



Eade Road – Heritage Note

Eade Road, New River Leakage Repairs

February 2024

Introduction

This note has been prepared in response to the comments issued by GLAAS in respect of the EIA Screening Opinion request made to Haringey in respect of essential works to address leakage arising from the New River at Eade Road. The note has been prepared in consultation with Thames Water's Archaeological Technical Assurance Advisor.

Background

A response was issued from GLAAS in response to the EIA Screening Opinion request regarding repair works to the New River on 30th January 2024. The response recommended heritage is scoped into an EIA. However, the purpose of an EIA Screening Request is to determine whether the development constitutes EIA development, not to define the scope of an EIA which would be undertaken through an EIA Scoping request.

In determining whether development constitutes EIA development Local Authorities should refer to the relevant criteria listed in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regs).

The characteristics listed in Schedule 3 include: the magnitude and spatial extent of the impact; the nature of the impact; the probability of the impact; the expected onset, duration, frequency and reversibility of the impact; the cumulation of the impact of other existing or approved development; and the possibility of effectively reducing the impact.

This note provides an overview of the heritage issues associated with the proposed works and an initial assessment of their significance.

Heritage Designations

Reviewing the Local Planning Authority records for the site, the north side of the site which falls within the London Borough of Haringey is not the subject of any heritage constraints with the site not designated as a Conservation Area or an Area of Archaeological Importance as shown in Figures 1 and 2 below.

