Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Network Rail

Oxford Corridor Phase 2 Capacity Improvement Scheme

Environmental Impact Assessment – Environmental Statement: Chapter 8 – Historic Environment

Document Reference	163390-JAC-REP-EEN-080000
Author	Jacobs
Date	June 2021
Revision Number	A01

Environmental Impact Assessment – Environmental Statement: Chapter 8 – Historic Environment

Document Version Control

Version	Date	Author	Reviewer	Approver
A01	Jun 2021	R. McNaught	S. Griffin	A. Naik

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8. HISTORIC ENVIRONMENT

8.1 Introduction

8.1.1 This chapter of the Environmental statement reports the potential effects resulting from the construction and operation of the Scheme on historic environment. The assessment has taken the following approach:

- Identification of relevant baseline conditions;
- Details of relevant mitigation embedded within the Scheme and construction management measures;
- Assessment of potential historic environment effects from the Scheme;
- Proposals for appropriate additional mitigation measures if possible; and
- Conclusions on the likely significant residual effects of the Scheme for the historic environment.

8.1.2 A full description of the Scheme is given in Chapter 2 – Description of the Scheme.

8.1.3 The historic environment assessment considers the following factors:

- Archaeological Remains;
- Historic Buildings; and
- Historic Landscape.

8.1.4 Historic buildings in the context of this report encompasses all elements of built heritage including bridges and other structures not traditionally considered to be buildings.

8.1.5 This chapter is supported by the following:

<u>Volume 3</u>

- Figure 8.1 – Designated Heritage Assets;
- Figure 8.2 – Non-Designated Heritage Assets; and
- Figure 8.3 – Historic Landscape.

<u>Volume 4</u>

- Appendix 8.1 – Heritage Statement; and

- Appendix 8.2 – Gazetteer of Cultural Heritage Assets.

8.1.6 Potential impacts on the 'present day' landscape and on people's views and visual amenity including impacts on listed buildings are addressed in Chapter 9 – Landscape and Visual. All technical terms used in this chapter are explained within Appendix 1.5 – Glossary and Acronyms.

8.2 Legislation, Policy and Guidance

8.2.1 The following section outlines the relevant national legislation, regional and local planning policies and guidance relevant to this assessment.

8.2.2 Table 8.1 sets out the relevant legislation for the historic environment; Table 8.2 sets out relevant planning policy for the historic environment whilst Table 8.3 provides a summary of relevant guidance for this historic environment assessment.

8.2.3 The legislation, policies and guidance listed have been taken into account in the assessment of the likely significant effects on the historic environment as a result of the Scheme and the development of appropriate mitigation measures.

Table 8.1: Legislation relevant to historic environment

Legislation	Description in relation to historic environment	Relevance to the Scheme
Ancient Monuments and Archaeological Areas Act 1978	Establishes the protection of historic environment assets of national importance as Scheduled Monuments.	There are three Scheduled Monuments within the study area.
Planning (Listed Buildings and Conservation Areas) Act 1990	Establishes the protection of built heritage assets of national importance as Listed Buildings and defines the parameters for the creation of Conservation Areas.	There are ten Listed Buildings and three Conservation Areas within the study area.
Historic Buildings and Ancient Monuments Act 1953 (as amended)	Establishes a Register of Historic Parks and Gardens.	There is one Registered Park and Garden in the study area.

Table 8.2: Planning policy relevant to historic environment

Policy Document	Description in relation to historic environment	Relevance to the Scheme
National Planning Policy Framework (NPPF) 2019	In Paragraph 189 of the NPPF, applicants for planning permission are required to provide a description of the significance of any affected heritage assets, including any contribution made by their setting in sufficient detail to enable local planning authorities to understand the potential impact of the proposal on their significance. The paragraph goes on to describe the minimum information that should be provided in all cases, and the level of information that should be provided where a site on which development is proposed includes or has the potential to include heritage assets.	Section 8.4 of this chapter presents a description of the significance of historic environment assets including the contribution of their setting to that significance where appropriate. Further detail is included in Appendix 8.1.
	Paragraph 193 states that "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be". Paragraph 194 goes on to state that "substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional".	Section 8.6 of this chapter addresses the assessment of the significance of historic environment assets including designated assets.
	Paragraph 195 states that "Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: • the nature of the heritage asset prevents all reasonable uses of the site; and • no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and • conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and • the harm or loss is outweighed by the benefit of bringing the site back into use.	Section 8.8 of this chapter addresses the assessment of the significance of impact on historic environment assets including designated assets.

Policy Document	Description in relation to historic environment	Relevance to the Scheme
	Paragraph 196 states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use". Paragraph 197 states that "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset".	Section 8.8 of this chapter addresses the assessment of the significance of impact on historic environment assets including designated assets.

Table 8.3: Guidance relevant to historic environment

Guidance Document	Description in relation to historic environment
Design Manual for Roads and Bridges (DMRB) 2019, Sustainability & Environment Appraisal, LA 104 Environmental assessment and monitoring	Sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental.
Design Manual for Roads and Bridges (DMRB) 2019, Sustainability & Environment Appraisal, LA 106 Cultural heritage assessment	Sets out the requirements for assessing and reporting the effects on historic environment as part of the environmental assessment process of construction, operation and maintenance projects
The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) 2017	Sets out guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes. It gives advice on how setting may contribute to the significance of heritage assets and on how views contribute to setting. It includes guidance to assess the contribution of views to the significance of heritage assets.

