

HERITAGE STATEMENT

Land at Station Road, Market Bosworth, Leicestershire

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Land at Station Road,
Market Bosworth
v.1.1
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LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT

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EXECUTIVE SUMMARY

This heritage statement has been prepared by RPS, for Richborough Ltd, in support of a planning application for residential development and considers c.7.9ha of land north of Station Road in Market Bosworth, Leicestershire (Hinckley and Bosworth Borough Council; centred at NGR SK 395 033).

The assessment provides a description of heritage assets potentially affected by the proposed development of the site. It assesses their significance and addresses the information requirements of Government's National Planning Policy Framework in relation to heritage and relevant local policies.

Data available from Historic England and the Local Planning Authority shows that there are no designated heritage assets within the proposed development site. There are no designated and non-designated heritage assets assessed as sensitive to the proposed development outside the site.

There are no records on the Leicestershire & Rutland HER relating to activity within the site. Past geophysical surveys within the site and previous archaeological trial works adjacent to the north and north-east of the site did not produce evidence to suggest the probable presence of archaeological assets.

A landing strip was visible as a mown feature within the central western of the site and, understood through the Conservation Officer's comments from 2020 to have been used by Group Captain Walter Myers Churchill DSO DFC during WWII. The recent site visit has confirmed the landing strip is no longer maintained above ground and therefore cannot be experienced in the landscape. It is not recorded on the HER, and it is recommended that the local interest in this feature and Churchill's local involvement is best recognised through street names or an information panel, in addition to the memorial cairn dedicated to him and his two brothers already present in front of the JJ Churchill factory. Development within the site allows for greater recognition of Group Captain Churchill's involvement with Market Bosworth.

The archaeological potential of the site has previously been evaluated through geophysical surveys, undertaken as part of two separate outline planning applications for the eastern and western parts of the site (Magnitude Surveys 2020 and SUMO 2021). Neither of the surveys has recorded any anomalies suggestive of being of archaeological origin.

In response to previous outline planning applications in 2020-21 (20/01021/OUT & 21/00970/OUT), the LPA's archaeological advisor indicated that the archaeological interest in the site could be secured by appropriately worded planning conditions. The outline application for the eastern part of the site (20/01021/OUT) was later refused, but not on heritage grounds; the application for the western part (21/00970/IUT) was withdrawn prior to determination.

Based on the results of the geophysical survey, the available archaeological data for the site and the surrounding area as well as negative results of intrusive fieldwork within the vicinity, the site is considered to have a low/negligible potential for significant (i.e. non-agricultural) remains of all periods. Any further remains that are present are likely to be of local interest and would be significant for their archaeological interest and potential to contribute to local research agendas.

The geophysical surveys have not identified any obvious targets for trenching. Given the near absence of features of any archaeological interest and the previous consultation response (which did not consider any intrusive fieldwork as necessary), it is recommended that any trenching, if required, could be secured by condition.

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1 INTRODUCTION AND SCOPE OF STUDY

- 1.1 This heritage statement has been prepared by RPS, for Richborough Ltd, to support a planning application for residential development.
- 1.2 The c.7.9ha site, also referred to in this report as the study site, is located north of Station Road in Market Bosworth (NGR SK 395 033, Figure 1). The site is further bounded by a disused golf course to the north, a wooded area to the east and a railway line to the west.
- 1.3 This document has been prepared in compliance with the National Planning Policy Framework, to identify and provide a description of the significance of heritage assets on the site and the likely effects of the proposed development. This study concentrates on identifying the heritage interest in the site to provide the heritage assessment required by local planning policy.
- 1.4 The assessment comprises an examination of evidence in the Leicestershire & Rutland Historic Environment Record (HER) and online resources. Information regarding designated heritage assets was obtained from the Historic Environment Record, Historic England's National Heritage List for England as well as from Hinckley and Bosworth Borough Council.
- 1.5 The assessment incorporates published and unpublished material and charts historic land-use through review of 19th and 20th century map resources. It summarises the results of previous geophysical survey, carried out by Magnitude Surveys in 2020 and by SUMO in 2021. A site inspection was undertaken on 21st June 2024.
- 1.6 The study provides an assessment of the heritage potential of the site and the significance of any heritage assets within and around the site. As a result, the study enables relevant parties to identify and assess the impact of the proposed development and identify any necessary mitigation measures.
- 1.7 All work was undertaken in accordance with the Chartered Institute for Archaeologists' 'Standard and Guidance for Historic Environment Desk-Based Assessment' (CIfA 2020).

