



HERITAGE STATEMENT – GARTREE 2

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Contents

1.0	Introduction	p. 3
2.0	Historic Background	p. 5
3.0	Proposals	p. 7
4.0	Assessment	p. 8
5.0	Summary	p. 16
6.0	Sources	p. 17

Cover: RAF Market Harborough (undated)

1.0 Introduction

1.1 Purpose

The Heritage Advisory Ltd. has been commissioned to undertake this Heritage Statement by Mace Group. The document addresses proposals for the erection of a prison building on land directly south of existing prison HMP Gartree, Leicestershire (**Figure 1**). The document outlines the historic evolution of both the application site and wider locale, before setting out relevant heritage assets, and discussing the potential for their significance to be affected by proposals.

1.2 Proposals

Proposals pertain to an outline planning application with all matters reserved except for access and scale for the construction of a new Category B trainer prison within a secure perimeter fence together with access parking, landscaping and associated engineering works on land adjacent to HMP Gartree, Gallow Field Rd, Market Harborough, Leicestershire LE16 7RP (**Figure 2**).

1.3 Designation Records for the Heritage Assets

Whilst the proposed location of the application site is not subject to any statutory heritage designation in its own right, it nevertheless forms part of the wider (disused) RAF Market Harborough site. Given the history, layout and remaining features of this airfield however, it is considered a non-designated heritage asset (see **paragraph 1.4**, below). Given the potential for inter-visibility and impacts upon setting more generally, a number of other heritage assets located throughout the wider locale are of relevance, including:

- 1) **Inclined plane immediately east of Foxton Locks – Scheduled Ancient Monument**
List Entry Number: 1018832
Date First Listed: 19.03.1999
- 2) **Foxton Lodge – Grade II**
List Entry Number: 1061464
Date First Listed: 21.07.1951
- 3) **Langton Farmhouse – Grade II**
List Entry Number: 1188013
Date First Listed: 09.03.1989
- 4) **Manor Farm – Grade II**
List Entry Number: 1360741

- Date First Listed: 07.12.1966
- 5) **The Old Vicarage – Grade II**
List Entry Number: 1061478
Date First Listed: 21.07.1951
 - 6) **Grand Union Canal Conservation Area**
 - 7) **Foxton Conservation Area**
Initially Designated: 1975
 - 8) **Lubenham Conservation Area**
Initially Designated: 1975

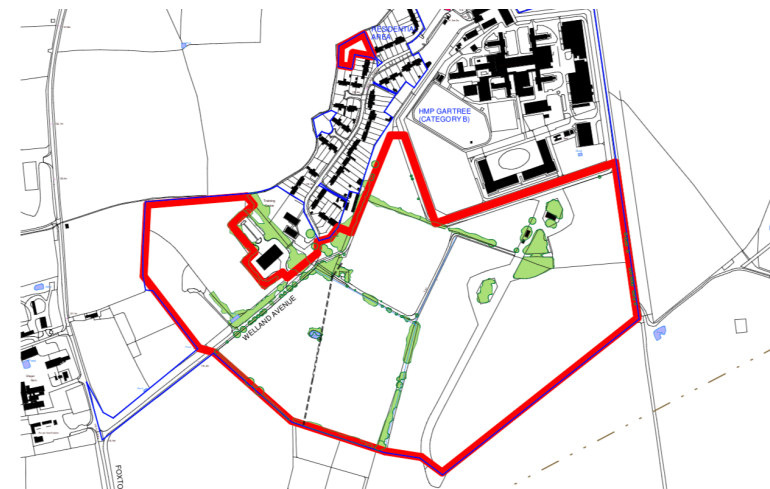


Figure 1: Site Location Plan



Figure 2: Proposed Site Plan

1.4 Historic Environment Record

The local Historic Environment Record identifies a number of entries relevant to this site. Specifically, land to the south of HMP Gartree, including that allocated for redevelopment as part of this application, is highlighted as comprising *Market Harborough Airfield* (HER Ref: MLE15969). This entry states that:

'The site opened on 1st June 1943 and had a three-runway layout with a perimeter track with 30 dispersals, suitable for bombers. From 1948 it was used for storing surplus military vehicles by the army. They left in 1960 and the site was used for a prison.... The airfield opened in May 1943. The first resident unit was the No. 14 OTU, joined by No. 1683 Bomber Defence Training Flight in 1943. The OTU used obsolete Hurricanes to provide simulated attack experience for the bomber crews. The airfield closed for flying in 1945, re-opened in 1946 as a depot dismantling Horsa gliders. The station was closed completely in 1947 and it was converted into a prison.... Five of the airfield buildings were recorded in 2006. They included a general purpose hut, salt and sand store and a maintenance unit. They were all in a state of disrepair. The report says that the airfield closed to flying in 1945. It was taken over by Maintenance Command and re-opened in February 1946 as No. 113 Sub-Storage Depot. The main task of the unit was dismantling Airspeed Horsa gliders. The airfield finally closed down on April 27th 1947.... The site was visited in 2008 as part of a windfarm application. Parts of the runway/perimeter tracks were noted, built from concrete slabs.... A walkover survey was carried out in March 2013 of airfield features to the south of the runways (the bomb store area). Remains of the concrete track survived, but all traces of the bomb store compounds themselves had been removed.'

Additionally, a World War II workshop (HER Ref: MLE22416) is noted within the HER for this area. The relevant extract states 'Various airfield structures were surveyed in 2006. This is described as a Nissen Hut made of brick and corrugated iron with plasterboard internal panelling, shown as a maintenance unit on the Air Ministry plan'.

However, it is important to note that, in accordance with findings of an archaeological desk-based assessment (HER, 2013, Land at Manor Farm) 'all traces of the bomb store compounds have been removed'.

To the south west of the application site 'World War II buildings associated with Market Harborough Airfield / Polish Resettlement Camp' (HER Ref: MLE22402) are identified, with the relevant extract stating:

'Airfield related buildings west of the Market Harborough airfield. These consisted of accommodation as well as other structures such as a sewage works, Airmen's/Sergeants/Officers Messes, a canteen, ablutions blocks, a store, a cinema, etc. Following the war the structures were used to house displaced Polish families... The RAF quarters of the airfield were used to house displaced Polish families from 1948-1958... There were many 'camp' areas to the west of the airfield. The area at Chapel Farm (SP 697 886) had the most significant buildings including airmen's/sergeants/officers messes, a cinema, NAAFI store, commanding officer's quarters, etc. Surviving today (2016) are the gym/church, an ablutions block and a complex of curved roofed structures in the area of the sergeants mess on a 1945 plan (a photograph inside the 'warrant officers and sergeants mess' shows it had a curved roof and chandeliers!). The only other obvious group of buildings still shown on the modern OS mapping is at SP 690 885, where 8 buildings are marked (apparently a WAAF site with four sleeping huts and the

remains of three Nissen Huts). One building survives at SP 697 883, very similar in appearance to the surviving ablutions block at Chapel Farm. The Stand-by Set House (for emergency power generation) still stands at SP 696 886. The Station HQ was at SP 700 888 but was demolished in the late C20th'.

Finally, the Leicestershire & Northamptonshire Union Canal (HER Ref: 16299) is recorded to the north, with the relevant extract summarising that:

'By 1797 the canal had been built from Leicester to Debdale Wharf, but the money had run out. A proposal was made to re-route the canal via Market Harborough. The canal was extended to the town by 1809 but there construction once again ceased'.

Archaeological Potential

- 1.5 Subject to consultation with curator at full planning stages.

