

A428 Black Cat to Caxton Gibbet improvements

TR010044

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**9.19 Historic England and Bedford Borough Council
Clarification Note**

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

Rule 8(1)(k)

September 2021

Infrastructure Planning

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(Examination Procedure) Rules 2010**

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improvements
Development Consent Order 202[]**

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1 Introduction

- 1.1.1 This Clarification Note has been prepared by Highways England (the Applicant) to provide information regarding the effects of the A428 Black Cat to Caxton Gibbet Improvements Scheme (the Scheme) on the setting of heritage assets, following a number of queries raised by Historic England (HistE) and Bedford Borough Council (BBC) in a meeting held on 23 June 2021.
- 1.1.2 At this meeting both HistE and BBC raised questions regarding the impact assessment for a number of scheduled monuments, listed buildings, conservation areas and a Registered Park and Garden. BBC also raised this point in its Relevant Representation **[RR-008w]** submitted to the Examining Authority (ExA).
- 1.1.3 HistE requested that the Applicant provide clarifications to its questions in relation to the impacts of the Scheme on the following assets:
- a. Moated enclosure and associated building platforms, The Lane, Wyboston (1012076).
 - b. Chawston Manor moated site and associated fishpond (1010114).
 - c. Bowl barrow, known as the 'Round Hill', 440m WNW of College Farm (1013521).
 - d. Moated site at Pond Farm (1019176).
 - e. Moated site at Pastures Farm (1019177).
 - f. Croxton Park – Grade II* Registered Park and Garden (1000491), and various listed buildings.
 - g. Roxton Conservation Area.
 - h. Parish Church of St Pandionia and St John the Baptist , Grade II* (1127179).
- 1.1.4 Both HistE and BBC requested additional information be provided by the Applicant to support the impact assessment presented in Chapter 6, Cultural Heritage **[APP-075]** of the Environmental Statement. Photographs were requested, and the effects of noise on the bowl barrow known as 'Round Hill' (1013521) was also to be considered. HistE also requested additional information regarding the historical development of Croxton Park (1000491), with particular reference to the block of woodland to the north of the existing A428.

- 1.1.5 This Clarification Note has been submitted into the Examination at the request of HistE, and accordingly provides HistE and BBC with further information relating to the above assets. It is supported by photographs taken during the setting site visits in August and November 2020. These photographs have been supplemented by additional photographs taken in July 2021 specifically for the purpose of this Clarification Note. Additionally, the calculated noise levels of the Scheme reported in Chapter 11, Noise and Vibration **[APP-080]** of the Environmental Statement have also been reviewed in relation to the bowl barrow (1013521).

2 Scheduled Monuments

2.1 Moated enclosure and associated building platforms, The Lane, Wyboston (1012076)

2.1.1 Paragraphs 6.6.197 – 6.6.201 in Chapter 6, Cultural Heritage [APP-075] of the Environmental Statement report the assessment of the impact of the Scheme on this asset as follows:

“The moated enclosure and associated building platforms, The Lane, Wyboston (1012076) is a scheduled monument situated 80 metres west of the Order Limits in Wyboston. The moated enclosure is ‘D’ shaped in plan and measures 85 metres along the straight southern edge of the moat. The surrounding moat is 8 metres wide and about 1.2 metres deep and is dry, except for part of the east arm. Prominent external banks, surviving up to 1 metre high, flank the west and east sides. The island is believed to be the site of a manor house and a number of deep hollows mark the position of former buildings; both these building platforms and the moated enclosure survive well.

The asset is of archaeological and historical interest in its ability to inform on specific research themes, such as aspects of medieval settlement patterns, moated sites, and medieval manorial estates, as buried remains may provide occupation evidence relating to the nature and development of the site. The interest is increased through the survival of the adjacent building platforms. The setting of the asset includes the remains of the medieval village of Wyboston and the surrounding fields, both of which contribute to its significance. Given the size of the moat and the excellent preservation of several features both within it and in the surrounding medieval settlement, it is considered to be of high heritage value.