2 PLANNING BACKGROUND AND DEVELOPMENT PLAN FRAMEWORK

- 2.1 National legislation regarding archaeology, including scheduled monuments, is contained in the Ancient Monuments and Archaeological Areas Act 1979, amended by the National Heritage Act 1983 and 2002, and updated in April 2014.
- 2.2 In March 2012, the government published the National Planning Policy Framework (NPPF), which was most recently updated in September 2023. The NPPF is supported by the National Planning Practice Guidance (NPPG), which was published online 6th March 2014 and has since been periodically updated.
(<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)
- 2.3 The NPPF and NPPG are additionally supported by three Good Practice Advice (GPA) documents published by Historic England: GPA 1: The Historic Environment in Local Plans; GPA 2: Managing Significance in Decision-Taking in the Historic Environment (both published March 2015). The second edition of GPA3: The Setting of Heritage Assets was published in December 2017.

National Planning Policy

- 2.4 Section 16 of the NPPF, entitled Conserving and enhancing the historic environment provides guidance for planning authorities, property owners, developers and others on the conservation and investigation of heritage assets. Overall, the objectives of Section 16 of the NPPF can be summarised as seeking the:
- Delivery of sustainable development;
 - Understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment;
 - Conservation of England's heritage assets in a manner appropriate to their significance; and
 - Recognition that heritage makes to our knowledge and understanding of the past.
- 2.5 Section 16 of the NPPF recognises that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. Paragraph 200 states that planning decisions should be based on the significance of the heritage asset and that level of detail supplied by an applicant should be proportionate to the importance of the asset and should be no more than sufficient to review the potential impact of the proposal upon the significance of that asset.
- 2.6 *Heritage Assets* are defined in Annex 2 of the NPPF as: a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. They include designated heritage assets (as defined in the NPPF) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.
- 2.7 Annex 2 also defines *Archaeological Interest* as a heritage asset which holds or potentially could hold evidence of past human activity worthy of expert investigation at some point.
- 2.8 A *Designated Heritage Asset* comprises a: World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area.
- 2.9 *Significance (for heritage policy)* is defined as: The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

- 2.10 *Setting* is defined as: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
- 2.11 In short, government policy provides a framework which:
- Protects nationally important designated Heritage Assets;
 - Protects the settings of such designations;
 - In appropriate circumstances seeks adequate information (from desk based assessment and field evaluation where necessary) to enable informed decisions;
 - Provides for the excavation and investigation of sites not significant enough to merit *in-situ* preservation.
- 2.12 The NPPG reiterates that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle, requiring a flexible and thoughtful approach. Furthermore, it highlights that neglect and decay of heritage assets is best addressed through ensuring they remain in active use that is consistent with their conservation. Importantly, the guidance states that if complete, or partial loss of a heritage asset is justified, the aim should then be to capture and record the evidence of the asset's significance and make the interpretation publicly available. Key elements of the guidance relate to assessing harm. An important consideration should be whether the proposed works adversely affect a key element of the heritage asset's special architectural or historic interest. Additionally, it is the degree of harm, rather than the scale of development, that is to be assessed. The level of 'substantial harm' is considered to be a high bar that may not arise in many cases. Essentially, whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the NPPF. Importantly, harm may arise from works to the asset or from development within its setting. Setting is defined as the surroundings in which an asset is experienced and may be more extensive than the curtilage. A thorough assessment of the impact of proposals upon setting needs to take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.
- 2.13 In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, by current Development Plan Policy and by other material considerations.

