Sutton Publishing Limited, 1996




Newham APA 3.3
Royal Docks

November 2014

 Royal Docks APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:25,000

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Newham APA 3.4: Canning Town / Newham Way

Summary and Definition

The Canning Town / Newham Way Archaeological Priority Area covers the area to the north of the Royal Docks as far as Newham Way and an area to the north of Canning Town between the River Lea and the Jubilee Line. Significant finds and features from the prehistoric period have been found in the area. Like the Royal Docks and Beckton APAs to the south and west a lot of this area would have been marshland before being developed in the 19th century. However, unlike the Royal Docks and Beckton this area never saw the same landscape scale of industry and engineering.

The Canning Town / Newham Way APA is classified Tier 3 because it is an extensive area with evidence for surviving archaeological landscapes. It is also a landscape with a high potential for the preservation of organic remains associated with a wetland environment.

Description

Newham Way follows the approximate line of where the marsh to the south met the drier land to the north. The marshes would have been covered by numerous water channels which would have flooded regularly. Peat would have developed in the marshy conditions and has been found along with other alluvial deposits throughout the APA. Finds dating to the prehistoric period, particularly the Bronze Age, have also been found and have included flint, pottery and a spear head. These items have sometimes been found embedded in peat deposits.

Evidence of more substantial prehistoric structures has been found close to Newham Way. A number of Bronze Age postholes found close to the junction of Newham Way and Prince Regent Lane have been interpreted as being part of a field enclosure. A number of other linear features in the same area are thought to be Bronze Age or Roman field systems or boundary ditches (see Prince Regent Lane APA). Several Bronze Age timber trackways have been found in the APA just to the south of Newham Way. These trackways were used to walk into the marshes from higher ground or may have been jetties (see Woolwich Manor Way APA). A significant amount of Roman pottery was also found in the same area which is close to a known Roman cemetery and a Roman road that led to the Thames at Woolwich.

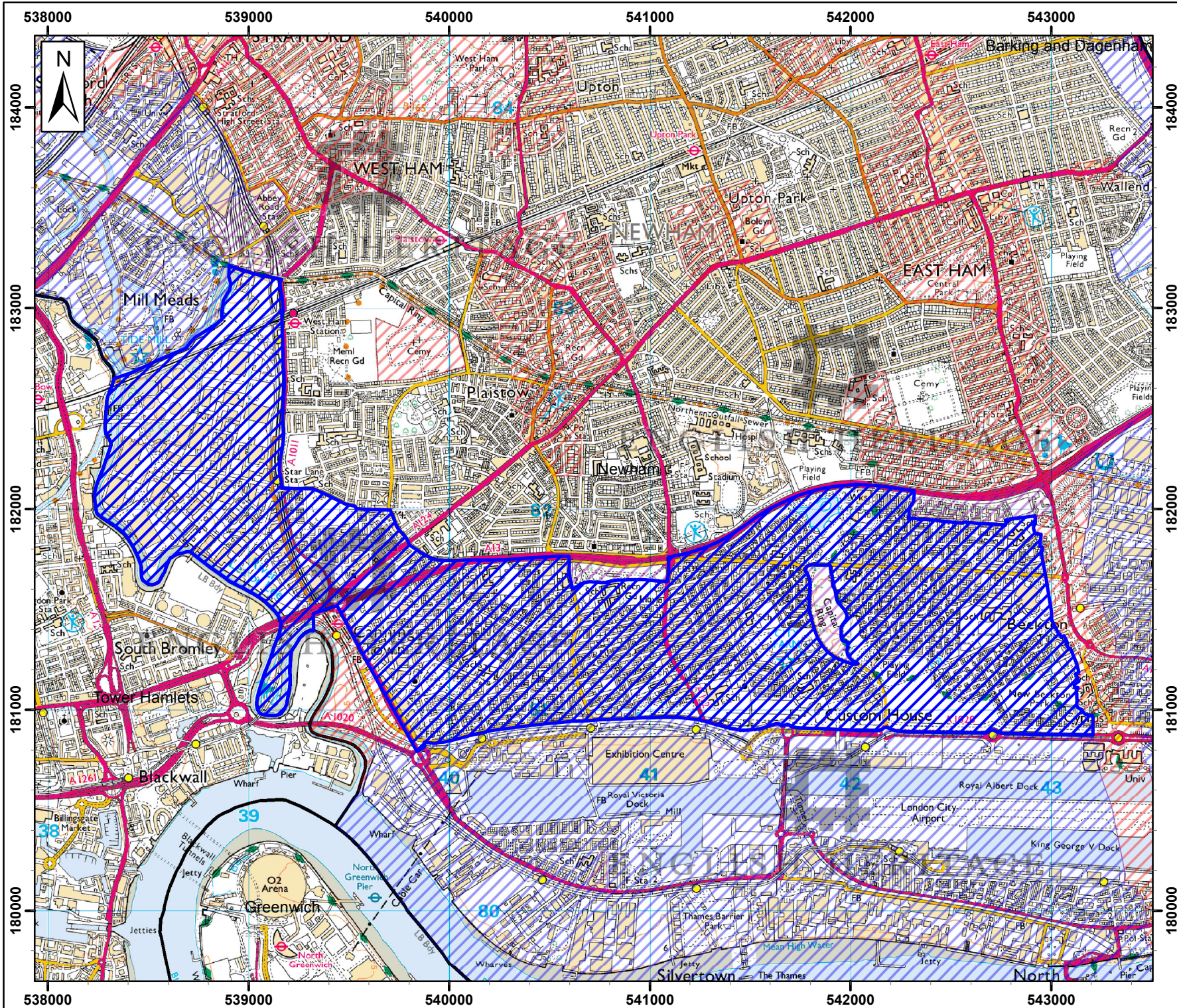
It was not until the 19th century that the marshland area saw any form of major development and reclamation. The Thames Ironworks were established on the Limmo peninsula near the mouth of the River Lea in 1846 and was a major shipyard until its closure in 1912 (see Thames Ironworks APA). Canning Town was established at the same time as the Ironworks and provided accommodation for the factory's workers. The extension of the railway to Woolwich in the 1840s, the establishment of further factories along the Thames and Lea and the building of the Royal Docks helped the area to develop rapidly in the second half of the 19th century.

