

Appendix E. Cultural heritage

E.1. Cultural heritage – operational effects

Table E-1 Cultural heritage assets and effects (refer to drawing HA549348-AMAR-EHR-SWI-DR-YE-000001, Appendix A, for locations of heritage assets)

Asset ID	Asset name	Description and value	Potential impacts (operation only)	Mitigation, residual impact and effect
1146407	Brook Farmhouse	17 th century house, mainly timber framed with red brick infill with parts of the ground floor rebuilt in brick. Two additional blocks built in red brick. Clay tile roof. Value: Medium	Removal of vegetation on the embankment will result in a reduction of the screening of the motorway currently provided and may increase the visibility of the motorway and its associated infrastructure. Gantries G1-04 and G1-03 will form new elements within the motorway infrastructure that will be partially visible. These would not significantly increase intrusion on the setting of the listed building. Impact: Minor Effect: Slight adverse	Provision of planting between chainage 3300-3500 on the southbound carriageway to replace the vegetation removed during construction. With planting in place this will provide for screening of views of the motorway from the listed building. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature. Impact: Negligible Effect: Slight adverse
N/A	Courteenhall Registered Park and Garden	Registered in 1984 as a Grade II Registered Park and Garden extending to an area of 150ha. The estate has been the seat of the Wake family since 1672. The Registered Park and Garden is	Removal of vegetation along the motorway will reduce the visual screening currently provided and will increase the visibility of	No planting required as it is considered that there is already sufficient mature planting in place to provide screening of the motorway from the Registered Park and Garden. Impact: Negligible Effect: Slight adverse

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		<p>of later 18th century date with improvement by Humphrey Repton in the 1790s with the hall being located at its centre. Value: Medium</p>	<p>the motorway and its associated infrastructure, although the intervening vegetation between the Registered Park and Garden and motorway will continue to provide screening. Gantries G2-39, G2-40, G2-41, G2-42 and G2-43 will be partially visible as new elements of the motorway infrastructure in those locations where the vegetation between the motorway and the Registered Park and Garden enables partial views. Within the context of the existing motorway the presence of the gantries would not materially alter the setting or detract from the assets setting or value. Impact: Negligible Effect: Slight adverse</p>	
N/A	Collingtree Village	<p>Designated a Conservation Area in 1977 and amended in 2008 for its distinctive character worthy of preservation and covering an area of 7.8ha. Within the core of the village and</p>	<p>Removal of vegetation along the cutting will reduce the screening to the motorway infrastructure currently</p>	<p>Provision of planting between chainage 30350 and 30800, southbound, to replace the vegetation removed during construction. With planting in place this will provide for screening of views of the motorway from the Conservation Area. The gantries may remain as visible elements of the motorway infrastructure above the level of</p>

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		<p>particularly along High Street are a concentration of buildings of 17th to 19th century date that give the area visual coherence. The village contains an important collection of buildings, including Listed buildings that are reflective of the development of a village over time.</p> <p>Value: Medium</p>	<p>provided by the mature vegetative cover. Gantries G3-03, G3-04 and G3-05 would, for those parts visible above the cutting, form new elements of the highway infrastructure within the setting of the Conservation Area.</p> <p>Within the context of the existing motorway the presence of new gantries would not materially alter the setting or detract from the assets setting or value.</p> <p>The replacement of the existing environmental noise barrier will be in the location of that currently in place. The replacement noise barrier will not contribute to an increase in impacts on the Conservation Area.</p> <p>Impact: Minor Effect: Slight adverse</p>	<p>cutting during winter months when the vegetation cover is at its least effective.</p> <p>Impact: Negligible Effect: Slight adverse</p>
1293710	44 High Street	<p>House 2 storeys with attics of 17th or 18th century date built of course rubble under a Welsh slate roof with stone gables and</p>	<p>The asset is situated within Collingtree Village and Conservation Area and is unlikely, except for glimpsing views from</p>	<p>Provision of planting between chainage 30350 and 30800, southbound, to replace the vegetation removed during construction.</p>