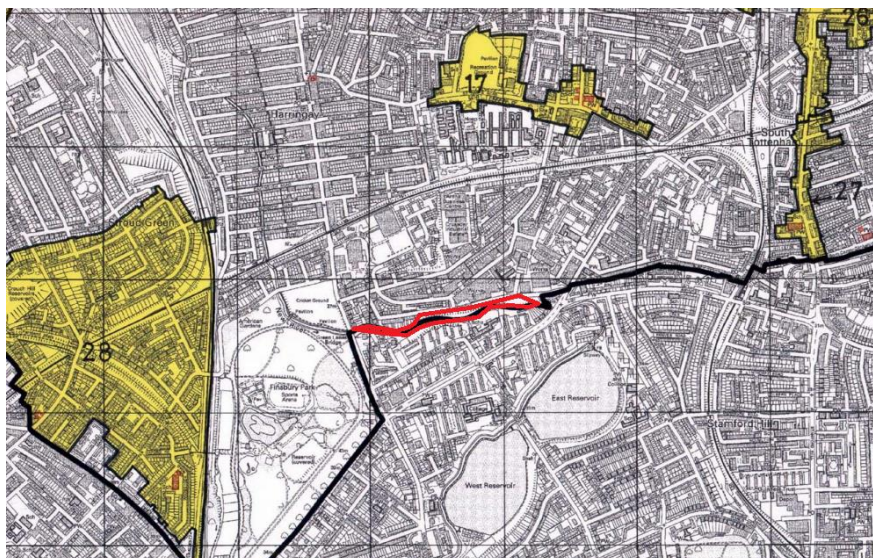


Figure 1: Haringey Conservation Areas

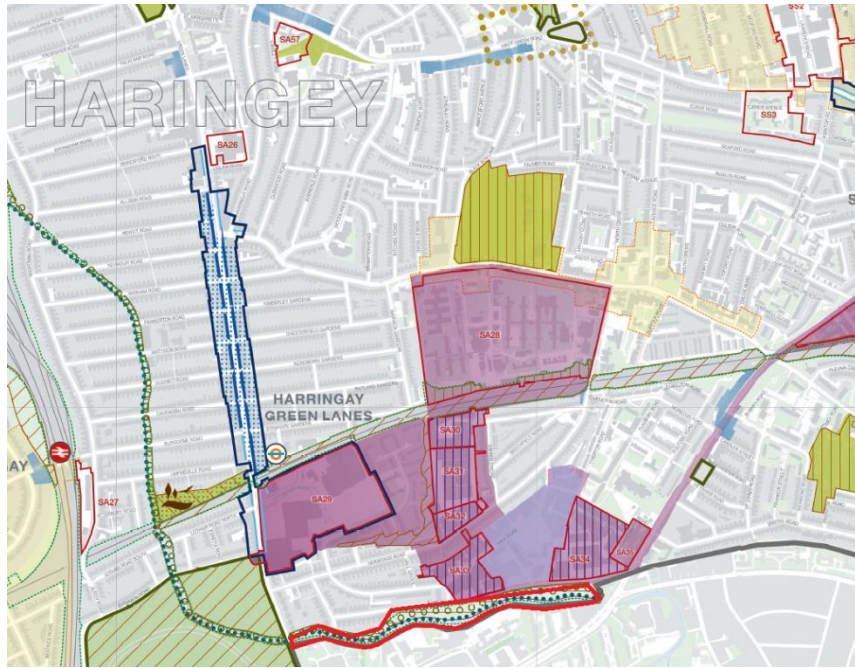


Figure 2: Extract from Haringey Local Plan Proposals Map.

The southern half of the New River which falls within the London Borough of Hackney is identified as forming part of the Stoke Newington Reservoirs, Filter Beds and New River Conservation Area and identified the New River as an Archaeological Priority Area as shown in Figure 3.

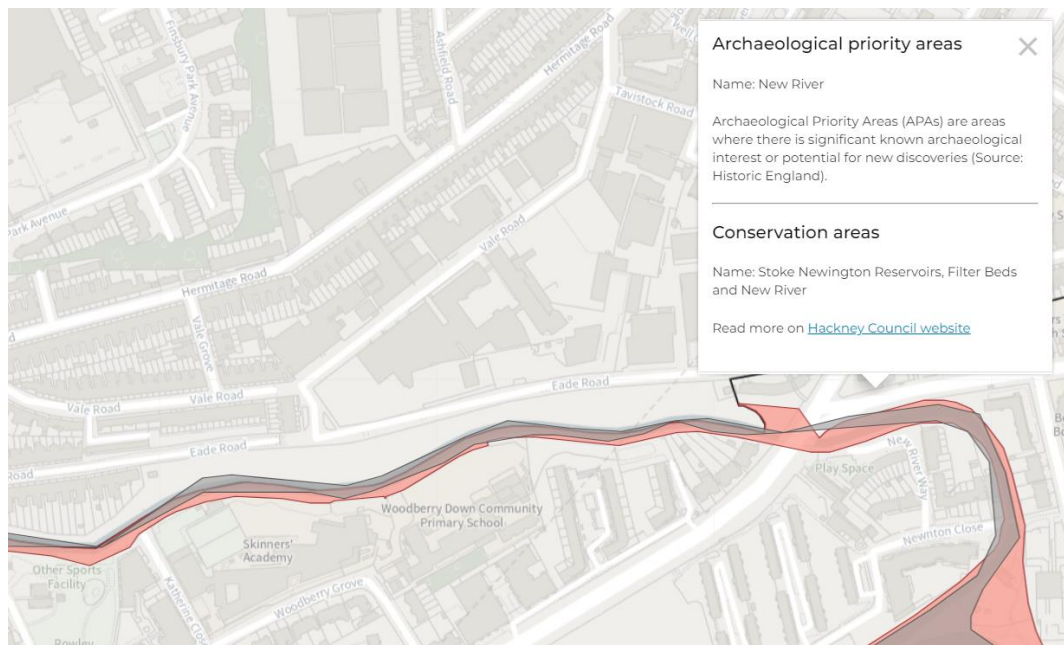


Figure 3: Extract from Hackney Local Plan Proposals Map

The London Borough of Haringey Archaeological Priority Area Appraisal published in March 2021 identifies the site as forming part of the Haringey APA 2.17 – The New River and Hornsey Waterworks which are a Tier 2 APA. Tier 2 APA's comprise local areas within which the GLHER holds specific evidence indicating the presence or likely presence of heritage assets of

archaeological interest. The New River has the potential to contain archaeological remains associated with the construction and maintenance of the river.