Local Planning Policy

- 2.14 The current Local Plan contains the Site Allocations and Development Management Policies Development Plan Document (adopted 2016). The Local Plan also includes the 'made' Market Bosworth Neighbourhood Plan (2015).
- 2.15 The Council are currently undertaking a Local Plan Review 2020-2041. At the time of writing public consultation on the Regulation 19 Local Plan Review has been completed (February-March 2022). The updated Local Development Scheme (February 2024) estimates that further consultation will take place in summer 2024.
- 2.16 The Market Bosworth Neighbourhood Plan is also under review.
- 2.17 The policies relevant to archaeology and heritage are listed below:

Site Allocations and Development Management Policies Development Plan Document

- 2.18 The Site Allocations and Development Management Policies Development Plan Document was adopted in July 2016 and allocates land to deliver the development requirements outlined in the Hinckley and Bosworth Core Strategy. The Development Management Policies relating to archaeology and heritage are DM11-DM13.

DM11 Protecting and Enhancing the Historic Environment

The Borough Council will protect, conserve and enhance the historic environment throughout the borough. This will be done through the careful management of development that might adversely impact both designated and non-designated heritage assets.

All development proposals which have the potential to affect a heritage asset or its setting will be required to demonstrate:

- a) An understanding of the significance of the heritage asset and its setting; and*
 - b) The impact of the proposal on the significance of the asset and its setting, including measures to minimise or avoid these impacts; and*
 - c) How the benefits of the proposal will outweigh any harm caused;*
- and*
- d) Any impact on archaeology in line with Policy DM13.*

DM12 Heritage Assets

All development proposals affecting heritage assets and their setting will be expected to secure their continued protection or enhancement, contribute to the distinctiveness of the areas in which they are located and contribute to the wider vibrancy of the borough.

All development proposals affecting the significance of heritage assets and their setting will be assessed in accordance with Policy DM11: Protecting and Enhancing the Historic Environment and will require justification as set out in this policy.

All development proposals will need to accord with Policy DM10: Development and Design.

Listed Buildings

Proposals for the change of use, extensions and alterations of listed buildings and development affecting the setting of listed buildings will only be permitted where it is demonstrated that the proposals are compatible with the significance of the building and its setting.

Conservation Areas

Development proposals should ensure the significance of a conservation area is preserved and enhanced through the consideration and inclusion of important features (as identified in the Conservation Area Appraisal and Management Plan) including, but not limited to the following:

- a) Appropriate boundary treatments which reflect the local style and materials which are characteristic of the conservation area;*
- b) The preservation and enhancement of key views and/or vistas in and out of the Conservation Area;*
- c) The replacement of dead or dying important trees and hedgerows with those of the same or similar species;*
- d) Reinforce or mirror the historic street pattern and plan form where feasible;*

- e) The use of sensitively styled street furniture;*
- f) The use of natural building materials, preferably locally sourced;*
- and,*
- g) The retention of key spaces within the conservation area.*

Proposals which seek to improve identified neutral and negative areas inside designated conservation areas, which also lead to the overall enhancement of the conservation area, will be supported and encouraged.

All applications which include the demolition of buildings and means of enclosure within a Conservation Area must propose an adequate replacement which enhances the character and appearance of the conservation area. Conditions will be imposed to ensure demolition does not occur until immediately prior to the redevelopment or remediation.

Historic Landscapes

Proposals affecting historic landscapes, their features or setting should have regard to their significance and be justified in line with Policy DM11.

Development proposals within or adjacent to the historic landscape of Bosworth Battlefield should seek to better reveal the historic significance of the area.

Proposals which adversely affect the Bosworth Battlefield or its setting should be wholly exceptional and accompanied by clear and convincing justification. Such proposals will be assessed against their public benefits.

Particular regard will be had to maintaining topographical features, archaeological remains or to the potential expansion of the Battlefield.

Proposals which seek to enhance the educational or tourism provision associated with the Bosworth Battlefield will be encouraged where they comply with other policies in the Local Plan.