8.3 Methodology

Introduction

8.3.1 The approach outlined below has been followed in preparing this chapter. It reports the consultation undertaken, defines the study area, temporal scope, the sources of baseline data, and the methodology and significance criteria. The limitations and assumptions of the study are also described.

Consultation

8.3.2 Oxford City Council issued a Scoping Opinion in response to the Scoping Report in January 2021. The Scoping Opinion included a requirement for the historic environment to be included in the environmental impact assessment (EIA) and further direction on the content of the assessment.

8.3.3 An overview of consultation undertaken on the Scheme is summarised in Chapter 4 – Approach to Environmental Assessment.

8.3.4 In relation to the historic environment assessment there has been additional engagement with Historic England regarding the Scheduled Swing Bridge, and with The Gardens Trust regarding Worcester College Park and Gardens.

8.3.5 Table 8.4 summarises the responses that were received regarding the scope and methodology to be applied in the EIA and where appropriate indicates how the scope and method has been revised.

Table 8.4: Summary of consultation responses for historic environment scope and methodology

Consultee	Issues raised in response to the Scoping Report	Summary of the response to issues raised
Oxford City Council	It is agreed that the impact on archaeological remains, historic buildings and historic landscapes needs to be considered as part of the Environmental Statement. For clarity, this must include a robust LVIA for listed buildings, important identified views (both in and out of the City) and consideration for the impact on designated and non-designated heritage assets With specific reference to the inclusion of archaeology in the Environmental Statement it is confirmed that this is warranted as there is potential for this development to have a significant environmental impact. The Scheme has the potential to impact on: • The precinct of Osney Abbey. • The Sheepwash Channel, a likely man-made waterway of medieval origin. • Outlying features associated with Rewley Abbey (i.e. boundaries and fish ponds). • Post-medieval archaeology of local interest (i.e. miscellaneous activity along the post- medieval route of Botley Road and relating to the development of the railway).	Section 8.6 of this chapter addresses the assessment of the significance of impact on historic environment assets including designated assets. The Landscape and Visual - Chapter 9 of this EIA considers the contribution of listed buildings to the 'present day' landscape and assesses potential effects on people's views and visual amenity.
Oxford City Council (Continued)	The level of detail provided in the scoping documentation on the extent of likely ground works is currently minimal, only a number of 'compounds' are referred to. The most sensitive of these is the proposed 'nursery relocation compound' [Co-operative Childcare]. It is understood that the proposed nursery [Co-operative Childcare] will be a single storey temporary structure that should be able to be supported on modest foundation. A conditional approach (trial trenching- mitigation by design and or recording) secured through the prior approval process would be acceptable.	The Co-operative Childcare temporary facility is proposed to be of portacabin construction and therefore requires minimal foundations. Proposed construction methodologies have been taken into account during assessment of magnitude of impact and significance of effects on historic environment assets.
Historic England	Historic England has confirmed that the Swing Bridge can be scoped out due to the location of the proposed works. They have also confirmed that the operational impacts on buried archaeological remains can be scoped out.	The Swing Bridge (Asset 33), and operation stage impacts on archaeological remains have been scoped out of further assessment as agreed.
The Gardens Trust	The Gardens Trust have provided a comment and have asked that the Environmental Statement needs to consider the impact of the proposals on Worcester College garden. Views of the building from this location will therefore be required unless subsequently proven and agreed with the City Council that the existing YHA building is not visible and therefore the baseline building would not be visible from the College.	Consultation with The Gardens Trust confirmed that the existing YHA building is not visible from Worcester College Garden, and that no harm to the asset or its setting would occur during construction or operation of the Scheme. (Letter dated 29/01/2021)

Study Area

8.3.6 The study area for this assessment extends for 200m in all directions from the red line boundary of the Scheme. The scale of the Scheme relative to the existing structures on the site, and the density and proximity of surrounding buildings means that adverse impacts on the settings of heritage assets located at a greater distance were unlikely during construction or operation of the Scheme.

Temporal Scope

8.3.7 Baseline conditions are described using available data sources, including consideration of how this baseline may change from present day to the year of construction (i.e. the future baseline in the absence of the Scheme). This EIA has been prepared during the 2020/2021 global COVID-19 coronavirus pandemic. Data gathering and a walkover survey were completed before the introduction of travel restrictions, and therefore the pandemic has not affected the baseline for this factor. Therefore, the year 2020 has been used as a representative year for this chapter.

8.3.8 The temporal scope of this assessment was:

- Baseline year: 2020
- Future baseline year (first year construction): 2022; and
- Future baseline year (first year operation): 2025

Baseline Data

8.3.9 The historic environment baseline has been established using the following sources of information:

- National Heritage List for England for information on designated historic environment assets;
- Oxford City Council for information on Conservation Areas;
- City of Oxford Urban Historic Environment Record (COUHER) (which incorporates the Oxford Urban Archaeological Database (UAD)) for information on designated and non-designated heritage assets;
- Published reports on the Central Oxford Historic Urban Character Assessment (HUCA) (Oxford City Council 2012) and Oxfordshire Historic Landscape Characterisation (HLC) (Tompkins 2017) for information on the historic landscape; and

- A walkover survey of the study area conducted by a heritage specialist on 29 January 2020 to confirm the validity of the heritage asset data gathered from the sources listed above, and to identify any potential non-designated heritage assets which should be taken into consideration.

Assessment Methodologies

8.3.10 The assessment follows the general methodology outlined in the Scoping Report (Network Rail, 2020) and described in Chapter 4 – Approach to Environmental Assessment in that it considers whether potential effects are likely to be significant based on the sensitivity of the receptors and the magnitude of the impact.