Significance

The APA is situated in an area that was once an extensive estuarine/marshland landscape, the remains of which can be expected to be found beneath modern made ground. Important prehistoric features have been found within Tier 1 APAs that border this APA and it is probable that further significant finds have survived within this area. Any deeply buried and well preserved prehistoric features within this area could be of schedulable quality features. Potential discoveries could include boats, fish-traps, flood defences and trackways as well as artefacts and environmental evidence. Any features or deposits would not have been impacted upon by major engineering projects such as the Royal Docks so the chances of their survival is higher compared to elsewhere within the former wetland area.


Key References

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Newham APA 3.4 Canning Town / Newham Way

November 2014

 Canning Town /
Newham Way APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:25,000

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Newham APA 3.5: Beckton

Summary and Definition

The Beckton APA covers an area that is bounded by the River Thames, the River Roding, Newham Way (A13) and Woolwich Manor Way. Since the 19th century the area has been dominated by the large gasworks and sewage works. The APA includes the Thames because of the potential for foreshore or underwater features.

The Beckton APA is classified as Tier 3 due to it being an extensive area of historic industry and infrastructure. In undeveloped parts of the APA there is also a high potential for preservation of organic remains associated with a deeply buried former wetland.

Description

Beckton, like other parts of Newham, was marshland until the 19th century. Geoarchaeological investigations that have taken place within the APA have found that the prehistoric landscape would have consisted of areas of dry land near to river channels. These dry areas may have been settled by people who wanted to exploit the resources of the marshland. Peat developed in the waterlogged environment which could preserve organic archaeological material such as wooden structures similar to those that have been found in other parts of the borough. Finds such as flint flakes and a Bronze Age sword and axe have been found within the APA. Surviving prehistoric remains would be too deep to have been disturbed by the 19th century industrial development of the area although that would have had an impact on archaeological finds and deposits from later periods.