Scheduled Monuments

Proposals which adversely affect a scheduled monument or its setting should be wholly exceptional and accompanied by clear and convincing justification.

Locally Important Heritage Assets

Assets identified on the Locally Important Heritage Asset List should be retained and enhanced wherever possible. The significance of the assets illustrated in the List and the impact on this significance should be demonstrated and justified in line with Policy DM11.

DM13 Preserving the Borough's Archaeology

Where a proposal has the potential to impact a site of archaeological interest, developers should set out in their application an appropriate desk-based assessment and, where applicable, the results of a field evaluation detailing the significance of any affected asset.

Where applicable, justified and feasible the local planning authority will require remains to be preserved in situ ensuring appropriate design, layout, ground levels, foundations and site work methods to avoid any adverse impacts on the remains.

Where preservation of archaeological remains in situ is not feasible and/or justified the local planning authority will require full archaeological investigation and recording by an approved archaeological organisation before development commences.

Market Bosworth Neighbourhood Plan 2014-2026

(‘Made’ 2015)

- 2.19 The Neighbourhood Plan has no specific policies for the historic environment but as part of the Plan’s aims it will look to minimise the potential adverse effects of development which might impact on:

[...]

3. The overall character of the Neighbourhood Area by clearly identifying the natural and built features, heritage and cultural development that should not be spoiled by obtrusive development.

- 2.20 In line with relevant planning policy and guidance, this heritage statement seeks to clarify the site’s archaeological potential and the likely significance of that potential and the need or otherwise for additional mitigation measures.

Supplementary Planning Documents

Hinckley & Bosworth Borough Council Heritage Guidance Statement

- 2.21 Hinckley & Bosworth Borough Council have produced a short document providing the requirement and scope for Heritage Statements, which broadly accords with the current historic environment planning policy of the NPPF. The guidance also refers to the requirement to consult the Leicestershire Historic Environment Record (HER), National Heritage List for England (NHLE) and notes various Historic England guidance, including the Good Practice Advice in Planning Note 3 (Second Edition) - The Setting of Heritage Assets.

3 SITE CONDITIONS, GEOLOGY AND TOPOGRAPHY

Site Conditions

- 3.1 A site inspection was carried out on 21st June 2024.
- 3.2 The site, c.7.9ha is centred at NGR SK 395 033 and comprises five pasture fields divided by hedgerows and farm tracks, all roughly in a north-south alignment (Plates 1-4). A pond is present within the centre of the site (not visited due to livestock).
- 3.3 The location of the former landing strip within the central western of the site is no longer maintained and therefore no longer discernible above ground (Plate 4).
- 3.4 No remains of ridge and furrow earthworks were perceptible during the site visit (Plates 1-4). Within the western part of the site this may in part be due to the longer grass cover (Plates 3-4), but it was definitely too degraded to see within the eastern part (Plates 1-2), which had low ground cover due to grazing livestock.

Geology

- 3.5 The British Geological Survey (BGS) 1:50,000 records the geology within the site as mudstone belonging to the Gunthorpe Member. Superficial deposits overlaying the mudstone in the majority of the site are clay and silt of the Bosworth Clay Member and sand and gravel of the Glaciofluvial Deposits within the eastern parcel (<https://geologyviewer.bgs.ac.uk/> - accessed on 18.06.2024)
- 3.6 The Cranfield Soil and Agrifood Institute identifies the soils of the study site as slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils with impeded drainage (Soilscape 18; <http://www.landis.org.uk/soilscapes/> - accessed 18.06.2024).

Topography & Landscape Character

- 3.7 The ground falls from c.115m AOD on the eastern side to c.95m AOD on the western side. The eastern field comprises a more noticeable slope (Plate 1), with its highest point at c.115m AOD at the eastern site boundary.
- 3.8 In Landscape Character terms, the site is located within the north-western part of the Leicestershire Vales National Character Area (NCA), a large, relatively open, uniform landscape composed of low-lying clay vales interrupted by a range of varied river valleys. Its sense of place comes less from its overall landform and more from its visually dominant settlements and views towards surrounding higher ground (Natural England 2014).