8.3.11 The value of historic environment assets has been assessed on a five-point scale of Very High, High, Medium, Low and Very Low, based on professional judgement informed by the guidance provided in DMRB LA 104 and LA 106. The contribution of setting to the value of historic environment assets was also taken into account informed by *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3* (Second Edition) (Historic England 2017). The typical criteria used to assign value to historic environment assets are outlined in Table 8.5 below. The magnitude of impact and significance of effects has been assessed in accordance with DMRB LA 104 (see Chapter 4, Environmental assessment methodology).

Table 8.5: Criteria for determining the sensitivity of receptors for historic environment

Sensitivity	Criteria
Very High	• World Heritage Sites (including buildings and those inscribed for their historic landscape qualities) • Assets of acknowledged international importance • Assets that can contribute significantly to acknowledged international research objectives • Extremely well-preserved historic landscapes with exceptional coherence, time-depth or other critical factors
High	• Scheduled Monuments (including standing remains) • Designated historic landscapes of outstanding interest • Non-designated assets of schedulable quality and importance • Assets that can contribute significantly to national research objectives • Listed Buildings • Conservation Areas containing very important buildings • Non-designated structures of clear national importance • Non-designated landscapes of outstanding interest, high quality or importance and of demonstrable national value • Well-preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factors

Sensitivity	Criteria
Medium	• Designated or non-designated assets that contribute to regional research objectives • Non-designated historic landscapes that would justify special historic landscape designations, or landscapes of regional value • Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factor • Conservation Areas containing buildings that contribute significantly to its historic character • Historic townscape or built-up areas with important historic integrity in their buildings, settings or built settings
Low	• Designated and non-designated assets of local importance • Robust non-designated historic landscapes and historic landscapes with importance to local interest groups • Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations • Assets compromised by poor preservation and/or poor survival of contextual associations • Assets of limited value, but with potential to contribute to local research objectives • 'Locally Listed' buildings • Historic (unlisted) buildings of modest quality in their fabric or historical association • Historic townscape or built-up areas of limited historic integrity in their buildings, or built settings
Very Low	• Assets with very little or no surviving archaeological interest • Buildings of no archaeological or historical note, or buildings of an intrusive character • Landscapes with little or no significant historical interest

Table 8.6: Assessment criteria for determining the magnitude of the impact for historic environment

Magnitude of Change	Criteria
High	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements.
Medium	Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements.
Low	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.
Negligible	Very minor loss or detrimental alteration to one or more characteristics, features or elements.
None	No loss or alteration of characteristics, features or elements; no observable impact in either direction.

Table 8.7: Factors in the assessment of significance of effect for historic environment

Magnitude of impact	Value of historic environment asset				
	Very Low	Low	Medium	High	Very High
High	Minor	Moderate (significant)	Moderate / Major (significant)	Major (significant)	Major / Very Substantial (significant)
Medium	Negligible / Minor	Minor	Moderate (significant)	Moderate / Major (significant)	Major (Significant)
Low	Negligible	Negligible / Minor	Minor	Minor / Moderate	Moderate (significant)
Negligible	None / Negligible	Negligible	Negligible	Negligible / Minor	Minor
None	Neutral	Neutral	Neutral	Neutral	Neutral

8.3.12 For the purpose of this historic environment assessment, effects of moderate significance or greater have been considered to be significant.

Matters Scoped Out of the Assessment

8.3.13 The matters that have been scoped out of this topic assessment, in accordance with the Scoping Opinion (Volume 4 – Appendix 1.1):

- operation phase impacts on archaeological remains; and
- impacts on the Scheduled Swing Bridge, LNWR Station (Asset 33).

8.3.14 These matters have been scoped out on the basis that they would not be likely to result in a significant effect on the historic environment.

Limitations and Assumptions

8.3.15 There is an underlying assumption that publicly held archaeological data are reliable. The data may however have limitations. For example, data held in the COUHER may be limited by:

- an absence of fieldwork in the locality;
- a lack of certainty about the reporting of the data (inaccurate grid references); or
- a lack of certainty of the date of sites (especially records of 18th, 19th and early 20th century discoveries).

8.3.16 Due to the nature and location of the Scheme it has not been possible to conduct evaluations to confirm the presence or absence of buried

archaeological remains because of the presence of existing structures. These evaluations would support and enhance the assessments of value presented in this report.

8.4 Baseline Conditions

8.4.1 A total of 117 historic environment assets have been identified within the study area, comprising 71 archaeological sites, 31 historic buildings including three Conservation Areas, and 11 historic urban character areas and one Grade II* Registered Park and Garden. The value of these historic environment assets has been assessed to be:

- 13 heritage assets of high value;
- 12 heritage assets of medium value;
- 41 heritage assets of low value, and
- 51 heritage assets of very low value.

8.4.2 The following paragraphs present a summary of the historic environment baseline. A gazetteer giving full details of all heritage assets in the baseline is presented in Appendix 8.2 in Volume 4 of the Environmental Statement.

Archaeological Remains

8.4.3 Summary details and an assessment of the value of all 71 archaeological sites identified in the study area are presented in Table 8.8. The locations of non-designated archaeological sites are shown on Figure 8.2. There are no designated archaeological sites.