In the 1860s a sewage works and a gasworks were established on the land to the west of the mouth of Barking Creek. The sewage works were located near to the outlet for the northern outfall sewer which had been created by Joseph Bazalgette. The works had to be modified into a treatment works in the 1880s so that the sewage could be stored and treated before being transported out to sea. The site is still a sewage treatment works and while some of the 19th century facilities and buildings have been demolished some of the original buildings survive.

Beckton gasworks opened in 1870 and at the time was one of the largest in the world. It stopped producing gas in 1969 and many of the factory buildings have since been demolished although a number of original gasholders survive. Tar was one of the by products of the gas producing process and a Tar & Liquor works was located slightly to the west of the main gasworks to the south of what is now the Gateway Retail Park.

Significance

The gasworks and the sewage works were among the largest in the world and demonstrate how the city dealt with its waste and its need for fuel in

the 19th century. Many of the original buildings have been demolished but remains may survive beneath the surface. Their association with such important industrial facilities would make them significant to research into the infrastructure of what was at the time the world's largest city.

The area also has potential for prehistoric finds and deposits since it is located within an area that was formerly an extensive wetland environment. Any deeply buried and well preserved prehistoric features would be of potentially schedulable quality associated. The gasworks and the sewage works would have had an impact on any surviving remains although they may still be present in undeveloped parts of the APA.

Key References

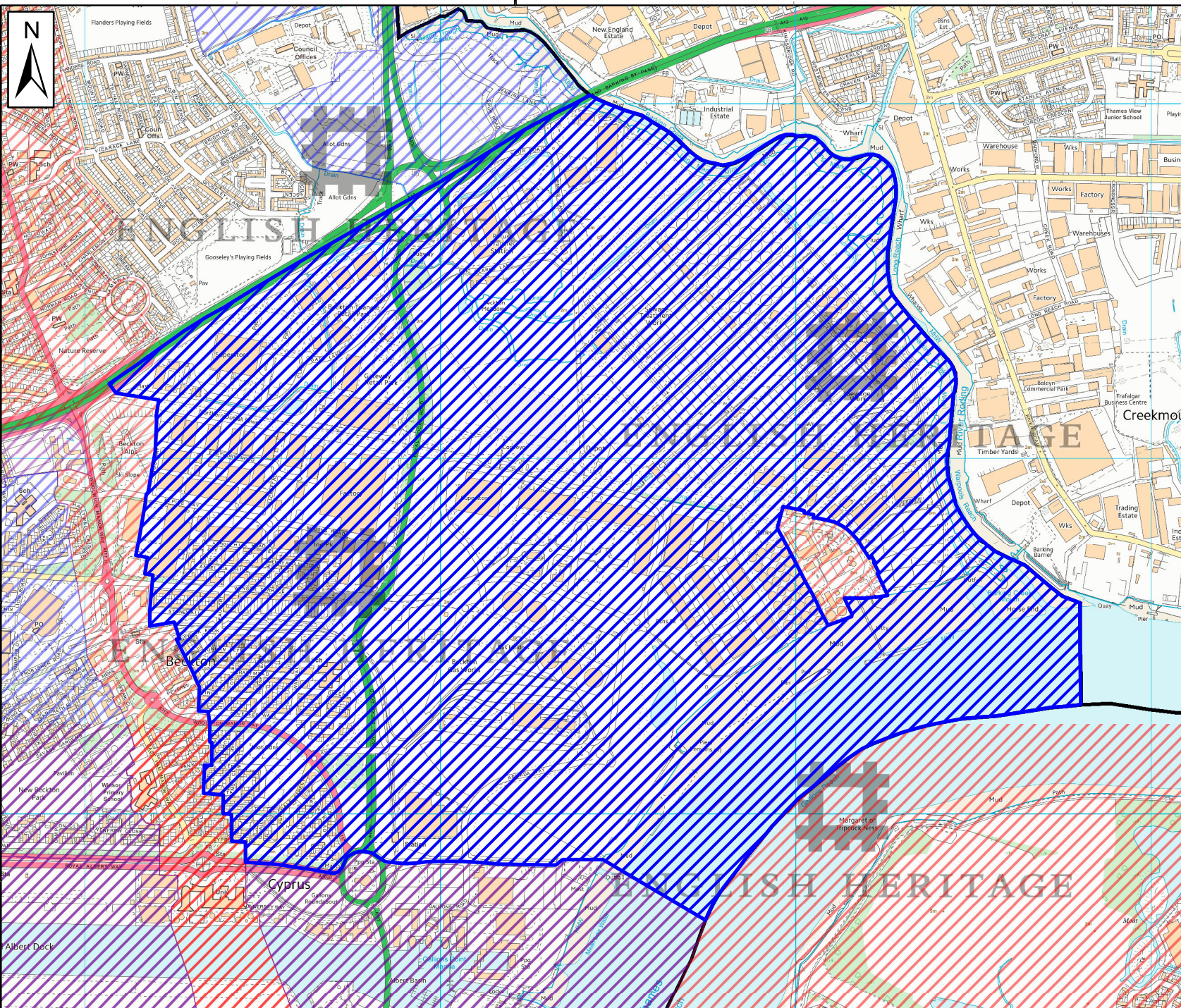
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Newham APA 3.5 Beckton

