

9.0 CHAPTER 9 CULTURAL HERITAGE 2015

This updated Environmental Baseline Statement in respect of the integrated waste management facility's (IWMF's) Cultural Heritage Assessment to December 2015, has been prepared on the basis of a series of commissions undertaken on behalf of Gent Fairhead & Co Limited (GFC) and its associated mineral extraction company Blackwater Aggregates by Guildhouse Consulting and Archaeology South East (ASE – formerly Essex Field Archaeology Unit). A comment from Guildhouse and ASE outlining their extensive experience and involvement with the IWMF development, and the associated quarrying operations that are carried out across the former Rivenhall Airfield by Blackwater Aggregates since 2006, is contained in para 1.6 of their latest report dated December 2015 in respect of the recent assessment of the proposed electricity and water main construction routes in the context of updating the cumulative impact assessment of the IWMF (Refer to Appendix 9A).

9.1 Updated Heritage Baseline

The archaeological setting, site boundary and planning application area remain unchanged from that originally assessed and approved. An archaeological evaluation by trial trenching was carried out across the IWMF site during September and October 2006 by the Essex Archaeology Field Unit (now ASE). Fifty three evaluation trenches were excavated across the footprint of the IWMF site and the findings presented within Appendix 9-3 of the 2008 Cultural Heritage Statement.

Across most of the footprint of the IWMF, quarrying and restoration operations within Site A2 has resulted in the loss of the former airfield runway(s), an aircraft hangar, airfield buildings, and agricultural fields that were originally present at the site.

Prior to the Site A2 quarrying operations (i.e. between February and September 2012), Guildhouse and the Essex Field Archaeology Unit (now ASE) was employed to investigate the area surrounding the IWMF site via a series of trial trenches. In addition, as quarrying operations progressed across the site, specialist geo-archaeological surveys confirmed that there would be "little potential" for the overburden and mineral deposits to contain lithic artefacts as they represent vigorous fluvial conditions. A low-level watching brief of all quarrying operations (which included most of the IWMF site) has now been undertaken and revealed a small number of features of local archaeological interest.

As of today, in terms of existing ground, some of the area of TPO woodland that was adjacent to and almost surrounding the hangar still requires to be removed and subsequently excavated, following receipt of approval from the WPA that building may commence on the IWMF. Under the existing planning permission, Condition 10 requires the submission of details for an archaeological watching brief associated with the removal of the woodland and remnants (foundations) of the former airfield buildings. As part of GFC's submission of details in July 2015, under planning condition 10, a "Project Design for Archaeological Monitoring & Recording at the IWMF" by ASE in November 2014 was commissioned and submitted, along with an associated "Map of Proposed Mitigation Strategy". Copies of these two documents, are presented as Appendix 9B with this Addendum ES.

9.1.1 The WWII Hangar and Minor Airfield Buildings – Demolished 2012

The excavation of Site A2 required the demolition of the World War II hangar and two smaller brick/concrete buildings to the north. Prior to commencement of demolition, GFC had commissioned the Essex Field Archaeology Unit (now ASE) to undertake the Level 3 Historic Building Record survey in accordance with the 2006 English Heritage Guidance entitled "Understanding Historic Buildings: A Guide to Good Recording Practice".

Prior to the demolition and removal of the hangar, a Level 3 survey was completed across the Site and reported "Type T2 Aircraft Hangar at Woodhouse Farm and other WWII Structures at Rivenhall Airfield, Essex – Historic Building Record" by the Essex County Council Field Archaeology Unit, December 2010. This report was formerly submitted to the Essex WPA as part of GFC's submission of details in July 2015 under planning condition 11 (electronic document title "C11.1_Condition 11 - T2 Hangar Report.pdf") and is provided as Appendix 9C to this Addendum ES. Part of the conclusions of the report summarised the findings as follows:-

"The WWII structures at Rivenhall Airfield form part of an interesting group of buildings. Many of their contemporary structures are no longer standing, which is perhaps not surprising since they were designed as temporary structures, to be built quickly and last the length of the war. It is fortunate that plans of the airfield survive from the 1940s so that the function, complexity and extent of the wartime buildings can be appreciated. The surviving structures form only a small part of the buildings that once stood here, particularly around Woodhouse Farm. A considerable number of other wartime structures still survive outside the two areas recorded and whilst some are not in current use, others are still actively used by local businesses and farmers."

9.1.2 Woodhouse Farm

Woodhouse Farm (Grade II) is located approximately 180 m to the northeast of the proposed IWMF. Quarrying operations within Site A2 have not resulted in the loss of water from the Woodhouse Farm moat.