Planning History

- 1.6 An application for the 'erection of three 125m wind turbines, control building, construction compound, access tracks and permanent anemometer' (planning reference 09/01220/FUL) was submitted to Market Harborough District Council on 30th September 2009. Located directly to the south of the application site, this was subsequently refused on 27th January 2010 with the Decision Notice stating 'the proposal, by virtue of the size, siting and prominence of the turbines, would appear as a dominant and intrusive feature, and would be imposing and overbearing on views in and out of Lubenham Conservation Area, to the detriment of its character and appearance'....'The Environmental Statement fails to satisfy the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended) in that:

- It neither recognises nor assesses the impact on the Grand Union Canal Conservation Area;
- Insufficient information has been submitted by the applicants to fully and properly assess the impacts

on cultural heritage assets of national importance and/or special interest that may be affected by the proposal'.

Consultations Undertaken

- 1.7 As set out within the Design & Access Statement (Perfect Circle, 2021) a request for pre-app advice was made to Harborough District Council in August 2020, and formal advice received October 2020 following pre-application meetings with relevant consultees in September 2020.

Pre-application advice confirms the proposal would be contrary to both local and national planning policy due to the open countryside status of the site. However, the Council recognises the merits of the scheme and is not opposed to a new prison subject to adequate information being submitted to justify its location.

Approach & Methodology

- 1.8 In accordance with paragraph 194 of the National Planning Policy Framework (NPPF) this Heritage Statement describes the significance of those heritage asset(s) with the potential to be affected; in a manner proportionate to both the assets' importance; and an understanding of the potential for impacts upon that significance. A number of published guidelines were adhered to, including:

- 1) **Methodology** – *Statements of Heritage Significance: Analysing Significance in Heritage Assets. Historic England Advice Note 12.* Historic England, 2019. (**Appendix 2**);
- 2) *The Setting of Heritage Assets Historic England Good Practice Advice in Planning Note 3 (Second Edition).* Historic England, December 2017; and
- 3) *Conservation Principles for the Sustainable Management of the Historic Environment. Consultation Draft.* Historic England, November 2017.

2.0 Historic Background

- 2.1 Market Harborough was initially established by Saxon tribes as a small village named *Haefera beorg* meaning Oats Hill. The town first appeared in records during the Domesday Book (1086-87), being recorded as a small village residing on the borders of Northamptonshire and Leicestershire.
- 2.2 During the 13th century, Market Harborough began to develop as a regional centre with both locals and travellers using the area as a stop-by junction. As a result, a small informal market began to emerge in 1204, which grew over the years to attract residents from the surrounding villages and hamlets. The Manor of Harborough was mentioned as *Haverberg* in 1227.
- 2.3 The continued growth of the town was evidenced during the 14th century by the many occupations recorded, including blacksmiths, bakers, carpenters, butchers and brewers. It was also in 1300 that Harborough Church was constructed, followed by the completion of St. Dionysius Church in 1320.
- 2.4 By the beginning of the 15th century, the first annual festival of Market Harborough had been established. In 1614, a grammar school was constructed, with both education and prosperity increasing in importance. The town was also the location of the Royal Cavalry's headquarters during the English Civil War of 1642.



Market Harborough and Locale, 1646

- 2.5 Prosperity within Market Harborough continued throughout the 18th century with many residents

weaving cloth. It was also a stage-coaching town, with many visitors passing through on their way to Leicester. However, at the time of the census in 1801, it was still relatively small, comprising approximately 1,700 residents.

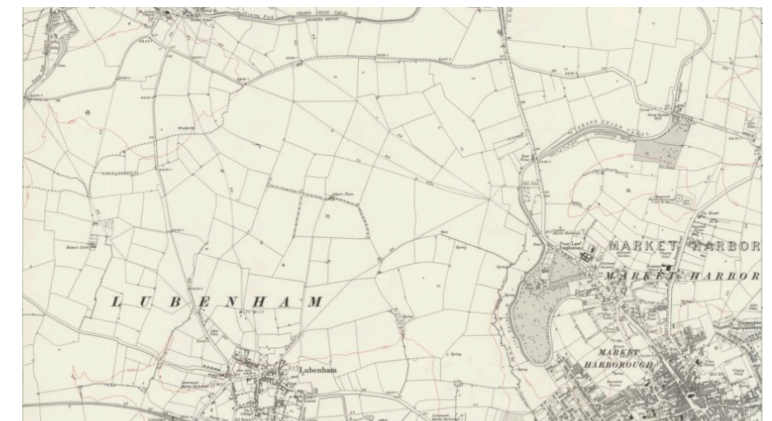
- 2.6 The 19th century witnessed industrial and geographical expansion as the population surpassed 7,700. In 1809, a canal to Market Harborough was completed whilst the railway was to reach the town in 1850. Another line was opened in 1857. In 1890, the town was equipped with a piped water supply and five years later (1895), Market Harborough was given an urban district council.
- 2.7 During the 20th century, Market Harborough continued to thrive and grow. Growth included the construction of RAF Market Harborough to the north west of the town. Land for the development of a Royal Air Force aerodrome was allocated here by the Air Ministry in 1941. Construction of the Station - undertaken by J.R. Mowlem & Co. - began in 1942 and was completed the following year.



Market Harborough and Locale, 1814



Market Harborough and Locale, 1885



Market Harborough and Locale, 1931



Market Harborough and Locale, 1950

- 2.8 RAF Market Harborough conformed to the typical layout of RAF aerodromes, comprising three converging strips, each containing a concrete runway optimally placed at 60 degree angles to each other in a triangular pattern.
- 2.9 The first Royal Air Force personnel arrived at the Station on 1st June 1943 with RAF Market Harborough coming under the control of No.92 Group RAF (Bomber Command), before becoming a parent Station to nearby RAF Husbands Bosworth (commissioned in August 1943).
- 2.10 Flying operations at RAF Market Harborough ceased on 18th August 1945, following which the airfield was placed on care and maintenance. Subsequently, control of the former RAF base was transferred to the British Army in 1948. The army retained custody of the Station until this was finally vacated during the late 1950's.
- 2.11 Following the cessation of military activity there at the end of the 1950s, a part of former RAF Market Harborough was earmarked for the construction of HMP Gartree (during the 1960's). Opening in 1965, HMP Gartree was initially used as a Category C training centre, before it was upgraded to a maximum security facility. Today the prison houses category B prisoners.
- 2.12 Due to the proximity of HMP Gartree to any remaining features associated with RAF Market Harborough, no aviation activity takes place on the site. The land is now predominantly used for agricultural purposes, with relevant extracts above (**paragraph 1.4**) noting that *'remains of the concrete track survived, but all traces of the bomb store compounds themselves had been removed'*.

3.0 Proposals

3.1 This application pertains to outline planning permission and as such, aspects of detailing and materiality etc. are yet to be established. However, of particular relevance with respect to matters of *setting*, indicative layouts showing the location and/or orientation etc. of individual structures have been provided. Proposals for the application site are therefore located to the south of existing built form associated with HMP Gartree. Principally, proposals include:

- Seven new houseblocks each accommodating up to 245 prisoners (1,715 prisoners in total), totaling c.53,122 sqm GEA;
- Supporting development including kitchen, workshops, kennels, Entrance Resource Hub, Central Services Hub and support buildings, totaling c. 29,433 sqm GEA;
- Ancillary development including car parking (c. 523 spaces), internal road layout and perimeter fencing totaling 1463 linear meters enclosing a secure perimeter area of 11.69 ha (figures to be confirmed following changes to the red line boundary);
- The house blocks will be four storeys in height, whilst the other buildings will range from one to three storeys;
- Other development proposed includes kennels, polytunnels and a bicycle shelter; and
- The new prison will be designed and built to be highly sustainable and to exceed local and national planning policy requirements in terms of sustainability. MoJ's aspirations include targeting near zero carbon operations, 10% biodiversity net gain, and at least BREEAM 'Excellent' certification, with endeavors to achieving BREEAM 'Outstanding'.