The appraisal summarises the significance of the APA stating:

“The APA is considered to be significant as it contains the remains of the 17th-century New River. Where it survives above ground, the river is a visible remnant of 17th- and later 19th-century engineering, designed to support the expanding populations of London in these periods. The presence of the New River provides an opportunity to further understand 17th-century engineering and construction practices. It also provides an example of the development of water management practices throughout the 17th, 18th and 19th centuries. The Hornsey Waterworks is significant as it is the only surviving New River waterworks. It provides a visible reminder of the changes in water management and the technological developments resulting from the passing of the Metropolitan Water Act in 1852.”

Approximately 4.1km of the current operational channel lies within the APA. It is noted that the section of the New River that the proposed works relate covers less than 775m and has been the subject of previous engineering works.

Heritage Assets in the wider area are limited but include the Grade II listed Woodberry Down Community JMI School to the south of the New River (a school which was opened in 1951 and listed in 2007); and the Grade II Finsbury Park Historic Park and Garden which is located to the west of the site on the opposite side of Green Lanes.

Site Assessment

It is understood that the Eade Road section of the New River is likely to be along its original alignment based on historic maps of the New River including the extract in Figure 4. While the alignment is part of the original alignment of the New River, there have been previous engineering works undertaken along the Eade Road section of the New River. In common with many sections of the New River sheet piling has been previously undertaken along the embankments. These works have historically been undertaken to help maintain the operational asset which is an essential part of London's water supply. Figures 5 and 6 provide photos of the Eade Road section of the New River with the modern sheeting piling in situ.

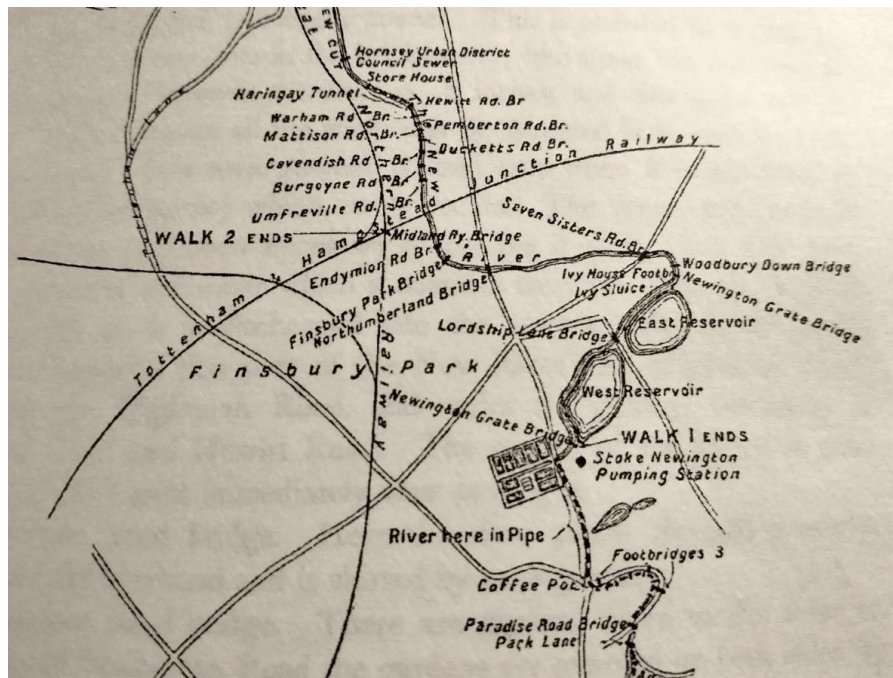


Figure 4: Extract from 'London Waterloo Supply: A retrospective survey'. By Richard Sisley dated 1899.