Although construction of the Roxton Road link (north) would cause very minor changes to its setting, intervening farm buildings and trees would continue to screen the Scheme from the asset. Therefore, there would be an impact magnitude of no change to the site.

Construction of the Scheme would have a neutral effect (not significant) on this asset.

Assessment of harm

There is no change to the asset, its setting or its significance; therefore, there would be no harm as a result of the Scheme.”

2.1.2 The following photographs illustrate the extent of vegetation screening and support the conclusions above.

- 2.1.3 Plate 1 shows the view from the northern edge of the monument, which is taken from a point approximately 230m west of the A1. This shows that there is no visibility of the A1 from this point. Plate 2 shows the view from The Lane looking south-east with the Scheme screened by existing vegetation.



Plate 1 View from The Lane looking east towards the A1, which is approximately 230m from the edge of the monument.



Plate 2 View from The Lane looking south-east. The Scheme is to the left beyond the copse of trees on the horizon and hedgerow planting

2.2 Chawston Manor moated site and associated fishpond (1010114)

- 2.2.1 Chapter 6, Cultural Heritage [APP-075] of the Environmental Statement concluded that there would be no impact on this asset. This is due to its topographic location and the extent of planting which surrounds much of the asset (see paragraph 6.9.4, a).
- 2.2.2 The following photographs illustrate the topographic position and the existing screening vegetation. Plate 3 shows the view from the southern edge of the scheduled monument looking towards the Scheme, while Plate 4 shows the view looking north along the southern boundary of the monument.



Plate 3 View from southern edge of Chawston Manor on Colesden Road looking towards Spinney Road (the A421 is on the other side of the ridge on which Spinney Road is located)



Plate 4 View of Chawston Manor from Colesden Road, showing planted boundary south of the scheduled area

2.3 Bowl barrow, known as the 'Round Hill', 440m WNW of College Farm (1013521)

2.3.1 Paragraphs 6.9.1945-6.9.195 in Chapter 6, Cultural Heritage [APP-075] of the Environmental Statement concluded:

“There would be no physical impact from groundworks during construction, with the barrow located c.80 metres to the west of the existing A421, which is located within the asset’s setting. Construction of the Scheme would modify the existing A421 west of the existing Black Cat roundabout and would bring this road closer to the barrow (to a distance of c.30 metres). The Black Cat junction and the new dual carriageway on the eastern side of the Great Ouse Valley would also be visible from this asset. This is likely to slightly alter the setting of the scheduled monument and would therefore result in a permanent impact of minor adverse magnitude on the significance of the asset.

Construction of the Scheme would have a slight adverse effect (not significant) on this asset.”

2.3.2 Noise bunds proposed as Scheme mitigation along the new dual carriageway would be positioned adjoining the existing road embankment and planted with mixed shrubs and some trees. These bunds would be a maximum of 2m in height and would not change the existing views. They would also assist with decreasing noise from the existing A421, although this is only a negligible decrease for long term change (-1.0 to 2.9dB).

2.3.3 There are no views from the asset to the river valley where barrows were previously located, or towards the cemetery complex south of Barford. The nearest scheduled barrows along the River Great Ouse are approx. 5.5km to the south of Round Hill, while others were located 2km to the south-east (excavated in advance of gravel extraction) of Round Hill, so intervisibility is minimal. Round Hill is described as an ‘outlier’.