Proposed Block Plan

4.0 Assessment

4.1 The following table and accompanying figure sets out all heritage assets found to be relevant to proposals; their distance from the proposed development site; what degree of 'interest' they exhibit; their inherent significance; and, how the application site presently contributes towards this. The potential for impacts upon identified significance is then identified, along with an assessment of how such impacts can be mitigated. With respect to significance, it is important to note the following extract from Historic England's website (*Living in a Grade I, Grade II* or Grade II Listed Building*, 15.09.2020) sets out the following hierarchy:

Listed buildings come in three categories of 'significance':

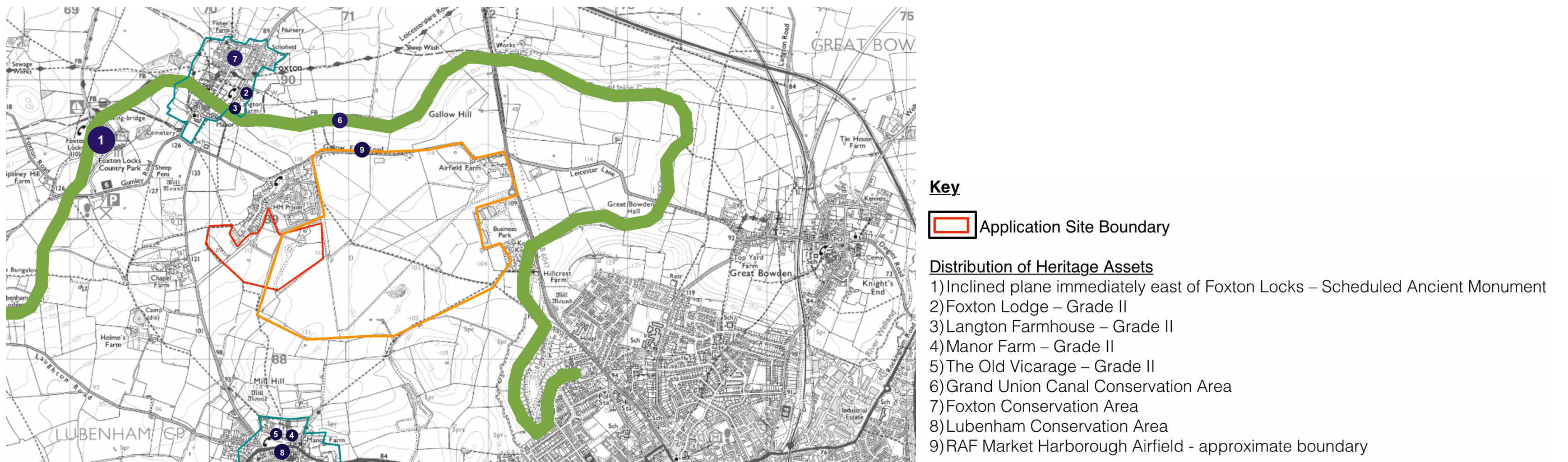
- Grade I for buildings of the highest significance
- Grade II* and
- Grade II

Most listed buildings are likely to be of a Grade II status, where these make up 92% of all listed buildings. Additionally, it of relevance to note that 'A scheduled monument is an historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Digital, Culture, Media and Sport. A scheduled monument must be in physical terms a monument and its heritage interest must be nationally important.

A monument is:

- any building, structure or work, whether above or below the surface of the land and any cave or excavation;
- any site comprising the remains of any such building, structure or work of any cave or excavation;
- any site comprising, or comprising the remains of, any vehicle vessel, aircraft or other movable structure provided the situation of that object or its remains in that particular site is a matter of public interest

The protected site of a monument may also include any land adjoining it essential for its support and preservation' (Historic England, Scheduled Monuments Website, August 2021).



Heritage Asset	Interest	Significance	Impact on Significance	Avoiding Impacts	Justification	Recording
<p>Inclined plane immediately east of Foxton Locks</p> <p>Approximately 1.2km north west of application site.</p> <p>Scheduled Ancient Monument</p>	<p>Archaeological Interest: N/A.</p> <p>Architectural and Artistic Interest: Yes. Architectural interest is clearly discernible due to the presence of a standing earthwork and buried remains of the inclined plane, the canal arm linking the plane with the canal summit, and the bottom lift basin.</p> <p>Additional interest resides in the craftsmanship and construction methods employed here with the use of steel, rather than the cast or wrought iron used on earlier designs, and weights of up to 240 tons to be lifted; three times that of any of its predecessors.</p> <p>Historic Interest: Yes. Historic interest is apparent given the locks readily identifiable historic narrative. As such, it forms a component part of the wider Grand Union Canal which was in use for 124 years. It is also associated with Foxton Locks, the last and most sophisticated incline to be built in England.</p>	<p>The significance of the Scheduled Ancient Monument is clearly set out within the accompanying Description: <i>'The remains of the inclined plane at Foxton represent an exceptionally rare and complete example of late Victorian canal engineering which have remained free of subsequent development. The location of the inclined plane in close proximity to the staircase flight of locks, themselves a tourist attraction, considerably enhances its potential as a public amenity. Opportunities for the interpretation of the site are further supplemented by the large amount of contemporary documentary and photographic material relating to its construction and use.'</i></p>	<p>Inter-visibility and/or any interrelationship between the heritage asset and application site is extremely limited due to intervening built form associated with both prisons. Given the highly screened nature of the heritage asset, proposals are unlikely to affect in any way (either negatively or positively) the manner in which this is appreciated. Where taller, more visible structures are proposed, associated views will be limited to glimpsed over the rooftops of existing, utilitarian structures that have already significantly impinged upon the immediate setting of the heritage asset. That impacts upon significance would be minor is reinforced within relevant information contained in the Landscape and Visual Impact Assessment (<i>Pegasus Group, July 2021</i>) submitted as part of this application, whereby it is stated that <i>'the scale of change is considered to be very small as a result and the proportion of the view affected will be very limited.'</i></p> <p><i>Over time, the proposed landscape planting within and along the boundaries of the new prison will become established and serve to soften the appearance of</i></p>	<p>No works are proposed to this heritage asset. Proposals have further sought to reduce the potential for impacts as far as practicably possible via the location of the proposal. Therefore those structures with the highest ridge heights are intended to occupy an area of land that slopes definitively away from the heritage asset, whilst being located remotely from this, thus ensuring that the massing of new built form is managed in relation to prevailing topography. This in turn ensures the consequent reduction of any potential inter-visibility. The design of the proposed housing blocks – assuming an 'X' configuration - will further reduce perceptions of mass where a rigid envelope and/or overbearing built form is not proposed. Finally, should any new built form be discernable, this will be seen in the context of the existing roofscape created by utilitarian structures at HMP Gartree and will not, therefore, alter the way in which this heritage asset is perceived and/or appreciated.</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation Guidance (2016)</i>, which concerns development on former runways and states that <i>'if flying is discontinued, the layout of any new development on the former airfield should respect the setting of any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.'</i></p> <p>For the many reasons set out above, it is considered that proposals more than amply accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological analysis and recording is not deemed necessary.</p>