Review of available LiDAR, Google Earth and Geophysical survey data

- 3.9 A review of Light Detection and Ranging (LiDAR) data was conducted, using the Open Survey Data 1m spatial resolution dataset for the site (Figure 4). This is the best data set to record the ridge and furrow within the site, as the earthworks are no longer palpable above ground.
- 3.10 Ridge and furrow ploughing with some complexity is evident across the entire site and on most fields in the surrounding area. There is a noticeable S-curve to all the ridge and furrow remains as well as some variety to their shapes and lengths and it is therefore assessed to be of Medieval date.
- 3.11 The ridge and furrow within the western fields appear to be part of the same regime with a varying selion separation of c.5-9m in a roughly north-south alignment. The very northern tip of the site lies within an east-west aligned ploughing regime of similar morphology.

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- 3.12 The selion separation of the regime within the central eastern fields is c.5-7m, also in an east-west alignment. The very eastern field sits on slightly higher ground and it is not clear from the LiDAR data, whether the ridge and furrow is part of the same regime visible in the central fields. However, the selion separation and orientation is of a very similar nature.
- 3.13 Since a previous consultation response (for a previous planning application 14/0067/FUL), which recommended a topographic earthwork survey to record the remains of the earthworks, the ridge and furrow has further degraded and no remains were visible above ground during the site visit on 21st June 2024. As such, the LiDAR data gives a better record of the ridge and furrow than would be achieved by a topographical survey.
- 3.14 It is notable, that the LiDAR data shows no evidence of the landing strip within the central western as none of the selions appear to be cut or removed to establish a runway. It is only recorded on Google Earth imagery, where it is visible as a mowed feature. However, as mentioned above, it was not visible above ground during the recent site visit. Satellite imaging also records the ridge and furrow as cropmarks, albeit not as clear as the LiDAR data.
- 3.15 The site was previously investigated by two programmes of geophysical survey (Magnitude Surveys in 2020 within the east and SUMO in 2021 in the west). Neither survey recorded any anomalies suggestive of definite archaeological interest.
- 3.16 Both surveys have generally responded well to the environment and have recorded anomalies associated with the ridge and furrow. The modern activity has not impacted on the identification of other, more weakly enhanced anomalies across the site, including those of agricultural and undetermined origin.

4 HISTORICAL BACKGROUND WITH ASSESSMENT OF DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS

Timescales used in this report

Prehistoric

Palaeolithic	900,000	-	12,000	BC
Mesolithic	12,000	-	4,000	BC
Neolithic	4,000	-	1,800	BC
Bronze Age	1,800	-	600	BC
Iron Age	600	-	AD 43	

Historic

Roman	AD	43	-	410
Saxon/Early Medieval	AD	410	-	1066
Medieval	AD	1066	-	1485
Post Medieval	AD	1486	-	1799
Modern	AD	1800	-	Present

Introduction

- 4.1 This chapter reviews the available archaeological for the study site and the archaeological/historical background of the general area and in accordance with NPPF, it considers the potential for any as yet to be discovered archaeological evidence on the site.
- 4.2 What follows comprises a review of known archaeological assets within a 1km radius of the study site (Figures 2-3), also referred to as the search area, held on the Leicestershire & Rutland Historic Environment Record (HER), together with a historic map regression exercise charting the development of the study area from the 19th century onwards until the present day.
- 4.3 Potential impacts on Built Heritage assets are assessed in Chapter 5.
- 4.4 Chapter 6 subsequently considers whether the proposed development will impact the theoretical archaeological potential identified below.

Scheduled Monuments

- 4.5 Data obtained from Historic England and the Local Planning Authority confirms that there are no designated heritage assets (Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Battlefields or Parks and Gardens) located within the site (Figure 2).
- 4.6 There is one Scheduled Monument within the search area; *Roman foundations of East of Barton Road* (NHLE reference 1005476) located c.900m north-east of the study site. The site is not intervisible with the monument and does not form part of its setting. No Scheduled Monument is assessed as sensitive to the proposed development within the study site.
- 4.7 Built heritage assets are assessed within section 5 in this report.