Table 8.8: Summary of archaeological remains baseline

Asset No.	Asset Name	Designation	Value
1	Botley Causeway	Non-Designated	Very Low
2	Osney Ditch	Non-Designated	Low
3	Fiddler's Island Stream	Non-Designated	Low
4	Site of Post-medieval Stone Vault, Botley Road	Non-Designated	Very Low
5	Flint arrowhead from Botley Road Allotments in 1998	Non-Designated	Very Low
7	Bulstake Stream	Non-Designated	Low
8	Mould from the River Thames near Osney Allotments in 1926	Non-Designated	Very Low
9	Site of Osney Bridge	Non-Designated	Low
10	Spur from Excavations in Osney in 1878	Non-Designated	Very Low

Asset No.	Asset Name	Designation	Value
15	Site of Osney Abbey Mill	Non-Designated	Low
16	Early Medieval Finds from Excavations at Osney Mill In 1962-3	Non-Designated	Very Low
18	Pottery from watching Brief in Russell Street in 1985	Non-Designated	Very Low
20	Seal from Cripley Road in 1891	Non-Designated	Very Low
21	Site of Medieval Dovecote, Osney Abbey	Non-Designated	Very Low
23	Pottery from watching brief at Trajan House, Mill Street, Oxford	Non-Designated	Very Low
24	Site of Civil War Powder Mill, Osney Mill	Non-Designated	Low
25	Saxon Cemetery, Osney	Non-Designated	Low
26	Medieval/Post Medieval Surfaces, Pits and Ditches, Trajan House	Non-Designated	Very Low
27	Roman Coins, Osney Mill	Non-Designated	Very Low
28	Pottery, metalwork and animal bone from excavations at Osney Abbey, 1975-83	Non-Designated	Very Low
30	Medieval Worked Stones, Osney Mill	Non-Designated	Very Low
31	Coin, counter and tokens from Osney c1879	Non-Designated	Very Low
32	Pottery from excavations near Sidings, Botley Road	Non-Designated	Very Low
34	Site of Osney Abbey Gatehouse, Mill Street	Non-Designated	Low
35	Site of former GWR Station	Non-Designated	Very Low
36	Stone coffins, tiles and other finds from Osney Abbey in the late 19th century	Non-Designated	Very Low
37	Sheepwash Channel	Non-Designated	Low
41	Pottery from trial borings between Munsey's Mill and the Cemetery in Osney Town in 1951	Non-Designated	Very Low
43	Padlock from Osney Churchyard in 1878	Non-Designated	Very Low
44	Tiles from Osney Cemetery in 1919-20	Non-Designated	Very Low
45	Site of Civil War Town Defences (E of Oxford Station)	Non-Designated	Low
46	Bell and key from Osney Cemetery in 1860s	Non-Designated	Very Low
48	Paleo-channel located at Saïd Business School	Non-Designated	Very Low
49	Site of Medieval Fishponds, Rewley Abbey	Non-Designated	Low
51	Castle Mill Stream	Non-Designated	Low
52	Site of Goods Shed, Osney Lane	Non-Designated	Very Low
54	Medieval Tenement Plots, Former Royal Mail Depot, Becket	Non-Designated	Very Low

Asset No.	Asset Name	Designation	Value
56	Site of former LMS Station	Non-Designated	Very Low
58	Site of Rewley Abbey, Moats	Non-Designated	Medium
60	Pottery and clay pipe from watching Brief at the Old LMS Station in 1999	Non-Designated	Very Low
61	Site of Malthouse/brewery On Ruins of Rewley Abbey	Non-Designated	Very Low
62	Civil War Defences, Rewley	Non-Designated	Low
64	Old Rectory, High Street, St Thomas	Non-Designated	Low
66	Pottery and animal bone from excavations at Hollybush Row in 1999-2000	Non-Designated	Very Low
68	Pottery, tile, metalwork and animal bone from excavations near Oxford Station	Non-Designated	Very Low
70	Tiles from excavations at Christ Church New Buildings in 1893	Non-Designated	Very Low
73	Site of Medieval Wealden House, Junction of St Thomas' Street and Hollybush Row	Non-Designated	Very Low
74	Nos 2-3 Hollybush Row	Non-Designated	Very Low
75	No 31 Park End Street	Non-Designated	Very Low
76	Historic Buildings, Hollybush Row	Non-Designated	Very Low
77	Site of Medieval Occupation Site with Stone Foundations at Hollybush Row	Non-Designated	Very Low
79	Pottery and animal bone from excavations in Hollybush Row and St Thomas's Street in 1989-90	Non-Designated	Very Low
80	Animal bones from excavations in Hollybush Row c1894	Non-Designated	Very Low
82	Site of Hollybush Inn, Park End Street	Non-Designated	Very Low
83	Site of Eagle Steam Brewery	Non-Designated	Very Low
84	Site of Drain, High Street, St Thomas	Non-Designated	Very Low
85	Pottery from excavations at Hall's Brewery, High Street, St Thomas' in 1947-8	Non-Designated	Very Low
86	Site of Medieval Settlement, St Thomas	Non-Designated	Low
87	Site of Former Chapel, St Thomas' Street	Non-Designated	Very Low
88	Site of Antiquity Hall, Hythe Bridge Street	Non-Designated	Very Low
89	St Thomas Street	Non-Designated	Very Low
90	Site of Medieval Building, St Thomas Street	Non-Designated	Very Low
91	Medieval Building Tile, 39-40, Hythe Bridge Street	Non-Designated	Very Low
92	Assorted finds from excavations at 54-55 St Thomas's Street in 1994	Non-Designated	Very Low