			<i>new built form, further reducing the magnitude of impact as a result'.</i>			
<p>Foxton Lodge</p> <p>Approximately 1.1km north of application site.</p> <p>Designated Grade II.</p>	<p>Archaeological Interest: N/A.</p> <p>Architectural and Artistic Interest: Yes. Architectural interest resides with the design, construction and craftsmanship of this property, including its 'off-centre doorway with flat hood on brackets and part-glazed 4-panel door', 'chamfered ironstone plinth', and 'graded Swithland slate roof'.</p> <p>Historic Interest: Yes. Historic interest resides in the property's mid-18th century origins and subsequent, late 19th century alterations.</p>	<p>The immediate setting of this heritage asset has remained relatively unaltered. However, the wider landscape – predominantly that found to the south – has been subject to extensive redevelopment in the form of RAF Market Harborough in 1942 and subsequent partial redevelopment of this to form HMP Gartree.</p>	<p>No impact upon significance would result following the implementation of proposals. New built form is at a significant remove from this heritage asset and will form merely a minor component of a much wider vista. Proposed built form will therefore be seen in conjunction with other structures already present across the site, in particular those within the foreground comprising HMP Gartree. Proposed development will therefore be seen in the context of the existing prison site and its utilitarian narrative more generally.</p>	<p>No works are proposed to this heritage asset. Although works would not affect this and/or negatively impinge upon its setting, proposals have sought to reduce any potential for impacts to accrue, as far as possible, via the location of the proposed prison site. Therefore, all new prison buildings are to be set behind existing built form at HMP Gartree. Additionally, locating all new structures directly adjacent to existing buildings will ensure that a logical continuation of built form prevails. The design of the proposed housing blocks – assuming an 'X' configuration – will further reduce perceptions of mass across the application site.</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation Guidance (2016)</i>, which concerns development on former runways and states that '<i>if flying is discontinued, the layout of any new development on the former airfield should respect the setting of any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.</i>'</p> <p>For the many reasons set out above, it is considered that proposals more than amply accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological analysis and recording is not deemed necessary.</p>
<p>Langton Farmhouse</p> <p>Approximately 1km north of application site.</p> <p>Designated Grade II.</p>	<p>Archaeological Interest: N/A.</p> <p>Architectural and Artistic Interest: Yes. Architectural interest resides with the design, construction and craftsmanship of this property, including its</p>	<p>The immediate setting of this heritage asset has remained relatively unaltered. However, the wider landscape – predominantly that found to the south – has been subject to extensive</p>	<p>Inter-visibility and thus the interrelationship between the heritage asset and application site is not considered of relevance with respect to proposals and their potential impact upon significance. The</p>	<p>Proposals are deliberately located to the south of the existing prison site at HMP Gartree, thus ensuring that proposed new built form comprises the logical continuation of development here. Should</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction</p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological</p>

	<p><i>'slate roof with central ridge stack', 'west gable wall (with) unglazed basement window set in plinth', and 'cottage adjoining east gable'.</i></p> <p>Historic Interest: Yes. Inherent historic interest resides in the property's 1730's origins and subsequent evolution, including a later lean-to addition.</p>	<p>redevelopment in the form of the construction of RAF Market Harborough during the 20th century; associated air traffic in 1942; and the subsequent, partial redevelopment of this to form HMP Gartree.</p>	<p>surrounding topography; intervening built form; and distance, prevent any changes to the way in which this heritage asset would be appreciated following their implementation. The ability to appreciate this heritage asset will also remain unaffected (either positively or negatively) following the implementation of proposals, particularly when considered in conjunction with existing built form at HMP Gartree.</p>	<p>proposed structures of a higher ridge height be discernible above existing built form these will be seen in the context of existing prison buildings etc. and will not therefore impinge significantly upon the setting or ability to appreciate this heritage asset.</p>	<p>phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation Guidance (2016)</i>, which concerns development on former runways and states that <i>'if flying is discontinued, the layout of any new development on the former airfield should respect the setting of any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.'</i></p> <p>For the many reasons set out above, it is considered that proposals more than amply accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	<p>analysis and recording is not deemed necessary.</p>
<p>Manor Farm</p> <p>Approximately 1km south of application site.</p> <p>Designated Grade II.</p>	<p>Archaeological Interest: N/A.</p> <p>Architectural and Artistic Interest: Yes. Interest can be found across the property's <i>'house with barn attached'</i> construction, in conjunction with aspects such as <i>'brick and ashlar stone dressings', 'all windows retain early C18 sashes with thick glazing bars', and 'shallow-pitched hipped roof with graded Switchland slates'</i> at the barn.</p> <p>Historic Interest: Yes. Historic interest can be seen in the structure's early</p>	<p>The immediate setting of this heritage asset has remained relatively unaltered. However, the wider landscape – predominantly that found to the north – has been significantly altered during the 20th century with the construction of the runway and associated air traffic of RAF Market Harborough. Although now disused and given over to agricultural practices, part of the land was used for the construction of HMP Gartree, resulting in a number of utilitarian</p>	<p>Inter-visibility and therefore the interrelationship between the heritage asset and proposed site is limited due to intervening vegetation and (more predominantly) the surrounding, undulating topography. Given the screened nature of the farmhouse, beyond aforementioned features proposals are unlikely to affect (either negatively or positively) the ability to appreciate this asset. Furthermore, proposed built form will not unduly impinge upon setting,</p>	<p>No works are proposed to this heritage asset. Proposals for new structures are located at a significant remove to the south. Whilst this heritage asset is both physically and visually separated from the application site, existing prison areas and intervening vegetation and/or topography have inherently minimised the potential for further impacts. Proposals comprise a continuation of use and an extension of development associated</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation</i></p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological analysis and recording is not deemed necessary.</p>

	18 th century origins and subsequent evolution, being subject to alteration throughout the early 19 th and 20 th centuries.	structures being constructed within an otherwise agricultural setting.	particularly where this will be appreciated within the context of the already established prison site. That the existing view is already dominated by existing built form at HMP Gartree is evidenced within the submitted Landscape and Visual Impact Assessment (<i>Pegasus Group, July 2021</i>) whereby it is stated that 'over time, the proposed woodland mitigation planting along the southern and eastern boundaries will become established and serve to filter and soften views of the proposed development, reducing the magnitude of impact as a result'.	with the site's function as a prison.	<i>Guidance (2016)</i> , which concerns development on former runways and states that 'if flying is discontinued, the layout of any new development on the former airfield should respect the setting of any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.'	
<p>The Old Vicarage</p> <p>Approximately 1km south of application site.</p> <p>Designated Grade II.</p>	<p>Archaeological Interest: N/A.</p> <p>Architectural and Artistic Interest: Yes. Aspects such as craftsmanship and construction across this property illustrate its inherent interest, including 'L-plan', 'C17 mullioned window', and 'stone ridge stack finished in brick'.</p> <p>Historic Interest: Yes. Historic interest is readily identifiable given the property's late 17th century origins and associated evolution and narrative following 18th and 20th century alterations.</p>	<p>The immediate setting of this heritage asset has remained relatively unaltered. However, the wider landscape – predominantly that found to the south – has been subject to extensive redevelopment in the form of the construction of RAF Market Harborough in 1942 and subsequent, partial redevelopment of this to form HMP Gartree. Any remaining features constituting the airfield have fallen into disrepair, again forming negative features within the wider agricultural narrative.</p>	<p>No impact upon significance would result following the implementation of proposals. New built form is at a significant remove from this heritage asset and will form merely a minor component of a much wider vista. Proposed built form will therefore be seen as a logical continuation of existing structures already present across the HMP Gartree site. Proposed development will therefore be seen within the existing, established utilitarian context, if this is perceptible at all.</p>	<p>No works are proposed to this heritage asset. Proposals for new structures are located at a significant remove to the north. Whilst this heritage asset is both physically and visually separated from the application site, new built form will be perceived as a logical continuation of the existing, established prison use. Additionally, specific design elements, such as locating structures of a higher ridge height beyond lower buildings ensures an tiered composition is created overall. Finally, the design of the proposed housing blocks – assuming an 'X' configuration – has further sought to reduce perceptions of these</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation Guidance (2016)</i>, which concerns development on former runways and states that 'if flying is discontinued, the layout of any new development on the former airfield should respect the setting of</p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological analysis and recording is not deemed necessary.</p>