As part of GFC's submission of details in July 2015, under planning condition 64, the proposed details of an archaeological watching brief over the refurbishment works to be undertaken at the Woodhouse Farm Listed Buildings complex were submitted in two complimentary reports entitled "Brief for Historic Building Recording at Woodhouse Farm, Kelvedon" by Essex County Council and "Written Scheme of Investigation – Historic Building Recording at Woodhouse Farm, IWMF, Rivenhall Airfield" by ASE. The aim of this work is to provide the method of recording the Farmhouse, Ancillary Building and pump to English Heritage level III standard in order to 'preserve by record' their historic fabric prior to alteration/ conversion. These reports and associated "Locations Map of the Buildings to be recorded" are appended to this Addendum ES within Appendix 9D. These reports confirm the updated status of the structures of the buildings as of June 2015.

During the Public Inquiry, the potential impact of the IWMF on the wider historic resource was assessed particularly in terms of landscape and visual impact (Drawings GF/5/B/16, GF/5/D/9 and GF5/D/10). This concluded that given the reflective finish to the IWMF stack and its distance from the surrounding historic resources, it would not have a significant adverse impact on listed buildings within 2 km of the IWMF. Because of the nature and height of the existing trees in the woodlands that will surround the IWMF and, separately, those around the Woodhouse Farm complex, it was also concluded that the stack would not create a significant adverse impact within the proposed offices and visitor centre.

As the principal buildings of reported heritage interest that now remain within the IWMF planning application area are within the curtilage of the Woodhouse Farm Listed Building complex, considerable work has been undertaken since 2009. A planning application for Listed Building Consent for the proposed redevelopment and refurbishment of the Woodhouse Farm complex was submitted to Braintree District Council on GFC's behalf by the Johnson Dennehy Planning Partnership (JDPP). This application included a report dated March 2015 by JDPP entitled "Heritage Statement – Woodhouse Farm, Rivenhall Airfield, Kelvedon, Essex", which is submitted with this Regulation 22 Addendum ES as Appendix 9E. It includes an up to date (March 2015) assessment of the building styles and layouts, their

current conditions and a proposed repair strategy. The conclusions of this report include the following statement:

"The group of buildings of Woodhouse Farm are excellent vernacular buildings; part of the Essex pattern of timber-framed buildings. They have a future as office(s) and an Education Centre that can be used by IWMF. If the repair and rehabilitation of these buildings is put in hand at the beginning of the process of development, then they will not be so much at risk as would otherwise be the case. These buildings will make a valid contribution to the landscape when all the work has been completed."

The plans and drawings submitted to the Braintree District Council within the Listed Building complex at Woodhouse Farm indicate how GFC intend to complete its planning obligations by creating an Education/Visitor Centre, an Airfield Museum room and executive offices. The refurbishment will enhance the buildings and their immediate environment.

In addition to the above, in line with Condition 13 of the existing planning permission, details of signage, telecommunications equipment and lighting within the Grade II listed Woodhouse Farm complex were submitted with the July 2015 Section 73 application and submission of details, as prepared by respectively the Johnson Dennehy Planning Partnership, APC Communications and Pell Frischmann. Agreement of these detailed measures, which are publicly obtainable via GFC's website www.wrren.co.uk, will also be based upon their potential to enhance the Woodhouse Farm complex and its surrounds.

9.1.3 Other Former Airfield Structures

The general description of the other structures on the old airfield, many of which are not within the IWMF planning application footprint (particularly those around the Sheepcotes Farm hangar) was given in the T2- Hangar Report (Appendix 9C) as follows:-

"Several temporary brick structures, recorded on the airfield plan used in the survey, also stand within the development area, though many more have disappeared over time. Like the hangars they were light utility structures found on airfields across the country and are therefore ubiquitous. They were designed with adaptability to perform different rendered brick walls and either a corrugated steel or asbestos roof carried on a simple but strong angled iron frame. None of these buildings were designed to take a direct hit during a bombing raid, but given their basic construction could be replaced relatively easily. All had steel Crittalls windows from the nearby factory at Silver End."

In 2012, in addition to the demolition of the Hangar as part of the Site A2 quarrying operations, two smaller WWII equipment storage sheds to the immediate north-west, that the "T2 Hangar Report" had identified as being "thin-walled and of no particular interest" were demolished.

The only currently remaining structures within the planning application area are the former Squadron Offices and the nearby blast shelter (sometimes referred to as the "strafer bunker"). Both are located in thick undergrowth far to the northeast of the hangar, closer to Woodhouse Farm. Both structures have been included in the Level 3 Survey (Appendix 9C) but neither were identified as being of particular significant interest. As such, they have no planned use as part of the planning permission. The walls to the Squadron Offices are single-skin brick and suffering from widespread cracking and subsidence due to the significant root damage creating movement in the inadequate foundations.

The blast shelter nearby is an open-roofed brick structure surrounded by an earth mound. It would not have survived a direct hit but earth mound would have helped absorb any bomb blast or strafing fire (there had been several others located around the airfield close to personnel offices and buildings). As part of its mitigation measures in the detailed design of the IWMF, the blast shelter will be retained within a landscape area in the proposed car park

for the Woodhouse Farm offices. In addition, this car park layout and other IWMF proposals have avoided the former Squadron offices.