Figure 5: New River south of Eade Road (existing timber wharfing supported on 'H' piles on south bank).



Figure 6: New River south of Eade Road (existing sheet piling on north bank)

Proposed Works

The proposed works are needed to refurbish a section of the New River channel at Eade Road, between Green Lanes and Seven Sisters Road, to prevent leakage and extend the life of this key asset. The intended solution is to install sheet piles on the northern embankment of the New River for the majority of the length, with short concrete-lined sections where there are utility service crossings (Figure 7). The exact extent of the concrete lined section will be confirmed in detailed design taking account of asset protection discussions with TfL with the aim of minimising the extent of concrete lining sections needed for asset protection. However, Figure 7 provides the worst-case extent of concrete lining with 170m of concrete lining and 605m of sheet piling.



Figure 7: New River south of Eade Road sheet piling and reline hybrid solution (outline design)

Initial Impact Assessment

Insertion of the new sheet pile wall would result in a slight narrowing of the existing river channel of 0.7m for a length of 775m (resulting in a minor loss of approximately 1.7% of the channel within the area and 0.15% of the full extent of the current New River channel. This would have less impact than total replacement of the existing sheet pile wall. The extent of sheet piling activities would represent an impact along approximately 14% of the retained operational channel of the New River which lies within the APA and 1.3% of the current length of the New River.

The concrete U box (worst case 170m representing 4% of the retained channel within the APA and 0.4% of the current length of the New River) will be installed on the bed of the river in an area of existing services crossing the under the river channel. It is assumed that installation of existing services did not affect the bed of the river.

The proposed scheme would result in a minor loss and alteration to the APA.

The setting of the APA would be unaffected as the new sheet pile wall will look like the existing one (steel sheet piles). The majority of the concrete U box section will not be visible as it will be below the waterline.

Significance of Heritage Effects

The proposed works have been discussed with Thames Water's Archaeological Technical Assurance Advisor. An initial assessment has been undertaken of the proposed works to consider the significance of the impacts of the proposed works on heritage assets taking into account the characteristics listed in Schedule 3 of the EIA Regs listed above. The assessment is summarised as follows based on the worst case scenario:

Physical Impact

The sensitivity of the location is high due to the designation of the New River as an archaeological priority area. However, the magnitude of the impact is considered to be an adverse minor change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements resulting in a slight significance of effect. This arises as a result of the unavoidable narrowing of the channel and insertion of concrete U box sections at the location of existing service crossings and underground lines. It is considered that the impact of the proposals would also be less damaging than total replacement of the existing sheet pile wall in the existing location.

Setting Impact

The sensitivity of the location is high due to the designation of the New River as an archaeological priority area, partial designation as a Conservation Area and proximity to a Grade II listed building and Grade II Park and Garden. There will be no change to the settings of these assets from any loss or alteration of important characteristics, features or elements of these assets. Upon completion of the works, the new sheet pile wall will look the same as the existing with the majority of the concrete lined sections below the water line. All temporary works associated with the implementation of the repair works will be removed with the land reinstated. The works would therefore have neutral impact on the setting of the heritage assets.

Further Archaeological Engagement

The initial assessment indicates that the proposed works will not have any significant effects on heritage assets. Notwithstanding this, Thames Water are committed to continued engagement with GLAAS, in line with the *Water Industry Act 1991 Code of Practice on Conservation, Access and Recreation: Guidance for the Environment Agency and Water and Sewerage Undertakers* as the detailed design of the works is further developed regarding archaeological mitigation of potential impacts.

Conclusions

From the scope of work proposed it is concluded that there would not be any significant impacts on heritage assets or their settings. Furthermore the heritage impacts of the development, which is necessary to maintain the functioning aqueduct and prevent leakage from the embankment, would not result would not constitute EIA development as a result of any heritage impacts.