				structures in views north, and a rigid envelope and/or mass of built form is not proposed across this parcel of land.	<p><i>any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.'</i></p> <p>For the many reasons set out above, it is considered that proposals more than amply accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	
<p>Grand Union Canal Conservation Area</p> <p>Approximately 770m north of application site.</p> <p>Initially designated October 2000.</p>	<p>The interest of this conservation area predominantly resides in its evidential value. The Grand Union Canal is essentially a narrow linear waterway controlled in height by locks. It was built between 1793 and 1814 as part of a pre-railway national transport link.</p>	<p>The immediate setting of this heritage asset has been subject to extensive change during the 20th century. Works associated with the construction of RAF Market Harborough and subsequent air traffic would have impinged upon the ability to appreciate the historic narrative and engineering accomplishment of this section of the canal. Following the closure of the airfield, subsequent development - i.e. utilitarian buildings at HMP Gartree - has resulted in perceptible change within an otherwise agricultural setting. It should, however, be noted that this conservation area spans an extensive, yet linear, length. Therefore, the application site only forms a minor, component part of a much wider setting.</p>	<p>Inter-visibility and therefore the interrelationship between the heritage asset and application site is limited due to intervening built form associated with the existing prison. As such, proposals are unlikely to affect in any way (either negatively or positively) the manner in which this is appreciated. Where proposed taller structures are visible this will be limited to glimpsed rooftops above existing, utilitarian structures that have already significantly altered the immediate setting of the heritage asset.</p>	<p>Proposals comprise a continuation of use and an extension of development associated with the site's function as a prison. The overarching character and appearance is therefore consistent with existing fabric and its functioning more generally. Taking into account the topography of the site and locale, new house blocks are as such proposed to be located to the south HMP Gartree, where the landscape slopes gradually away to the south. The design of the proposed housing blocks – assuming an 'X' configuration – has further sought to reduce perceptions of these structures in surrounding views, and therefore a rigid and/or overbearing mass of built form is not proposed across this parcel of land. Therefore, it is considered that the design of new built form presents a logical continuation of the existing prison site, reducing potential impacts.</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation Guidance (2016)</i>, which concerns development on former runways and states that '<i>if flying is discontinued, the layout of any new development on the former airfield should respect the setting of any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.'</i></p> <p>For the many reasons set out above, it is considered that proposals more than amply accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological analysis and recording is not deemed necessary.</p>

<p>Foxton Conservation Area</p> <p>Approximately 1km north of application site.</p> <p>Initially Designated 1975.</p>	<p>Within the <i>Character Statement</i> for Foxton Conservation Area (undated) it is noted that <i>'the existence of the canal has affected the character of the area and its development, with the area to the south of the canal differing from that to the north.'</i> The character and appearance of this conservation area is therefore derived from the fact that <i>'land south of the canal is less densely developed than the remainder of the village and rises noticeably'</i>.</p>	<p>It is important to note that the <i>Character Statement</i> also sets out that <i>'the village of Foxton is set in agricultural land'</i>. Given 20th century redevelopment of land to the south to form RAF Market Harborough, in conjunction with subsequent degradation due to disuse and partial redevelopment to form HMP Gartree, setting has demonstrably already been significantly impinged upon.</p>	<p>Inter-visibility and thus the interrelationship between the heritage asset and application site is not considered relevant with respect to proposals and their potential to impact upon significance. Surrounding topography, intervening built form and distance would prevent any changes to the way in which this heritage asset is appreciated following their implementation. Neither would the ability to appreciate this heritage asset be affected (either positively or negatively) following the implementation of proposals.</p>	<p>No works are proposed to this heritage asset. Although works would not affect this and/or negatively impinge upon its setting, proposals have sought to reduce any potential for impacts to accrue, as far as possible, via the location of the proposed prison site. Therefore, all new prison buildings are to be set back beyond existing built form at HMP Gartree, ensuring these will be perceived in conjunction with the established use here. The design of the proposed housing blocks – assuming an 'X' configuration – will further reduce perceptions of mass across the application site. Finally, all new structures are located on an area of land that slopes gradually away from this heritage asset, further reducing the potential for inter-visibility and therefore impacts.</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation Guidance (2016)</i>, which concerns development on former runways and states that <i>'if flying is discontinued, the layout of any new development on the former airfield should respect the setting of any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.'</i></p> <p>For the many reasons set out above, it is considered that proposals more than amply accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological analysis and recording is not deemed necessary.</p>
<p>Lubenham Conservation Area</p> <p>Approximately 1km south of application site.</p> <p>Initially Designated 1975.</p>	<p>Within the <i>Character Statement</i> for Lubenham Conservation Area (undated) it is stated that this area is divided into <i>'two distinct parts: that around the large green adjacent to and north of the main road, and the loop roads leading south from the main road to the church</i></p>	<p>The wider landscape to the north of this conservation area has been subject to extensive redevelopment in the form of the construction of RAF Market Harborough and associated air traffic, in 1942. This, in conjunction with disuse and subsequent partial</p>	<p>No impact upon significance would result following the implementation of proposals. New built form is at a significant remove from this heritage asset and will form merely a minor component of a much wider vista. Proposed built form will</p>	<p>No works are proposed to this heritage asset. Proposals for new structures are located at a significant remove to the north. Whilst this heritage asset is both physically and visually separated from the application site, new built form will be perceived as a logical continuation of the</p>	<p>With respect to the relevant tests of the NPPF, 2021 (<i>paragraph 199 etc.</i>) it is not considered that any harm would accrue via the implementation of proposals. However, it is considered that numerous public benefits would - in both the short and long term - accrue. Economic benefit would clearly result from the construction phase – principally due to the provision of employment – whilst long term social benefit would arise via the provision of a</p>	<p>Given the very limited impact upon the significance of this heritage asset and/or its setting, further archaeological analysis and recording is not</p>

	<p><i>and River Welland</i>'. That in closest proximity to the application site is located to the north and described within the character statement as follows: <i>'the northern area consists of the Main Street (A4304) and the large green with fringing buildings to the north'</i>.</p>	<p>redevelopment to form HMP Gartree has resulted in negative impingement upon an otherwise agricultural setting.</p>	<p>therefore be seen as a logical continuation of existing structures already present across the HMP Gartree site. Proposed development will therefore be seen in the existing, established utilitarian context, if at all perceptible.</p>	<p>existing, established prison use. Additionally, specific design elements, such as locating structures of a higher ridge height beyond lower buildings ensures an overall tiered composition is created. Finally, the design of the proposed housing blocks – assuming an 'X' configuration – has further sought to reduce perceptions of these structures in views north, and a rigid envelope and/or mass of built form is not proposed across this parcel of land. It is therefore considered that new development would not impinge upon the inherent significance of this heritage asset.</p>	<p>prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019.</p> <p>Proposals also clearly respond to the following extract from Historic England's <i>Historic Military Aviation Sites Conservation Guidance (2016)</i>, which concerns development on former runways and states that <i>'if flying is discontinued, the layout of any new development on the former airfield should respect the setting of any listed buildings or scheduled monuments and the special architectural or historic interest of any conservation area.'</i></p> <p>For the many reasons set out above, it is considered that proposals more than amply accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	<p>deemed necessary.</p>
<p>RAF Market Harborough Airfield</p> <p>Non-designated heritage asset.</p>	<p>Archaeological Interest: Yes. The site as a whole may potentially hold evidence of past activity.</p> <p>Architectural and Artistic Interest: Limited. Interest can be considered to derive from the construction of the airstrip, its overall composition and resulting vistas. Although these have been predominantly lost due to disuse and conversion to agricultural practices.</p> <p>Historic Interest: Yes. Historic interest is apparent across the airfield as a whole given associations with RAF Market Harborough.</p>	<p>The significance and / or interest of this non-designated heritage asset can be seen to derive from its history, layout and associated features of the airfield, including the contribution the runway makes toward this. However, it is of particular relevance to reiterate information contained within relevant HER records which explicitly state that <i>'A walkover survey was carried out in March 2013 of airfield features to the south of the runways (the bomb store area). Remains of the concrete track survived, but all traces of the bomb store</i></p>	<p>The inherent interest and/or significance of this heritage asset has been diminished following the closure of RAF Market Harborough and its partial redevelopment to form HMP Gartree. More generally, the inherent interest and/or significance of the airfield, including the runway, has been diminished due to ongoing periods of change and/or dereliction and consequent degradation. Combined with this is the use of land once associated with the airstrip now being reverted to agricultural use.</p>	<p>Proposals are deliberately sited to the south of existing built form at HMP Gartree. This establishment has already been built upon the airfield associated with RAF Market Harborough, thus reducing the ability to appreciate inherent features - i.e. the runway - with the location of new built form ensuring the logical continuation of redevelopment. Whilst it is acknowledged that new built form will impinge upon existing aspects of the runway and its constituent layout, the relatively small scale of the development site</p>	<p>With respect to the relevant tests of the <i>NPPF (paragraph 199)</i>, it is not therefore considered that <i>any</i> harm would accrue following the implementation of proposals. Economic benefit would clearly result from the construction phase – principally due to the provision of jobs – whilst long term benefit would arise via the provision of a prison site in the form of new, modern, efficient prisons developed in accordance with the Prime Minister's announcement in August 2019. Furthermore, should proposals be considered in terms of the wider context of the application site as a whole, they more than amply comply with the requirements of <i>paragraph 203</i> which states that <i>'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</i></p>	<p>Given proximity to Market Harborough and associations with RAF Market Harborough, further archaeological investigation and/or recording may be required. This should be subject to consultation with the relevant curator at full planning stages.</p>