9.2 Cumulative Heritage Impact Assessment

The Cumulative Impact Assessment considers the IWMF alongside a number of other foreseeable developments, summarised as follows:

- Services Connections:
 - Electricity Grid Connection U/G Cables; and
 - River abstraction/discharge pipelines.
- Mineral extraction and restoration:
 - On-going operations A2, A3 & A4; and
 - New Field Stockpile & Sheepcotes Lagoon.
- Local Development Framework Projects.

In terms of the proposed cable and pipeline routes, and the wider area context of potential other developments around the IWMF site, the ASE Report (Appendix A9.1) concluded that there are no designated heritage assets (Listed Buildings, Scheduled Monuments etc.) directly on the possible routes that have been assessed but there are seven Listed Buildings within the wider study area. The proposed works will not have a direct physical impact on these assets although they may have a temporary impact upon their setting during construction. Therefore, there will be no residual impact on the setting of these assets.

It was proposed that the detailed design of the final route, and the final proposed method of working, would ensure that any proposed diversions to the preferred routes will need to take into account the presence of specific heritage assets, particularly near Lanham Manor Farm and two areas of Ancient Woodland.

Cuthedge Lane is currently identified as a Protected Lane in the adopted Braintree District Local Plan Review (2005). These lanes are considered to have a particular historic and landscape value. The impacts on such assets will be minimized by the agreed method of working but will be temporary in nature; the residual impacts will be minimal. The preferred routes also lie in close proximity to a number of Public Rights of Way. Restrictions on the use of these may be required during construction works. Reinstatement will be undertaken following works and thus the residual impact on these assets will be minimal.

In considering the significance of the impact of the development on heritage assets that are present it is necessary to understand both the significance of the asset and the likely degree of impact i.e. how much of the asset will be damaged or lost. No specific heritage assets have been identified on the proposed routes but it is considered that, given the results of previous archaeological works and the length of the route, there is the potential for as yet unknown assets of archaeological interest to be present. They are most likely to be of local to perhaps regional significance.

Extensive areas of previous disturbance have been identified along the preferred routes, in some cases removing any assets in their entirety. In these areas, no impacts on the cultural heritage resource will arise from the works. In other instances previous impacts will have disturbed or damaged, but not necessarily destroyed any assets present.

Given that there is the potential for, as yet unknown, archaeological remains to be present along some sections of the cable and water connections, and that such remains may be impacted by the works, the final route alignment will be as determined agreed with the archaeologists and a Watching Brief will be set up as for the remainder of the IWMF site.

Across the footprint of the IWMF, quarrying and restoration operations within Site A2 has resulted in the loss of the former airfield runway(s), an aircraft Hangar, airfield buildings, and archaeological features (mainly small isolated medieval foci) within the fields. Some World War II features may remain with the TPO woodland(s) where there could be the potential for other archaeological features. The potential impacts of the construction of the IWMF remain the same as for the original application and these have been mitigated against by the final detailed proposals, the Level 3 Survey, the Heritage Statement and the Listed Building Consent application, in addition to the on-going programme of archaeological excavation, assessment, and publication of findings.

In terms of the continuing Site A3 and A4 quarrying and restoration operations, Golder Associates undertook a cumulative impact assessment early in 2014 that considered the IWMF area within the footprint of the Site A3 and A4 application area. The Environmental Statement produced by Golder Associates in May 2014 was summarised in Section 16.5 "Archaeology" (page 247) as follows:

- *The evaluation identified few archaeological remains overall, suggesting that Sites A3 and A4 are of relatively low archaeological potential;*
- *The archaeological trial trenching established that there are non-designated heritage assets within the site which are of local/minor regional importance; these relate to the early Iron Age and Medieval periods and it is possible that other small-scale sites may be present; and*
- *It was concluded that on on-going programme of archaeological excavation, assessment, and publication of findings would mitigate any removal of potential sites and this is currently being undertaken as part of the on-going extraction operations.*

Future proposals for modifying the sequencing of earthmoving and stockpiling as part of the ongoing operational and restoration plans for the quarry, such as the proposals for a New Field Stockpile and temporary Sheepcotes Lagoon, will all take place within the planning permission footprints of the quarry and the IWMF. As such, they are normal on-going mineral operations and there will be no perceived added impact.

9.3 Conclusions on Cumulative Impact

Listed Buildings are located within and around the proposed IWMF site. Woodhouse Farm (Grade II) is located approximately 180 m to the north east of the proposed IWMF. Specifically identified heritage assets along the cable route will be carefully considered as part of the final route selection and the agreed method of working. A Watching Brief will be employed during all disturbances of existing natural ground.

Based on all known archaeological information within the IWMF's site boundary, the adjacent quarry and along the possible routes for the proposed cable and pipeline connections, the impact of the IWMF development on historic resources remains unaltered from that originally assessed; and, the recording and reporting of any archaeological remains under a watching brief will continue to expand and improve the existing knowledge and understanding of the site's historic setting within the wider landscape. Many of the considerable mitigation measures have already been implemented and proven to be successful.