November 2014

 Beckton APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

Scale (at A4): 1:15,000

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Newham APA 3.6: Wanstead Flats

Summary and Definition

The Wanstead Flats APA covers an area to the north of the railway lines between Aldersbrook Road and Forest Drive. It is the only part of Wanstead Flats that lies within Newham. It is classified as Tier 3 due to it being part of an extensive area of historic rural landscape.

Description

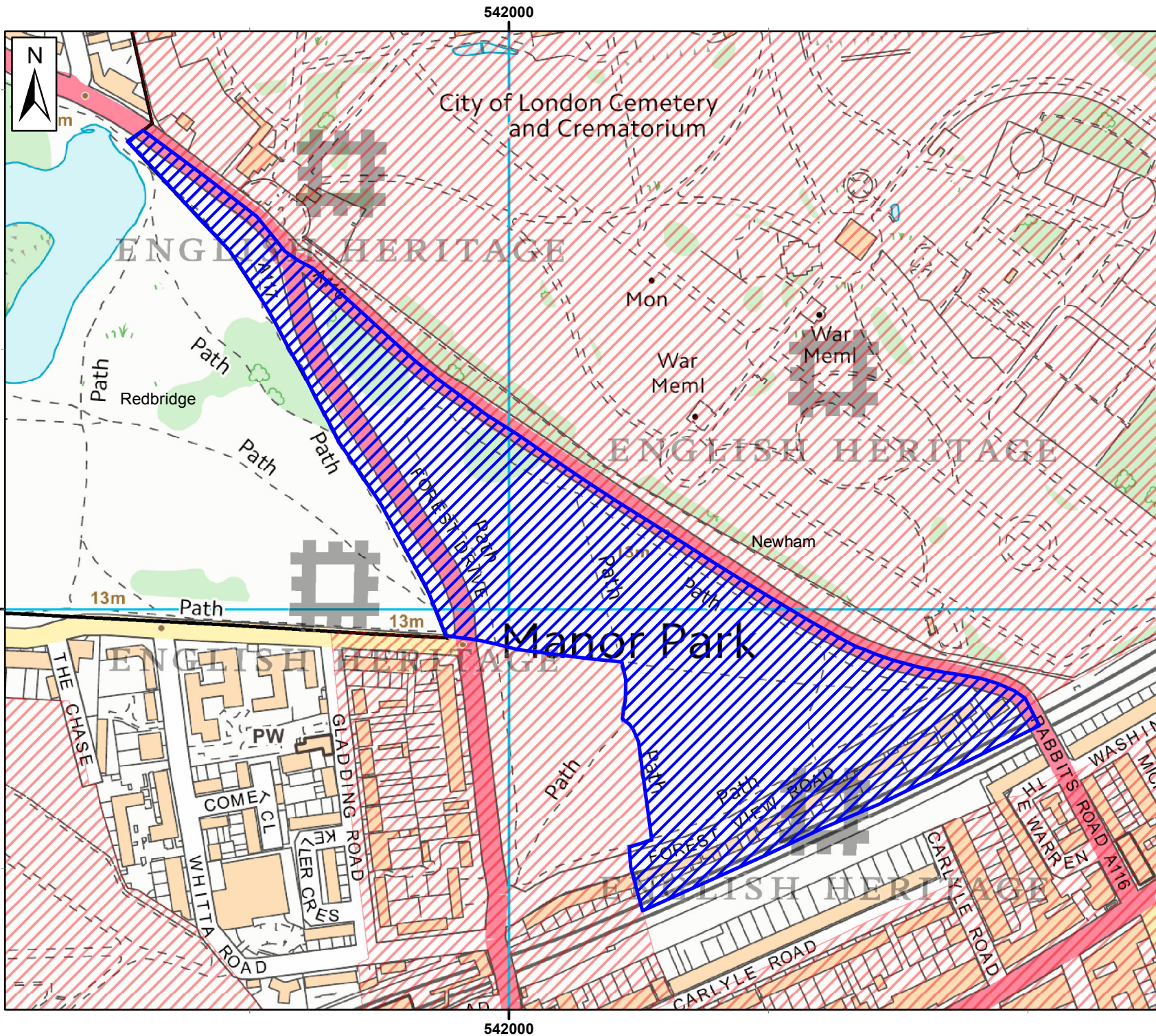
Wanstead Flats is an area of open land located to the east of Leyton, the south of Wanstead and to the north of Forest Gate and Manor Park. The majority of Wanstead Flats is within the London borough of Redbridge but a south eastern section is in Newham. Deposits of gravel lie underneath Wanstead Flats which have the potential to contain archaeological deposits and features.