		<p><i>compounds themselves had been removed'.</i> Overarching significance is therefore considered severely diminished.</p>		<p>considered in conjunction with the significant size and associated extent of loss across the airfield more generally, would not impinge significantly upon the legibility of the runway as an inherent feature of the airstrip and/or the way in which this contributes toward the historic narrative of RAF Market Harborough.</p>	<p><i>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'.</i></p> <p>Proposals also demonstrably accord with local policy HC1 Built Heritage of the <i>Market Harborough Local Plan 2011-2031 (Adopted April 2019)</i>.</p>	
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5.0 Summary

- 5.1 RAF Market Harborough was constructed in 1942, conforming to the typical layout of RAF aerodromes, comprising three converging strips; each of which contained concrete runways placed at 60 degree angles to each other in a triangular pattern. Although the Station opened in June 1943, flying operations ceased in August of that same year with the airfield being placed on care and maintenance. Control of the former RAF base was transferred to the British Army in 1948 who subsequently vacated the site during the 1950's.
- 5.2 Following the termination of military activity on the site by the end of the 1950's, land associated with the aerodrome was used for the construction of HMP Gartree. The remainder of land associated with the former RAF base was converted to agricultural use. However, given the airfield's layout and (albeit limited) constituent features etc. it has been identified as a non-designated heritage asset.
- 5.3 Otherwise, the site's locale is characterised by a highly verdant, arable landscape interspersed with isolated farmsteads, villages and the market town of Market Harborough. A number of structures located in relative proximity to the application site have been recognised nationally for their special architectural and/or historic interest. All identified heritage assets surrounding the airfield are Grade II designated. There also exists three conservation area designations throughout the site's wider locale. As such, the settings of all identified heritage assets have been considered as part of this application.
- 5.4 Principally, proposals comprise the erection of a number of buildings upon the southern extent of the existing HMP Gartree site, allowing the provision of a new prison site in line with the Prime Minister's objective to build modern, efficient prisons. Given the peripheral location of this new site, in conjunction with its considered design and layout, impacts upon the significance of relevant heritage assets have been assessed as being extremely limited, particularly where existing features such as topography, vegetation and built form intervene to reduce the potential for such perceptions and/or inter-visibility still further.
- 5.5 With respect to those relevant heritage assets identified above, the implementation of proposals is considered a fundamental improvement of the application site and its immediate locale where this has been subject to an ongoing period of neglect and associated dereliction. Given their proposed location to the south of an existing prison site, proposals are therefore considered a logical continuation of this with respect to both use and form. Therefore, the majority of impacts resulting from the implementation of the scheme are considered beneficial. Where some, limited harm is anticipated with respect to the identified non-designated heritage asset, this will be substantially outweighed by the public benefits resulting from the implementation of proposals.

6.0 Sources of Information

National Planning Policy Framework, 2012

Planning (Listed Buildings and Conservation Areas) Act, 1990

Statements of Heritage Significance: Analysing Significance in Heritage Assets. Historic England Advice Note 12. Historic England, 2019. (**Appendix 2**);

The setting of Heritage Assets Historic England Good Practice Advice in Planning Note 3 (Second Edition). Historic England, December 2017;

Conservation principles for the Sustainable Management of the Historic Environment. Consultation Draft. Historic England, November 2017; and

Historic Military Aviation Sites, Conservation Guidance. Historic England, 2003 updated 2016.

Market Harborough District Council. *Local Plan 2011-2031.* 2019

Heritagegateway.org.uk, August 2021

Appendix 1.0 Designation Records for Heritage Asset(s)

Whilst the proposed location of the application site is not subject to specific national heritage designations it is located within the setting of a number of statutory designated heritage assets, including:

1) Inclined plane immediately east of Foxton Locks – Scheduled Ancient Monument

List Entry Number: 1018832

Date First Listed: 19.03.1999

Details: *Reasons for Designation*

From the mid-18th century onwards the increasing need for the transport of heavy goods could not be entirely met by rivers. The road system was improving and being greatly extended, but a horse could draw only two tons in a cart, and between 50 to 100 tons in a barge, making water transport more economic. The requirement was fulfilled by the construction of a system of artificial waterways or canals, with canal construction reaching its peak in the period between 1790 and 1810. Differences of level were overcome by locks. Sometimes flights of locks had to be built, and in a few places particular problems in transporting canal traffic from one level to another necessitated the construction of either vertical boat lifts or inclined planes. Lifts and inclines differed in that with the former, boats were hoisted vertically, whereas with the latter they were hauled up ramps. Documentary sources indicate that around 20 inclined planes were constructed in England, the first being built at Ketley in Shropshire in 1788. The largest was at Morwellham on the Tavistock Canal where barges were hauled up a slope of 72m. Few inclines functioned for any great length of time, the exception being that at Trench on the Shrewsbury Canal which was in use for 124 years and was the last to close in 1921. The Grand Union Canal between Foxton and Daventry was opened in stages between 1812 and 1814 and provided the final link in a chain connecting Leicester and London. From the 1830s onwards railways began to supplant canals as the principle means of goods transportation. The Grand Junction, the new owners of the Grand Union Canal from 1894, tried to compete but were hampered by their locks at Foxton and Watford, the width of which severely limited the cargo-carrying capacity of craft passing through. Anticipating increased revenue from the passage of coal between Nottingham and London, the incline at Foxton was constructed between 1898 and 1900. Foxton was the last and most sophisticated incline to be built in England. It was constructed utilizing steel rather than the cast or wrought iron employed on earlier designs and could lift weights of up to 240 tons, three times that of any of its predecessors.

The remains of the inclined plane at Foxton represent an exceptionally rare and complete example of late Victorian canal engineering which have remained free of subsequent development. The location of the inclined plane in close proximity to the staircase flight of locks, themselves a tourist attraction, considerably enhances its potential as a public amenity. Opportunities for the interpretation of the site are further supplemented by the large amount of contemporary documentary and photographic material relating to its construction and use.