Asset No.	Asset Name	Designation	Value
94	Hollybush Row - Oxpens Road	Non-Designated	Very Low
95	Site of Historic Buildings, High Street, St Thomas	Non-Designated	Very Low
96	Hythe Bridge Street	Non-Designated	Very Low
97	Wareham Stream	Non-Designated	Very Low
98	Site of Historic Buildings, Hythe Bridge Street	Non-Designated	Very Low
99	Civil War Defences, Second Phase	Non-Designated	Low
100	Extent of Civil War Defences, Oxford	Non-Designated	Low
101	Site of Osney Abbey Precinct	Non-Designated	Medium

8.4.4 Archaeological sites where potential impacts have been assessed are described in more detail in the following paragraphs

8.4.5 Five archaeological sites associated with medieval Osney Abbey are located within the study area, including the site of the abbey gatehouse (Asset 34) and precinct (Asset 101), as well as Osney Abbey Mill (Asset 15), a dovecote (Asset 21) and fishponds (Asset 49). Of these, the value of the site of Osney Abbey precinct (Asset 101) was assessed to be medium to reflect its association with the scheduled and listed historic buildings remains of Osney Abbey itself (Asset 22; see Table 8.9). The value of the sites of the abbey mill, gatehouse and fishponds was assessed to be low to reflect their levelled state. The site of the abbey dovecote (Asset 21) is known to have been comprehensively redeveloped and consequently its value has been assessed to be Very Low.

8.4.6 Sheepwash Channel (Asset 37) was constructed in the medieval period to connect the River Thames and Castle Mill Stream (Asset 51). although the Thames navigation and towpaths (Asset 11) were constructed in the late 18th century, it is believed that elements of the riverside improvements within the study area may be of medieval date. Taking their historic and archaeological interest as elements which have shaped the development of the medieval city, the value of all three historic environment assets has been assessed to be low.

8.4.7 The arrival of the Great Western Railway (GWR) in Oxford in 1844 enabled the growth of industry in the town which in turn led to the expansion of the suburbs including those within the study area. The original GWR station (Asset 35) was demolished to make way for the current station in 1970. Asset 35 is of historic interest at a local level but taking its removal into account its value has been assessed to be Very Low.

Potential for Unknown Archaeological Remains

8.4.8 Despite the extensive post-medieval and modern construction that has taken place there is considerable evidence from archaeological works conducted within the study area that archaeological remains of all periods may survive. Taking this into account, the potential for the presence of unknown archaeological remains within the Scheme site has been assessed to be medium.

Historic Buildings

8.4.9 Summary details and an assessment of the value of all 31 historic buildings and three Conservation Areas identified in the study area are presented in Table 8.9. Full details of all historic buildings are presented in the gazetteer (Appendix 8.2). The locations of designated historic buildings are shown on Figure 8.1, and non-designated historic buildings on Figure 8.2. Historic buildings where potential impacts have been assessed are described in more detail in the following paragraphs.

Table 8.9: Summary of historic buildings

Asset No.	Asset Name	Designation	Value
6	Bridge at north end of street forming the junction with Botley Road, Bridge Street	Grade II Listed Building	High
11	River Thames and towpath from Osney Bridge to Four Streams Junction	Non-Designated	Low
12	The River Hotel, Botley Road, Oxford	Non-Designated	Low
13	Electricity Generating Plant, Osney	Non-Designated	Low
14	Osney Mill Cottage, Mill Street	Grade II Listed Building	High
17	The Kite Public House, Mill Street, Oxford	Non-Designated	Low
19	Toll House, Botley Road	Non-Designated	Medium
22	Osney Abbey	Scheduled Monument and Grade II Listed Building	High
29	Fragment of upstanding medieval wall from Osney Abbey	Non-Designated	Medium
33	Swing bridge, LNWR Station	Scheduled Monument	High
38	Osney Abbey, Buildings	Non-Designated	Medium
39	Jericho Canal Wharves	Non-Designated	Low
40	Osney Mill Stream	Non-Designated	Low
42	Church of St Barnabas, Cardigan Street, Jericho	Grade I Listed Building	High

Asset No.	Asset Name	Designation	Value
47	Oxford Canal Roving Bridge (243) at Isis Lock	Grade II Listed Building	High
50	Oxford Canal	Non-Designated	Low
53	Church of St Thomas the Martyr, St Thomas' Street	Grade II Listed Building	High
55	Former Castle Hotel, Park End Street, Oxford 1	Non-Designated	Low
57	Rewley Abbey	Scheduled Monument	High
59	St Thomas Vicarage, Becket Street	Grade II Listed Building	High
63	Combe House, St Thomas' Street	Grade II Listed Building	High
65	Cooper's Marmalade Factory, No. 27 Park End Street	Grade II Listed Building	High
67	Drain, Hollybush Row	Non-Designated	Low
69	Front Wall, Fence, and Gate Piers of The Lodge, St Thomas' Street	Grade II Listed Building	High
71	The Lodge, St Thomas' Street	Grade II Listed Building	High
72	Osney Lane Stream	Non-Designated	Very Low
78	Former Castle Hotel, Park End Street, Oxford 2	Non-Designated	Low
81	The former Chequers Public House, Hollybush Row, Oxford	Non-Designated	Low
102	Botley Road Pedestrian Tunnel	Non-Designated	Low
103	Osney Town Conservation Area	Conservation Area	Medium
104	Jericho Conservation Area	Conservation Area	Medium
105	Central (University and City) Conservation Area	Conservation Area	Medium
106	29 Abbey Road (formerly St. Frideswide's Curate's House)	Non-Designated	Low

8.4.10 The Toll House, Botley Road (Asset 19) was constructed by the GWR in 1850 to replace a mid-18th century predecessor which was demolished to make way for the nearby railway station. It operated on the Botley and Newland Turnpike Road for 18 years before becoming a public house, a function it still serves today. It is a two-storey, three-bay building constructed from stone with slate roofs. An early 20th century single-storey extension to the east by local architect J.R. Wilkins appears to be more in the style of a 19th century toll house than the original. Taking its architectural and historic interest into account, the value of Asset 19 has been assessed to be medium.