Wanstead Flats represent the southern most part of Epping Forest which extends in various broken sections as far north as the M25 near Theydon Bois and Epping. It was formerly a royal forest on a ridge of land between the Lea and Roding river valleys. In previous centuries Wanstead Flats was used for cattle grazing on unenclosed land.

Prehistoric features and finds have been discovered in other parts of Wanstead Flats. These have included flint flakes, tools, an axe and a possible ditched enclosure was identified in aerial photographs. It is possible that further finds could be present within the Newham section of the Flats.


Significance

Wanstead Flats represent a large area of open land which has not been built upon despite becoming surrounded by urban areas as London expanded. As a consequence, any activities that have taken place there may have left an archaeological trace that has not been removed by later developments. Elsewhere in London former heath lands are known to have been intensively settled in the prehistoric and Roman periods. If Wanstead Flats was similarly settled then finds or features dating to these periods might be present. Prehistoric finds have been made elsewhere on the Flats which hint that further finds may be present in the Newham section. While the APA represents a small section of Wanstead Flats and an even smaller section of Epping Forest it merits inclusion because it retains the same level of archaeological potential.



Newham APA 3.6 Wanstead Flats

November 2014

 Wanstead Flats APA

 Tier 1
Archaeological
Priority Area

 Tier 2
Archaeological
Priority Area

 Tier 3
Archaeological
Priority Area

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Glossary

Archaeological Priority Area: Generic term used for a defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places and of the people and cultures that made them (NPPF definition). There can be an archaeological interest in buildings and landscapes as well as earthworks and buried remains.

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance (NPPF definition).

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation (NPPF definition).

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing) (NPPF definition).

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged and landscaped and planted or managed flora (NPPF definition).

Historic environment record: Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use (NPPF definition). English Heritage maintains the Historic Environment Record for Greater London.

Potential: In some places, the nature of the archaeological interest cannot be specified precisely, but it may still be possible to document reasons for anticipating the existence and importance of such evidence. Circumstantial evidence such as geology, topography, landscape history, nearby major monuments and patterns of previous discoveries can be used to predict areas with a higher likelihood that currently unidentified heritage assets of historic and archaeological interest, will be discovered in the future.

Research framework: A suite of documents which describe the current state of knowledge of a topic or geographical area (the 'resource

assessment'), identifies major gaps in knowledge and key research questions (the 'agenda') and set out a strategy for addressing them. A resource assessment and agenda for London archaeology has been published and a strategy is in preparation.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral (NPPF definition).

Sensitivity: The likelihood of typical development impacts causing significant harm to a heritage asset of archaeological interest. Sensitivity is closely allied to significance and potential but also take account of asset's vulnerability and fragility.

Significance: The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting (NPPF definition).