2.3.4 The following photographs illustrate the views from the monument.



Plate 5 View from track parallel to Roxton Road, looking south-east towards Round Hill. Alignment of the existing A421 is on the left



Plate 6 View from Round Hill looking north-east towards the existing A421. The borrow pit and new roundabout would be to the left (north and north-east). The proposed road embankment would be on the edge of the existing belt of trees, and would be similarly planted



Plate 7 View from Round Hill looking south towards the existing A421 and properties on Bedford Road beyond. The proposed road embankment would be on the edge of the existing belt of trees, and would be similarly planted



Plate 8 View from Round Hill looking south towards the existing A421. The planted bund left of the red lorry will extend along the edge of the A421 for approx. 100m

2.4 Moated site at Pond Farm (1019176)

2.4.1 Chapter 6, Cultural Heritage [APP-075] of the Environmental Statement concluded that there would be a minor beneficial impact on this asset due to reduced noise levels. The new Cambridge Road junction will not be visible from the moated site at Pond Farm. It is located some 350m to the north of the moat, with the residential street of St Thomas and woodland planting screening views. While the junction would be lit, this would be screened from the monument, with screening enhanced by the proposed new tree planting once it matures.



Plate 9 View of Pond Farm and the alignment of the scheduled moat in the fence line from The Green



Plate 10 View from The Green at end of the drive to Pond Farm. The moat is to the right of this photograph, beyond the vegetation



Plate 11 View of the tree planting around the moat, with Pond Farm at the centre. The Cambridge Road junction is approx. 350m to the left of this photograph

2.5 Moated site at Pastures Farm (1019177)

- 2.5.1 Paragraphs 6.9.209 – 6.9.211 in Chapter 6, Cultural Heritage [APP-075] of the Environmental Statement concluded that:

“The monument is surrounded by trees which provide a degree of screening to the asset. Construction of the Caxton Gibbet junction would result in a permanent impact on the significance of the asset of no more than minor adverse magnitude, as it would still be possible to understand the site and its landscape context. Construction of the Scheme would have a slight adverse effect (not significant) on this asset.

Assessment of harm

The Scheme would result in less than substantial harm to the scheduled moated site at Pasture Farm. Construction of the Caxton Gibbet junction would result in a permanent impact on the significance of the asset through changes to its setting, but it would still be possible to appreciate and understand the site and its landscape context.”

- 2.5.2 The following photographs illustrate the views from the monument towards the existing A428 and proposed A428.



Plate 12 View from the north-western side of the moat at Pastures Farm, looking toward the existing A428 and woodland on the north side of the A428



Plate 13 View from the northern tip of the moat at Pastures Farm. The existing tree-lined A428 can be seen

3 Other Designated Assets

3.1 Croxton Park Grade II* Registered Park and Garden (1000491) and various listed buildings

- 3.1.1 The following provides a review of documentary research undertaken on Croxton Park Registered Park and Garden to understand the historic development of the park and to establish the significance of woodland located to the north of the existing A428.
- 3.1.2 Detailed research was curtailed somewhat by the closure of the archives due to the ongoing Covid-19 pandemic, but the Inclosure Maps (1811) and some general history of the area were viewed. While these did not help with confirming the original plans of the park, they do show that the existing A428 formed the original northern boundary. The block of woodland to the north of the existing A428 first appears on the first edition Ordnance Survey (OS) (1887), labelled North Lodge Plantation. In 1811 the area was called Woodway Field and used as an allotment. The change seen by the time of the first edition OS in 1887, with the creation of North Lodge Plantation, indicates that the land between the existing A428 and the new proposed route was not part of the original park plan, but that it was perhaps added later, although there is no certainty here. Paragraph 6.6.46 in Chapter 6, Cultural Heritage [APP-075] of the Environmental Statement noted that: *“The park is enclosed by a large 19th century plantation, particularly to the east, south and west. These groups of trees are particularly located along boundary lines and act as visual links with the house”*. Many of these areas appear on the 1811 map and have been included within the designation boundary, while that to the north has not.
- 3.1.3 The first edition OS (1887) map shows the North Lodge building in place at the park’s junction with the existing A428. The list entry for the Grade II* Registered Park and Garden (RPG) at Croxton states that the North Lodge was added in the mid- to late 19th century c. 550m north-north-east of the house. It describes it as ‘a small, rectangular, single-storey building set beside large wrought-iron gates hung on brick gate piers’ (<https://historicengland.org.uk/listing/the-list/list-entry/1000491>). To the north of the existing A428, footpaths can be seen on the 1887 map leading from opposite the northern access into the park and into the North Lodge Plantation. A series of footpaths are marked running through the plantation as woodland walks and access. The contemporary additions of the North Lodge building and the woodland named ‘North Lodge Plantation’, together with the presence of the footpaths, suggests that the North Lodge Plantation between the existing A428 and the Scheme may have been a late Victorian woodland expansion of the park, into an area that previously fell outside the parkland boundary.