8.4.11 The Former Castle Hotel 1 (Asset 55) is located on the south side of Park End Street and was built in 1888 to capitalise on the growing numbers of rail passengers arriving opposite. It is a red brick building in a distinctive French baroque style. Taking its non-designated status and local level of historic and architectural interest into account, the value of Asset 55 has been assessed to be low.

8.4.12 Botley Road pedestrian tunnel (Asset 102) is a brick lined structure that allows pedestrians to pass under the railway south of Oxford Station and forms an integral part of the south abutment of the bridge which carries the railway over Botley Road. The exact date of the arch is not known. It may well have been constructed in 1850 as part of improvements made by the GWR but was certainly in place by 1878. Botley Road pedestrian tunnel is of local historic interest and its value has been assessed to be low.

Historic Landscape

8.4.13 Summary details and an assessment of the value of all 12 historic landscape assets in the study area are presented in Table 8.10. Full details of Worcester College Park and Garden and all Historic Urban Landscape Areas (HUCAs) are presented in the gazetteer (Appendix 8.2). The location of all historic landscape assets is shown on Figure 8.3.

Table 8.10: Summary of historic landscape

Asset No.	Asset Name	Designation	Value
93	Worcester College, Park and Gardens	Grade II* Registered Historic Park and Garden	High
HUCA 1	Osney Island: Mill Street and Botley Road	Non-Designated	Low
HUCA 2	Osney Island: Osney Abbey	Non-Designated	Medium
HUCA 3	Osney Island: Transport and Business	Non-Designated	Low
HUCA 4	Osney Island: Open Recreation	Non-Designated	Medium
HUCA 5	The Western Suburb: Residential	Non-Designated	Low
HUCA 6	The Western Suburb: Factories and Offices	Non-Designated	Low
HUCA 7	The Western Suburb: Castle Mill Stream and Fisher Row	Non-Designated	Low
HUCA 8	Pre-1880 Settlement	Non-Designated	Medium
HUCA 9	Modern Residential	Non-Designated	Very Low
HUCA 10	Allotment Gardens	Non-Designated	Low
HUCA 11	Meadow	Non-Designated	Very Low

8.4.14 HUCAs where potential impacts have been identified are described in more detail in the following paragraphs.

8.4.15 The Mill Street and Botley Road area (HUCA 1) comprises mainly Victorian terraced streets north and south of Botley Road. It is bounded to the west by the River Thames and the east by the railway and Oxford Station. The value of HUCA 1 has been assessed to be low.

8.4.16 HUCA 6 encompasses the distinctive area of factories and offices which are located at the east end of Frideswide Square, and north, south and between Hythe Bridge Street, Park End Street, and alongside Hollybush Row. Although the majority of buildings in this area were constructed in the later 20th and early 21st centuries, it still contains a row of 19th century commercial buildings and the distinctive Cooper's Marmalade Factory (Asset 65). Among the modern buildings is the Saïd Business School by architect Dixon Jones, a subtly monolithic structure in pale stone, buff brick and glass. Taking its largely modern character into account, the value of HUCA 6 has been assessed as low.

8.4.17 HUCA 9 is a narrow linear block of modern residential property located north of Oxford Station. This area comprises a uniform estate of 21st century multi-storey residential blocks. The value of this area has been assessed to be Very Low.

Future Baseline

8.4.18 No changes to the historic environment baseline are predicted for the first year of the construction phase (2022) or the first year of operation (2025).

8.5 Design and Best Practice Measures

Design

8.5.1 The Scheme has been designed, as far as possible, to avoid and reduce impacts and effects on the historic environment through the process of design-development considering good design principles. Embedded mitigation is defined within the DMRB as '*Design measures which are integrated into a project for the purpose of minimising environmental effects.'* The embedded mitigation is reported as part of the Scheme description in Chapter 2 – Description of the Scheme.

8.5.2 The assessment of whether significant effects would be likely to occur has been based on the Scheme as described in Chapter 2 – Description of the Scheme and taken account of measures embedded within the design as described in Chapter 4 – Approach to Environmental Assessment.

8.5.3 The relevant measures embedded in the design of the Scheme for this historic environment assessment are listed in Table 8.11.

Table 8.11: Summary of design measures relevant to the historic environment assessment

Measure	Outcome / Benefit
Design of the western entrance to be at a smaller scale and mass than the existing youth hostel.	Removes the potential for impacts on the settings of designated heritage assets, and on the Oxford Tall Buildings Zone.
Provision of good quality design of the proposed buildings and structures during detailed design. The design includes use of sympathetic materials in line with the local historic environment.	Reduces the impact of a modern building on the heritage of the surrounding area and of the wider Oxford city centre.
The track has been aligned to avoid any third-party land take from the historic Osney Cemetery	Removes the potential for a physical impact on Osney Cemetery and archaeological remains associated with the Site of Osney Abbey Precinct (Asset 101).
Co-operative Childcare temporary facility in Becket Street car park would be constructed from portacabins. This removes the need for significant foundations.	Would not require excavated foundations in Becket Street station car park. This would reduce potential for adverse impact on archaeological remains associated with the Site of Osney Abbey Precinct (Asset 101).