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		kneelers to side gables. Single storey back wing. Value: Medium	the upper storeys, to experience any impacts from the removal of the existing vegetation or the provision of new gantries G3-03, G3-04 and G3-05, due to the intervening buildings and trees within the village. Impacts: Negligible Effect: Slight adverse	With planting in place this will provide for screening of views of the motorway from the listed building that may be present from upper storeys of the building. Impact: Negligible Effect: Slight adverse
1294117	The Gables	House 2 storeys with attic of 17 th or 18 th century date of coursed rubble with ironstone bands at sill levels. Old tiled roof with stone coped gables. Value: Medium	The asset is situated within Collingtree Village and Conservation Area and is unlikely, except for glimpsing views from the upper storeys, to experience any impacts from the removal of the existing vegetation or provision of gantries G3-03, G3-04 and G3-05, due to the intervening buildings and trees within the village. Impact: Negligible Effect: Slight adverse	Provision of planting between chainage 30350 and 30800, southbound, to replace the vegetation removed during construction. With planting in place this will provide for screening of views of the motorway from the listed building. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature should views be visible from the upper storeys of the building. Impact: Negligible Effect: Slight adverse
1372198	Rose Cottage	Cottage two storey of earlier 19 th century date constructed of squared rubble with a Welsh slate roof Value: Medium	The asset is situated within Collingtree Village and Conservation Area and is screened from the motorway by the intervening buildings.	In view of the location of the building no mitigation is required. Impact: No change Effect: Neutral

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			Therefore the listed building has no visibility of the motorway. Impact: No change Effect: Neutral	
1039735	The Rectory	Rectory altered 18 th century built of square rubble with ashlar quoins under a Welsh slate roof with flanking chimneys and side gables with stone coping on kneelers. Value: Medium	The asset is situated within Collingtree Village and Conservation Area and is screened from the motorway by the intervening buildings. Therefore the listed building has no visibility of the motorway. Impact: No change Effect: Neutral	In view of the location of the building no mitigation is required. Impact: No Change Effect: Neutral
1039641	21 and 23, High Street	Two storey 17 th century built of coursed rubble, under a Welsh slated roof with stone coped gables. Value: Medium	The asset is situated within Collingtree Village and Conservation Area and is screened from the motorway by the intervening buildings. Therefore the listed building has no visibility of the motorway. Impact: No change Effect: Neutral	In view of the location of the building no mitigation is required. Impact: No change Effect: Neutral
1320192	Dovecote at Tathall End Farmhouse	Dovecote dated 1601. Coursed rubblestone. Old tile roof. At north end of farmhouse over a cow shed. Rectangular on plan. Roof gabled to north and south. Date stone 'T.P. 1601'.	Removal of existing vegetation to the motorway will reduce the visual screening currently provided to the asset.	Provision of planting between chainage 19500-19700, northbound carriageway, to replace the vegetation removed during construction. With planting in place this will provide for screening of views of the motorway from the listed building. The gantries may remain as visible elements of the motorway infrastructure above the level of planting

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		Value: Medium	Gantries G2-24 and G2-23 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Negligible Effect: Slight adverse	when mature should views be visible from the upper storeys of the building. Impact: Negligible Effect: Slight adverse
N/A	Grand Union Canal, Northampton Arm	Designated a Conservation Area in 2014. The Northampton Arm of the Grand Union Canal connects the Grand Union canal at Gayton Junction with the River Nene in central Northampton. Construction was undertaken between July 1812 and May 1815, following earlier attempts to provide a link to Northampton and the River Nene, and thereby a link to the land locked East Midlands to the sea via Peterborough and Wisbech. The canal is just under five miles long with 17 locks, 13 of which form a group near Rothersthorpe. The opening of the railway between Blisworth to Northampton through to Wellingborough and Peterborough in 1845 had an	Removal of existing vegetation on the embankment will reduce the visual screening of the motorway currently provided to the Conservation Area. This may be particularly noticeable where the Conservation Area (canal) passes beneath the motorway. Gantries G3-14, G3-15 and G3-16 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Minor	Provision of planting between chainage 32900-33650, northbound, and 32900-33450, southbound, to replace the vegetation removed during construction. With planting in place, this will provide screening of views of the motorway replacing that which has been lost. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature. Impact: Negligible Effect: Slight adverse

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		adverse effect on the fortunes of the canal although it continued in use serving local industries. Value: Medium	Effect: Slight adverse	
1191798	Grand Union Canal, Northampton Arm, Lock Number 12	Constructed c. 1815 and restored in 1882 and the 20 th century. Red brick lined with concrete in the 20 th century. Single-width lock with single upper gate and double lower gates Value: Medium	Removal of existing vegetation on the embankment and surrounding the asset will reduce the visual screening of the motorway currently provided to the asset, which is situated approximately 13m from the highway boundary. Gantries G3-15 and G3-16 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Minor Effect: Slight adverse	Provision of planting between chainage 32900-33650, northbound, and 32900-33450, southbound, to replace the vegetation removed during construction. With planting in place, this will provide screening of views of the motorway replacing that which has been lost. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature. Impact: Negligible Effect: Slight adverse
1040375	Grand Union Canal, Northampton Arm, Lock Number 13	Constructed c. 1815 and restored in the 19 th and 20 th century. Brick chamber and wing walls. Single steel with two sets of mechanical paddle gearing. Double steel bottom gates with 2	Removal of existing vegetation on the embankment will reduce the visual screening of the motorway currently provided to the asset.	Provision of planting between chainage 32900-33650, northbound, and 32900-33450, southbound, to replace the vegetation removed during construction. With planting in place, this will provide screening of views of the motorway replacing that which has been lost. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature.