Details

The monument includes the standing, earthwork and buried remains of the inclined plane, the canal arm linking the plane with the canal summit and the bottom lift basin, situated immediately east of Foxton Locks. The bottom lift basin survives as a water-filled cutting up to 30m in width and 150m in length orientated on a NNW-SSE axis. Within the basin are the remains of the bottom docks which originally provided access to the northern and southern inclines. The docks survive as two sections of brick pier connected by a modern wooden walkway. The northern end of the dock consists of a semicircular island measuring approximately 4m in length and 3m in width. The southern end of the dock is rectangular in shape, measuring approximately 19m by 12m, and projects from the base between the inclines. The inclined planes survive as two adjacent earthwork ramps on a gradient of approximately 1:4. The ramps are slightly staggered east to west but each measures approximately 100m in length and 28m in width with their long axes orientated ENE-WSW. The southern incline includes a blue brick revetting wall approximately 20m in length and a maximum of 2m in height along its south western edge at the junction with the earthwork bank forming the eastern side of the upper canal arm. Further sections of blue and red brick revetting wall and support piers immediately to the north and west originally provided the base for a steel aqueduct giving access to the northern incline. Eight parallel lengths of fragmentary concrete bases running the length of the inclines, four to each incline, mark the position of track beds for rails. Immediately south of the upper docks is the dry bed of the upper canal arm linking the plane with the canal summit. The canal arm survives as a waterlogged embanked depression up to 2m in depth and 13m in width, the banks of which are a maximum of 10m in width at their base. The banks are constructed of burnt clay and continue curving southwards for 250m up to the stoplock. The stoplock is constructed of brick with stone coping, the jaws or entry to which have been infilled with earth.

Documentary records show the inclined plane to have been constructed by the Grand Junction Canal Company between 1898-1900 to a design patented by the Company's engineer, Gordon Cale Thomas. Copies of original blueprints for the design still survive. The incline was intended to offer a more efficient and flexible means of moving barges up the 23m between the upper and lower canals than the staircase flight of ten locks built by the Grand Union Canal in 1810 immediately to the west, which it temporarily replaced. Foxton provided an important junction between canals built by the Leicestershire and Northamptonshire Union and the Grand Union. Contemporary photographic records show barges being transported up the lift in two water-filled steel tanks, each mounted on wheels which in turn rested on guide rails. A steam engine situated in an engine house at the top of the plane provided the power via a system of pulleys and cables attached to the tanks. Contemporary documents indicate that by 1910 the incline had been deemed uneconomic, although this was due to less than expected traffic rather than any faults in the design. The incline was closed in 1911, the majority of demolition taking place between 1927 and 1928. Repair work on the lower basin in the 1980s indicated that the pulley wheels still remained in situ below water level.

All fences, the surfaces of pathways and the dam within the stoplock are excluded from the scheduling, although the ground beneath these features is included.

2) Foxton Lodge – Grade II

List Entry Number: 1061464

Date First Listed: 21.07.1951

Details: House. Mid C18 with late C19 alterations. Brick and ironstone. Graded Swithland slate roof with stone coped gables with kneelers. Former coped gable visible. 2 brick ridge stacks. Chamfered ironstone plinth. 2 storeys with garrets. West front: 4 bays with first floor brick band on one bay to left. Off-centre doorway with flat hood on brackets and part-glazed 4-panel door. To left, a single tripartite sash with cambered arch with keystone. To right, a single tripartite sash with cambered arch, followed by another similar window. Above, 3 tripartite sashes with cambered arches, that to the left with a keystone. All sashes are late C19. North gable wall has tall chamfered stone plinth and brick bands at first floor and garret floor level. Above in the gable, a late C19 tripartite sash with cambered arch. South gable wall has large, late C19 canted bay window on ground floor.

3) Langton Farmhouse – Grade II

List Entry Number: 1188013

Date First Listed: 09.03.1989

Details: House with attached cottage. 1730. Brick and stone. Slate roof with central ridge stack. Chamfered stone plinth. 2 storeys with basement and garret. South front: 2 bays. Off-centre doorway with cambered arch and C20 part-glazed door. To right, a 2-light sliding sash with flat arch. Above door, a similar window with concrete lintel. West gable wall has unglazed basement window set in plinth, with wooden lintel and iron bars. Above a 3-light casement with cambered arch. Above again a similar window, and above that a fixed light garret window in a shallow recess with datestone above inscribed: I T H 1730. Cottage adjoining east gable has 2-bay south front with off-centre doorway with wooden lintel and C20 part-glazed door. To right, a 3-light sliding sash with cambered arch. Above a similar window. Adjoining to east, a later lean-to. VCH, V, 91.

4) Manor Farm – Grade II

List Entry Number: 1360741

Date First Listed: 07.12.1966

Details: House with barn attached. Early C18, early C19, C20. Brick with ashlar stone dressings. C20 plain tile roof with ashlar coped gables with kneelers, and 2 brick gable stacks. West front: 2 storeys with attic, 5 bays. Brick plinth with chamfered ashlar set-off. Painted ashlar first floor band. Moulded and painted ashlar eaves cornice. Central doorway with C20 6-panel door with overlight. On either side, 2 glazing bar sashes. Above, 5 glazing bar sashes. All openings have gauged brick flat arches with painted ashlar keystones, those above narrower. All windows retain early C18 sashes with thick glazing bars. Above again, three C20 hipped roof dormers, each with a 2-light casement. Attached barn to north. Brick. Shallow-pitched hipped roof with graded Swithland slates. Single front wall stack and another on rear wall. Dentilled brick eaves cornice. West front: 2 storeys, 6 irregular bays. To right, a round arched doorway with plank door, with to left, a glazing bar sash. Beyond, 2 blind windows, a blind doorway, and another blind window. Above, a small margin light sash with to left, a glazing bar sash, followed by 2 blind windows. Then a loft doorway with plank door, and a blind window beyond. All openings and blinds have cambered arches, except the left doorway.

5) The Old Vicarage – Grade II

List Entry Number: 1061478

Date First Listed: 21.07.1951

Details: House. Late C17, C18, C20. Ironstone and brick. Late C20 slate roof with brick gable stack and stone ridge stack finished in brick. Ashlar coped gable on rear wall. L-plan. South front: 2 storeys, 3 bays. The right bay, of dressed stone with stone quoins, was original C17 house. Remaining 2 bays of coursed ironstone rubble with stone quoins. 2 stone bands, one at first floor level, the other at eaves level. Central doorway with C19 half-glazed 4-panel door with glazed over-light and flat-roofed C20 porch, flanked by single 3-light casements. The window to the right retains stone jambs of original C17 mullioned window. Above, a central 2-light casement flanked by single 3-light casements, that to the right retaining C17 stone jambs. All casements are C20 with painted timber lintels. East elevation is now masked by a C20 single storey addition with lean-to roof. A single light C17 mullioned window survives to the right on the upper floor. Above, a single C20 2-light dormer with flat roof.