8.5.4 The adoption of the embedded mitigation measures reported in Table 8.8 would reduce the potential environmental effects on the historic environment.

Construction Management Measures

8.5.5 The Scheme would be constructed in accordance with a Code of Construction Practice (CoCP) which is submitted as part of the Environmental Statement (Volume 4 – Appendix 2.1) The CoCP sets out the principles for environmental mitigation, which would then be used as the basis for the Construction Environmental Management Plan (CEMP).

8.5.6 The CEMP would outline measures to be put in place to ensure that the quality of the historic environment does not deteriorate during the construction phase of the Scheme. In particular, the CEMP would detail pollution prevention and control measures, as well as contingency plans to deal with an accidental spillage or other potentially polluting incidents.

8.5.7 This historic environment assessment has identified management measures which would be required to control historic environment effects during the construction phase.

Table 8.12: Summary of construction management measures relevant to this historic environment assessment

Measure	Outcome / Benefit
Archaeological watching brief during construction of: • western entrance foundations; • platform canopy support foundations; • any excavations associated with Becket Street compound, pumping chamber compound, existing Network Rail compound, and temporary Co-operative Childcare relocation compound; • interim footbridge abutments; • Sheepwash Bridge replacement abutments; and • Botley Road drainage launch and receipt pits.	Would confirm the presence or absence of unknown archaeological remains at these locations and provide an opportunity to ensure they were recorded.
Use of best practice measures in line with the British Standards Institute Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise (BS 5228; 2008)	Would reduce the effects of temporary short-term impacts on the setting of historic buildings during construction from aural and visual intrusion into their settings
Should archaeological fieldwork be required, the Archaeology Fieldwork Strategy and Written Scheme of Investigation would be appended to the CEMP. Artifacts/remains would be reported appropriately.	A complete record of the area would be retained.

8.6 Assessment of Historic Environment Effects

Construction Phase

Archaeological Remains

8.6.1 Asset 35 is the site of the former GWR Station which was demolished in 1971 to make way for the present Oxford Station. It is considered likely that most remains associated with it were removed during construction and its value has been assessed to be very low. Construction of the proposed train despatch building would have an adverse effect of negligible magnitude on Asset 35 resulting in an adverse effect of negligible significance.

8.6.2 Sheepwash Channel (Asset 37) is an artificial watercourse constructed in the medieval period assessed to be of Low value. Construction of the abutments for the proposed Sheepwash Bridge replacement would have an adverse impact of low magnitude on Asset 37, resulting in an adverse effect of minor significance.

8.6.3 An approximately 30m long section of the proposed down Oxford passenger loop would be located within the Site of Osney Abbey Precinct (Asset 101). The condition of Asset 101 within the existing rail corridor is unknown, although it is considered likely that any associated archaeological remains would have been extensively disturbed during railway related construction and maintenance activity in the area since the mid-19th century. Construction of the proposed down Oxford passenger loop would have an adverse impact of negligible magnitude on Asset 101, resulting in an adverse effect of negligible significance.

8.6.4 It is considered likely that unknown archaeological remains of all periods could be present within the footprint of the Scheme. Consequently, all ground-disturbing construction works have the potential to have an adverse impact on unknown archaeological remains. Measures have been proposed to confirm the presence or absence of buried remains before construction and, if identified, record them before construction (Section 8.5, above). The magnitude of this impact and significance of any resulting effect is presently unknown.

Historic Buildings

8.6.5 Asset 19 is Toll House, a non-designated historic building of medium value, located approximately 50m west of the proposed western entrance. The setting of Toll House is defined by its proximity to and relationship with Botley Road, which emphasises its original function as a toll house on the former Botley Causeway turnpike in the 18th century. There would be no physical impact on Asset 19. The presence, noise and movement of construction equipment would be noticeable in the setting of Asset 19, but its relationship with the highway would be unaffected. Construction of the proposed western entrance would have a temporary adverse impact of negligible magnitude on the setting of Asset 19, resulting in a temporary adverse effect of negligible significance.

8.6.6 The Former Castle Hotel (Asset 55) is a non-designated historic building of low value located approximately 30m east of the Scheme boundary and 100m east of the proposed interim footbridge. It was constructed in 1888 to capitalise on a location on a busy road to and from the city centre close to two competing mainline railway stations. Its continued proximity to these two elements contributes to its setting. There would be no physical impact on Asset 55. The presence, noise and movement of construction equipment would be noticeable in the setting of Asset 55, but its relationship with the highway and Oxford Station would be unaffected. Construction of the proposed Botley Road underbridge and interim footbridge would have a

temporary adverse impact of negligible magnitude on the setting of Asset 55, resulting in a temporary adverse effect of neutral significance.

8.6.7 Botley Road Pedestrian Tunnel (Asset 102) is a non-designated heritage asset of low value which would be removed during construction of the proposed Botley Road underbridge resulting in an adverse impact of high magnitude. This would result in an adverse effect of Moderate significance.

8.6.8 The Scheme is located within the Oxford Tall Buildings Zone, and the view cones affecting views from Boars Hill and Raleigh Park. The proposed western entrance is the largest single element of the Scheme and has been designed to be of a lower height and similar horizontal mass to the building it would replace, and this combined with the natural land form and urban grain of the existing buildings would screen it from view in the settings of the many sensitive heritage assets within the study area and beyond.