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		sets of mechanical gate paddle gearing. Value: Medium	Gantries G3-15 and G3-16 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Minor Effect: Slight adverse	Impact: Negligible Effect: Slight adverse
1249266	Grand Union Canal Northampton Arm Drawbridge	Constructed c. 1815 and restored in the 19 th and 20 th centuries. Brick abutments supporting a pivoting wooden desk with a handrail to one side. The desk is suspended by chains from two balance beams which pivot on two upright posts. The beams act as counterweighted weights to allow the desk to be raised or lowered. Value: Medium	Removal of existing vegetation on the embankment will reduce the visual screening of the motorway currently provided to the asset. Gantries G3-15 and G3-16 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Minor Effect: Slight adverse	Provision of planting between chainage 32900-33650, northbound, and 32900-33450, southbound, to replace the vegetation removed during construction. With planting in place, this will provide screening of views of the motorway replacing that which has been lost. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature. Impact: Negligible Effect: Slight adverse
1189379	Lock Number 11 on Northampton Arm of Grand Union Canal	Constructed c. 1815 and restored in 1891 and the 20 th century. Single width lock with single metal upper gates and	Removal of existing vegetation on the embankment will reduce the visual screening of	Provision of planting between chainage 32900-33650, northbound, and 32900-33450, southbound, to replace the vegetation removed during construction.

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		<p>double timber lower gates Built of red brick, with timber and metal gates. Value: Medium</p>	<p>the motorway currently provided to the asset. Gantries G3-14 and G3-15 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Minor Effect: Slight adverse</p>	<p>With planting in place, this will provide screening of views of the motorway replacing that which has been lost. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature. Impact: Negligible Effect: Slight adverse</p>
1286885	Lock Number 10 on Northampton Arm of Grand Union Canal	<p>Constructed c. 1815 and restored in 1878 and 20th century. Single width lock with single upper and double lower gates. Constructed in brick with metal gates. Value: Medium</p>	<p>Removal of existing vegetation on the embankment will reduce the visual screening of the motorway currently provided to the asset. Gantries G3-14 and G3-15 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Minor Effect: Slight adverse</p>	<p>Provision of planting between chainage 32900-33650, northbound, and 32900-33450, southbound, to replace the vegetation removed during construction. With planting in place, this will provide screening of views of the motorway replacing that which has been lost. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature. Impact: Negligible Effect: Slight adverse</p>

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1293658	Shelter shed approximately 60m east of Farmworkers Cottage at Kislingbury Grange	Shelter shed Late C18 Back wall of course limestone rubble, otherwise red brick, thatch roof 4 bays 3 bays open on 2 circular brick piers and square corner pier to left. Roof has clasped principals and collars. Value: Medium	The removal of existing vegetation will reduce the visual screening of the motorway currently provided to the asset that may result in increased visibility of the motorway. Gantries G4-03, G4-04, G4-05 and G4-06 will form new elements of the motorway infrastructure that will be partially visible, but would not significantly affect the setting of the asset within the context of the existing motorway. Impact: Minor Effect: Slight adverse	Provision of planting between chainage 34700-34900 and 35200-35600, both northbound to replace the vegetation removed during construction. With planting in place, this will provide screening of views of the motorway replacing that which has been lost. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature should views be visible from the upper storeys of the building. Impact: Negligible Effect: Slight adverse
1191839	Hill Farmhouse	Farmhouse of mid-18 th century date with late 19 th century alterations of 2 storeys and attic. Straw thatch with red brick end stacks. Quoins and stone coped gables with kneelers. One storey extension with slate roof of c. 1900. Value: Medium	Removal of vegetation may increase the visibility of the existing motorway and associated infrastructure. Impact: Minor Effect: Slight adverse	Provision of planting between chainage 39075-39200 northbound to replace the vegetation removed during construction. Planting will provide for screening of views of the motorway from the asset. The gantries may remain as visible elements of the motorway infrastructure above the level of planting when mature. Impact: Negligible Effect: Slight adverse