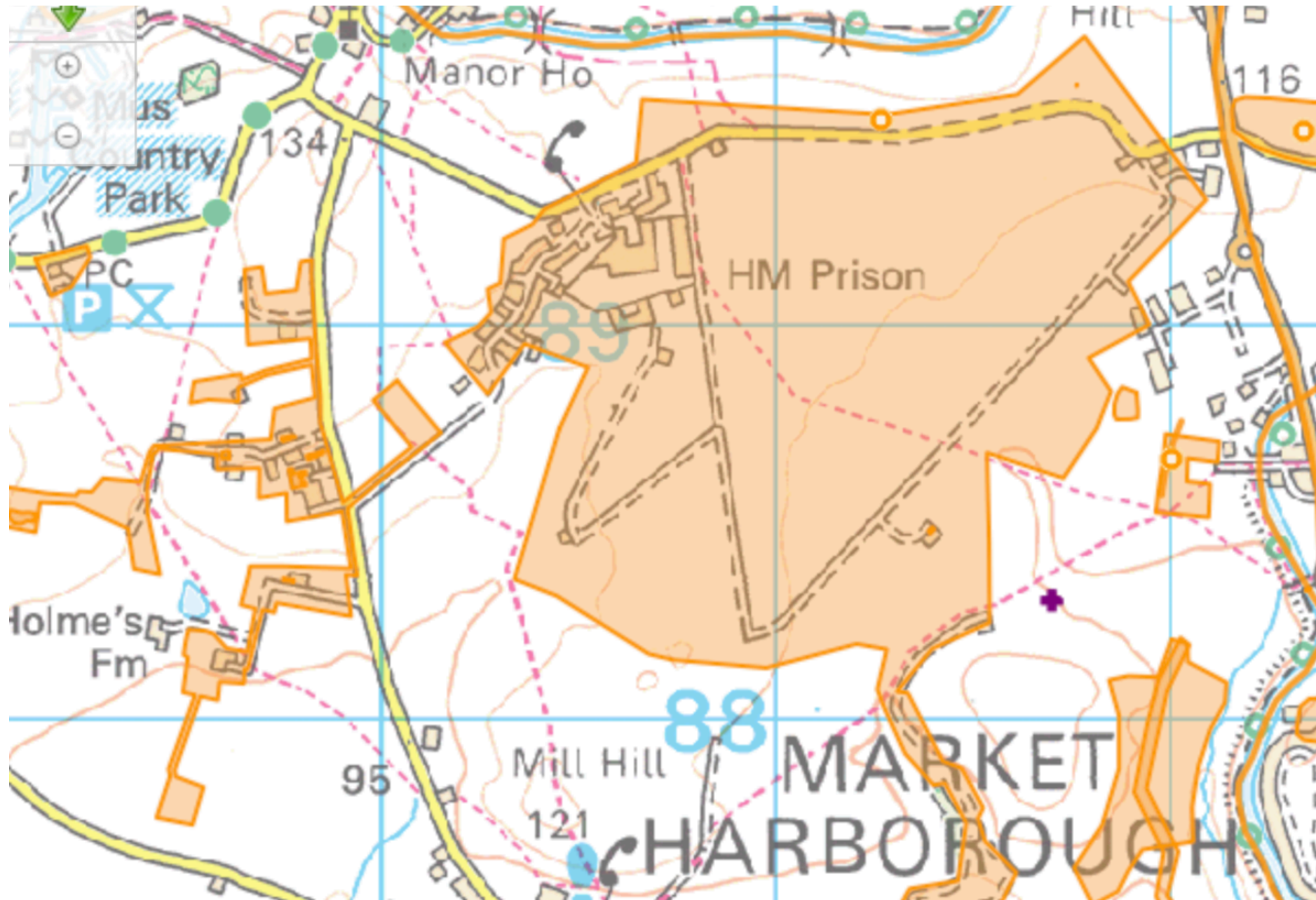
6) Grand Union Canal Conservation Area**7) Foxton Conservation Area**

Initially Designated: 1975

8) Lubenham Conservation Area

Initially Designated: 1975

Heritage Gateway HER records map (<https://www.heritagegateway.org.uk/Gateway/Results.aspx>):



Appendix 2.0 Methodology

- 2.1 Historic England also provides relevant guidance in their 2019 document *Statement of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12*. This document seeks to provide information on the analysis and assessment of heritage significance in line with the National Planning Policy Framework (NPPF), and thus relevant methodologies are applied across this Statement of Significance to appropriately and clearly assess interest across relevant heritage assets.
- 2.2 *Advice Note 12* sets out general advice on assessing significance of heritage assets. This can be summarised as follows:
1. *Understand the form, materials and history of the affected heritage asset(s), and/or the nature and extent of archaeological deposits*
 2. *Understand the significance of the asset(s)*
 3. *Understand the impact of the proposal on that significance*
 4. *Avoid, minimise and mitigate negative impact, in a way that meets the objectives of the NPPF*
 5. *Look for opportunities to better reveal or enhance significance*
- 2.3 These five steps effectively fulfil the requirements of both *paragraphs 194 & 195* of the NPPF (**paragraph 2.3 & 2.4**). Such a staged approach – whereby significance is assessed before a scheme is developed – effectively ensures proposals mitigate identified negative impacts upon significance, enhancing significance where possible, and thereby evidencing how any residual harm is justified.
- 2.4 Given this preferred staged approach set out above, *Advice Note 12* also provides a '*suggested structure for a statement of heritage significance*'. This structure – to be applied across this Statement of Significance – can be summarised as follows:
1. **Introduction**
 - a. Purpose
 - b. The nature of the proposals
 - c. Designation records for the heritage asset
 - d. Reference(s) in the local Historic Environment Record (where relevant)
 - e. Archaeological potential (where relevant)
 - f. Planning history
 - g. Consultations undertaken (where relevant)
 - h. Approach and methodology
 2. **The Heritage Asset and its Significance**
 - a. Understanding the form and history of a heritage asset – set out an understanding of the heritage asset following:
 - i. Familiarity with the asset itself, developed through visiting the site, carrying out documentary research, architectural historic and archaeological investigation, including (where necessary) fabric and comparative analysis, desk-based assessment and a field evaluation;
 - ii. Compilation of photographs (both historic and present); elevations; historic drawings; etc of the heritage asset
 - iii. An understanding of the proposals, directed towards those matters crucial in terms of the changes proposed, and therefore the impact on significance
 - iv. In the development of proposals, investigative works may be carried out which increase the understanding of the heritage asset, such further understanding may usefully be noted here.
 3. **Assess the Significance of the Heritage Asset**
 - a. For each heritage asset, describe the following interests:
 - i. Archaeological interest – there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point;
 - ii. Architectural and artistic interest – there are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, such as sculpture;
 - iii. Historic interest – An interest in past lives and events, heritage assets can illustrate or be associated with them. Heritage assets with historic interest provide a material record of historic but also a meaning for communities derived from their collective experience of a place.

- b. Assess the level of the general significance of the heritage asset and the particular contribution to that significance of any features which would be affected by the proposal.
4. **Impact on the Significance**
- Where the proposal affects the historic fabric of the heritage asset, specify the effect on that fabric including loss or concealment of historic features and fabric which contribute to significance – both internally and externally, proposed removals and demolitions and the impact of alterations and extensions, where proposed etc;
 - In some cases, condition and structural surveys may usefully be quoted as a means of explaining why a particular course of action has been chosen.
 - Where the proposal affects the setting, and related views, of a heritage asset, or assets, clarify the contribution of the setting to the significance of the asset, or the way that the setting allows the significance to be appreciated. This may include the impact of the location of new development within the setting, of the impact on key views, the impact on the relationship of the heritage asset to its setting, etc.
 - Where the proposal impacts both on the heritage asset directly and on its setting, a cumulative assessment of impact will be needed. Impacts both harmful and beneficial should be noted.
5. **Avoid Harmful Impact(s)**
- The NPPF stresses that impacts on heritage assets should be avoided. Therefore, show how the impact is to be avoided or minimised, for instance by the proposal being reversible.
 - In some circumstances, the ability to appreciate significance may be enhanced or otherwise revealed by the proposal; this should be outlined here.
 - As this may be a matter of the way the proposal has been designed, reference in the Design and Access Statement (where appropriate) is likely to be useful.
6. **Justification for Harmful Impacts**
- This is the opportunity to describe the justification for the proposals.
7. **Recording**
- Where there would be an impact on the significance of the heritage asset, any further archeological analysis and recording proposed should be detailed.
8. **Summary**
- Succinct explanation of the impact of the proposal on significance of heritage asset(s) and how impact on significance, both positive and negative, has been avoided, by continuing to follow the staged approach - impact on the significance, avoid harmful impact(s), justification for harmful impacts, need for recording
 - A clear and succinct explanation of the effect of the proposal on significance of the heritage asset, and how any harm to its significance has been avoided, can be helpful, as a summary of the proposal.
- 2.5 Here it is pertinent to note that *Advice Note 12* states that '*the level of detail in a statement of heritage significance should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposals on their significance*'. This document therefore sets out the individual significance of buildings pertinent to the application site.