Historic Landscape

8.6.9 Of particular concern during development of the Scheme was Worcester College Park and Gardens (Asset 93) a Grade II* Registered Park and Garden located approximately 130m east of the Scheme. It was established during consultation with the Gardens Trust that the existing building was not visible from viewpoints within Asset 93 and that there would therefore be no significant effect on its setting.

8.6.10 The Scheme is located almost entirely within the Transport and Business area (HUCA 3) character area which is defined within the study area by the boundary of the existing rail corridor and station. Construction of the proposed Botley Road Bridge would affect the boundary between HUCA 3 and the neighbouring Mills Street and Botley Road (HUCA 1) to the west, and Factories and Offices (HUCA 6) to the east. The new structure would, however, fulfil the function of the one it replaces and be of a similar form and scale. Construction of the proposed Botley Road Bridge would result in an adverse impact of negligible magnitude on HUCAs 1, 6 and 9, resulting in an effect of neutral significance on all three assets.

Summary

8.6.11 With adoption of the design measures and the construction management measures described in Section 8.5, the only potential for likely significant effects on historic environment assets during construction of the Scheme would arise from removal of Botley Road Pedestrian Tunnel (Asset 102) or discovery of unknown archaeological remains of particularly high value. The proposed archaeological watching brief during construction work at the key

locations identified in Table 8.9 would ensure that any unknown archaeological remains are identified and recorded before removal, reducing the risk of a significant effect occurring.

8.6.12 The Scheme includes structures at a similar or smaller scale to those already existing at the Oxford Station. Cranes used in the construction of the Scheme may be temporarily visible from viewpoints, albeit distant.

Operational Phase

8.6.13 The assessment of potential historic environment effects taking account of the design measures and the best practice measures described in Section 8.5, has identified no likely significant effects as a result of the operation of the Scheme on historic environment assets.

8.7 Additional Mitigation Measures

8.7.1 Historic building recording of Botley Road Pedestrian Tunnel (Asset 101) to Historic England Level 3 (Historic England 2016) would ensure a record of the heritage asset is made before its removal during construction of the proposed Botley Road Bridge.

8.8 Summary of Residual Historic Environment Effects

8.8.1 The additional mitigation measures outlined in Section 8.7 would further reduce the potential effects reported in Section 8.5 including Botley Road Pedestrian Tunnel (Asset 101).

8.8.2 Where unknown archaeological remains may be affected by construction of the Scheme the measures proposed in Section 8.5 to identify them before and during construction, would ensure that they are recorded, and the results made available.

8.8.3 Table 8.13 summarises the residual likely effects of the Scheme for the historic environment.

Table 8.13: Residual effects for historic environment

Potential Effect	Receptor(s)	Likely effect without additional mitigation	Additional Mitigation Measure(s)	Residual Effects
Construction				
Potential removal of archaeological remains during construction	Site of the former GWR Station (Asset 35)	Negligible – Not Significant	Archaeological watching brief during construction	Neutral – Not Significant
	Sheepwash Channel (Asset 37)	Minor – Not Significant	Archaeological watching brief during construction	Neutral – Not Significant
	Site of Osney Abbey Precinct (Asset 101)	Negligible – Not Significant	Archaeological watching brief during construction	Neutral – Not Significant
	Unknown archaeological remains	Unknown	Archaeological watching brief during construction	Unknown
Removal of asset during construction	Botley Road Pedestrian Tunnel (Asset 102)	Moderate – Significant	Historic building recording to Historic England Level 3	Minor – Not Significant
Temporary visual and noise impact on setting.	Toll House (Asset 19)	Negligible – Not Significant	None proposed	Slight – Not Significant
Temporary visual and noise impact on setting.	Former Castle Hotel (Asset 55)	Neutral – Not Significant	None proposed	Neutral – Not Significant
Operation				
None predicted	Site of the former GWR Station (Asset 35)	No Change – Not Significant	None proposed	No Change – Not Significant
None predicted	Sheepwash Channel (Asset 37)	No Change – Not Significant	None proposed	No Change – Not Significant

Potential Effect	Receptor(s)	Likely effect without additional mitigation	Additional Mitigation Measure(s)	Residual Effects
None predicted	Site of Osney Abbey Precinct (Asset 101)	No Change – Not Significant	None proposed	No Change – Not Significant
None predicted	Unknown archaeological remains	No Change – Not Significant	None proposed	No Change – Not Significant
None predicted	Botley Road Pedestrian Tunnel (Asset 102)	No Change – Not Significant	None proposed	No Change – Not Significant
None predicted	Toll House (Asset 19)	No Change – Not Significant	None proposed	No Change – Not Significant
None predicted	Former Castle Hotel (Asset 55)	No Change – Not Significant	None proposed	No Change – Not Significant

8.9 Conclusions

8.9.1 This chapter reports the effects on the historic environment as a result of the Scheme.

8.9.2 Through the implementation of design and construction management measures, as described in Section 8.5, this has resulted in the reduction or avoidance of impacts on the historic environment. These measures included design of the western entrance to be lower in height and of a similar horizontal mass to the building it would replace, and historic building recording of Botley Road pedestrian tunnel (Asset 101) to Historic England Level 3.

8.9.3 Following the assessment of historic environment effects by the Scheme, the additional mitigation measures described in Section 8.5 have also been incorporated into the Scheme to manage or reduce potential effects. As a result, there would be no likely residual significant effects on the historic environment as a result of the Scheme.

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