3.1.4 The following map extracts illustrate the layouts.



Plate 14 Inclosure Map, 1811, showing the park bounded by Cambridge Road (now the existing A428) to the north and along Abbotsley Road to the west. The eastern and southern boundaries of the Registered Park is not shown on this plan.



Plate 15 1887 Ordnance Survey map showing shaded area of park

3.1.5 The list entry for the registered park and garden at Croxton (<https://historicengland.org.uk/listing/the-list/list-entry/1000491>) states that:

“Croxton Park covers 80ha and lies on the south side of the A428 Cambridge to St Neots road c 20km west of Cambridge. The A45 [sic] forms the northern boundary, with the village of Croxton located in the north-west corner of the park, outside the area here registered. It is a busy road in an otherwise rural setting. The registered site sits within the area defined by the B1040 to the east and Abbotsley Road to the west, all the land beyond the boundaries and between the public roads being agricultural.”

(n.b. it is assumed the reference to A45 should be A428).

- 3.1.6 The list entry has utilised further mapping, including the post-enclosure estate map, 1826, and the OS Surveyor's drawings, 1803. These maps also pre-date the first edition OS (1887) and provide further confirmation that the existing A428 was the original northern boundary of the park, prior to the addition of the North Lodge and North Lodge Planation in the late 19th century.
- 3.1.7 The North Lodge is still extant and is a non-designated building within the boundary of the Grade II* RPG. North Lodge Planation is still wooded and lies immediately to the north of the boundary of the Grade II* RPG. It is non-designated, but it likely forms a layer in the history of the parkland demonstrating its historical development and its possible expansion in the late Victorian period.

- 3.1.8 Paragraphs 6.9.271 – 6.9.274 in Chapter 6, Cultural Heritage **[APP-075]** of the Environmental Statement concluded that:

“The existing A428 runs directly to the north of Croxton Park, and construction of the new dual carriageway to the north would result in the existing A428 being de-trunked. Although construction would result in the introduction of new road infrastructure into the rural surroundings of the park, it would also result in road traffic being reassigned onto the new dual carriageway and away from the asset, leading to reduced noise and light impacts.

Assets within the park are likely to experience no change as a result of the Scheme due to the limited impact the existing A428 currently has on their setting, the exception being the registered park itself and the scheduled monument, both of which border the existing A428. The magnitude of impact on these assets would be minor beneficial.

Operation of the Scheme would have a slight beneficial effect (not significant) on these assets.

Assessment of harm

The existing A428 runs directly to the north of Croxton Park, and construction of the new dual carriageway to the north would result in the existing A428 being de-trunked. This would result in road traffic being reassigned onto the new dual carriageway and away from the asset, leading to reduced noise and light impacts. There would be no harm to significance.”

- 3.1.9 The further research has highlighted that the area to the north of the existing A428 may form part of the later expansion of the park and, therefore, does form part of the setting of the designated asset. However, this does not change the conclusion of the Environmental Statement which remains minor beneficial due to the reduction in traffic noise and light impacts due to traffic moving to the new A428.