Non-Designated Archaeological Assets

- 4.8 The data provided by the HER contains no non-designated heritage assets within the study site.
- 4.9 The site sits within a wider landscape containing earthwork ridge and furrow best understood from the 2018 LiDAR data (Figure 4). Although the LiDAR shows some complexity to the earthworks, no remains were visible above ground during the site visit as they have eroded since they were first recorded.
- 4.10 The Conservation Officer in their review of a previously submitted planning application (ref: 20/01021/OUT) identified that the central western part of the site was used as the landing strip for Group Captain Walter Myers Churchill DSO DFC when visiting the Churchill family business to the opposite (south) side of Station Road during 1941 and 1942. A memorial cairn to recognise the war efforts of the three Churchill brothers and the factory was recently built on the verge next to the factory.
- 4.11 The NPPF defines a non-designated heritage asset as a building, structure, area or landscape that has a degree of significance meriting consideration in planning decisions. The PPG (paragraph 040) also notes that the identification of non-designated built heritage asset should be based on sound evidence, such as the preparation of neighbourhood plans, local listing, conservation area appraisals and the HER.
- 4.12 The landing strip is not recorded on the HER and is it not identified in the adopted 'Market Bosworth Neighbourhood Plan 2014-2026 (2015)' or the draft 'Local Heritage Asset List' (2014) prepared by the Market Bosworth Society. Notwithstanding this, whilst the landing strip is considered to be of some local heritage interest, this is principally attributed to its historic association with the factory and is now largely understood from documentary resources, local knowledge and the commemoration of the war efforts embodied by the memorial.
- 4.13 It is assessed as a non-designated heritage asset within this updated report because of the Conservation Officer's comments – which essentially raise it as a matter to be addressed during the determination of the application. The landing strip is only visible as a mown feature within the central western of the site on Google Earth imagery (Figures 10 and 11). It is not recorded on historic mapping and it is not visible on the LiDAR data. The recent site visit has confirmed that it is no longer maintained (Plate 4) and as such does not exist as a physical entity any longer.
- 4.14 It is recommended that the local interest in this feature and Churchill's involvement is best recognised through street names or an information panel. Development within the site allows for greater recognition of Churchill's involvement with Market Bosworth.
- 4.15 A gazetteer of HER records outside the study site within a 1km search area is included in Appendix 1. Their locations are shown on Figure 3a and 3c.

Previous Archaeological Work

- 4.16 Two geophysical surveys have been carried out previously in support of previous planning applications. They did not record any anomalies of clear archaeological interest.
- 4.17 The HER confirms there are no records of previous intrusive archaeological work within the study site.
- 4.18 There are only two relevant records of previous archaeological work within the wider search area. Geophysical survey (ELE6462) and trial trenching (ELE6474) to the north and north-east of the site did not record any archaeological remains or features.
- 4.19 The remaining events within the search area are not relevant to the assessment of the site's archaeological potential.

- 4.20 The full list of previous archaeological investigations is recorded within the gazetteer of HER records included in Appendix 1 and their locations are shown on Figure 3b.

Prehistoric & Roman

- 4.21 The HER contains no records of Prehistoric or Roman date within the study site nor its vicinity.
- 4.22 The only Prehistoric evidence recorded within the search area is located c.800m north-east and east of the site, including a Bronze Age cremation urn (MLE6354).
- 4.23 Iron Age/Roman occupation sites (MLE2924 and MLE8334), a possible Roman quarry pit (MLE22897) and the findspots of Roman objects (MLE21016 and MLE7942) are located at a distance of at least 850m to the east of the study site.
- 4.24 Based on the results of the geophysical survey data as well as the paucity of Prehistoric and Roman remains recorded on the HER in the vicinity of the site, this assessment considers there to be a low potential for Prehistoric/Roman activity within the study site.