3.2 Roxton Conservation Area

- 3.2.1 Roxton Conservation Area is of special architectural and historic interest. The historic interest lies in the surviving buildings within the original core of the settlement. These historic buildings range mainly from the 17th to the 19th century, illustrating the different phases of development of the village. The conservation area has retained its rural character, surrounded by countryside but also with an abundance of trees, hedges and open spaces within the village.
- 3.2.2 The Grade II* Parish Church of Saint Mary Magdalen is located in the northern part of the village on School Lane. It is 14th to 15th century in origin, with later additions and alterations. It is built of brown cobblestones with ashlar dressings and a slate roof. It has a tower, but its low height means that it is not visible within the village, although it is visible in wider landscape views from the A1 to the east and from Bedford Road to the north (south of the garden centre) due to the low topography. Its setting is its churchyard, enclosed by mature trees and having upstanding grave memorials, and beyond this the village of Roxton, in which it is located. The village provides the functional setting for the asset where the agricultural landscape around the village contributes to its understanding as a small rural settlement. This village location and its association with the development of the settlement contributes to the church's historical interest, and its functional setting extends to the whole parish. However, it is not a prominent feature either within the settlement, or within the surrounding landscape.
- 3.2.3 Paragraphs 6.9.218 – 6.9.222 in Chapter 6, Cultural Heritage **[APP-075]** of the Environmental Statement state the following about buildings within the conservation area, which include the church:

“The Scheme would involve construction of the Black Cat junction to the north-east of the settlement, alongside the Kelpie Marina access road to the north-east. Construction of the Black Cat junction is unlikely to impact on the significance of the conservation area; however, the Kelpie Marina access road would involve further erosion of the agricultural landscape around the settlement. The listed buildings within the village would not individually be impacted by the Scheme, as their setting is considered to be the village itself. A permanent minor adverse magnitude of impact on the conservation area is predicted. Construction of the Scheme would have a slight adverse effect (not significant) on this conservation area.

Assessment of harm

The Scheme would not result in any physical changes to the Roxton Conservation Area; however, the Kelpie Marina access road would involve further erosion of the agricultural landscape around it. The relationship of the settlement with its wider landscape setting would still be appreciated; therefore, the Scheme would result in less than substantial harm.”

- 3.2.4 Due to the lack of intervisibility between the church and the proposed new dual carriageway, and the impact of the existing road network, it is not considered that the Scheme will have a worse effect on the significance of the church than has been assessed and reported in Chapter 6, Cultural Heritage **[APP-075]** of the Environmental Statement.

3.3 Parish Church of St Pandionia and St John the Baptist , Grade II* (1127179)

- 3.3.1 The Parish Church of Saint Pandionia and Saint John the Baptist Eltisley retains fabric from c.1200, with the clerestory remodelled and the tower and spire added in the later medieval period. Rebuilding work took place in the 19th century including the chancel and much of the north chapel, and general restoration took place between 1875–1879. The church is located on the edge of the settlement, with a substantial associated graveyard, contributing to the abundance of greenspace within the village.
- 3.3.2 Despite the inclusion of the spire, due to tree and hedgerow cover, there are only glimpses of the tower from the surrounding area to the north, including the existing A428. The spire is visible in views from the south from where the church and its rural setting are fully appreciated. Within these views, the existing A428, and proposed new dual carriageway are screened by dense established vegetation and topography. It is not considered that any aspects of the Scheme will affect the views of the tower. The new Cambridge Road junction is nearly 650m to the east of the church and there is no intervisibility.



Plate 16 View of Church of St Pandionia and St John the Baptist from the churchyard

4 Conclusion

- 4.1.1 This Clarification Note presents further information pertaining to the effects caused by changes to the setting of designated heritage assets by the Scheme. This information, along with the supporting photographs, confirms the assessment reported in Chapter 6, Cultural Heritage **[APP-075]** of the Environmental Statement.
- 4.1.2 This document also presents further documentary research regarding Croxton Park. This has concluded that while it cannot be discounted that North Lodge Plantation forms part of the historic park, it would be a late 19th century addition and not part of the original park design. The designation entry confirms that the existing A428 forms the northern boundary to the park. The additional research has confirmed the conclusion in the Environmental Statement that North Lodge Plantation forms part of the setting to Croxton Park. Therefore, there is no change in the impact assessment in Chapter 6, Cultural Heritage **[APP-075]** of the Environmental Statement.