Saxon/Early Medieval

- 4.25 Data obtained from the HER contains no records of Saxon activity within the site and three relevant records within the search area.
- 4.26 The historic settlement of *Bosworde* (modern Market Bosworth, MLE2935) is recorded in Domesday Book (1086), confirming that it has at least Late Saxon origins. It is located c.400m to the east of the study site, which confirms the site's location within the agricultural hinterland of Market Bosworth. The majority of Saxon/Early Medieval records within the search area are located within the historic settlement of Market Bosworth, further confirming its Saxon origin.
- 4.27 A coin dated to the Late-Anglo Saxon period (MLE6183) and Viking spearhead (MLE8336) were recorded c.650m south-east of the site. The HER contains no details about the circumstances of recovery of the objects.
- 4.28 Based on the results of the geophysical survey and the paucity of Saxon/Early Medieval records within the search area and the site's location outside of the settlement focus of Market Bosworth, its potential for significant (i.e. non-agricultural) remains of this period is assessed to be low.

Medieval

- 4.29 Ridge and furrow cultivation of Medieval date are best recorded by the LiDAR data from 2018 (Figure 4), but is also recorded by geophysical surveys and Google Earth imagery (Figure 10). No extant earthworks were visible above ground during the site visit on the 21st June 2024.
- 4.30 There are no records of Medieval date in the HER within the site.
- 4.31 A possible Medieval hollow way (MLE9606) associated with ridge and furrow is located c.150m north of the study site and was recorded by an earthwork survey in 2003. No remains of the hollow way appear to extend into the site.
- 4.32 A slant-topped copper alloy scabbard chape (MLE9780) dating to the Early to Late Medieval periods was found c.250m south-east of the site. It was found via metal detection and the exact find spot is unknown.
- 4.33 Based on the LiDAR data, which confirm the site's location within the agricultural hinterland of Market Bosworth and the paucity of Medieval records within the search area, its potential for significant (i.e. non-agricultural) remains of this period is assessed to be low.

Post Medieval & Modern (including map regression)

- 4.34 The HER contains no records of this date within the study site and the records from these dates within the search area relate to extant buildings, features of well-known extent or transport routes and will not be further discussed, as they contribute little to the archaeological understanding of the study site.

Historic map regression

- 4.35 The earliest map reviewed is the 1814 Ordnance Survey (OS) Drawing (Figure 5), which shows the site outside and to the west of Market Bosworth.
- 4.36 The Market Bosworth Tithe map from 1848 (Figure 6) shows the site as part of c.7 pasture fields to the north of Station Road (unnamed), located within a landscape divided into a mixture of pasture and arable fields. The site also incorporates a small part of Station Road itself in the very south-eastern corner.
- 4.37 The site appears mostly unchanged in 1885 (Figure 7), with the exception of a small pond located within its centre. The OS from 1903 (Figure 8) shows the site as two large fields with a second pond located within the south-west and a small wooded area in the south-eastern corner.
- 4.38 It is understood, through the Conservation Officer's comments, that the central western field of the site contained the landing strip to have been used by Group Captain Churchill DSO DFC during WWII. This was visible as a mowed feature until recently, but the recent site visit has confirmed it is no longer maintained (Plate 4) and as such does not exist as a physical entity anymore.
- 4.39 By 1955 (not reproduced) a path leading to Godsons Hill Farm to the north-east of the site is located along the eastern site boundary. Across the study site, to the south of Station Road, Godsons Hill Estate started to develop.
- 4.40 Mapping from 1957-1958 (Figure 9) shows the site divided into four fields again and a reduction of the wooded area in the south-eastern corner. A track divides the western part of the site into two sections. The site remains largely unchanged in 1970-1977 (not reproduced), except for a building, which is depicted partly within the site in the north-eastern corner of the site and which is possibly associated with Godsons Hill Farm. The pond in the south-east has been removed and residential development of Market Bosworth continues to spread the east and south of the site.
- 4.41 The Ordnance Map from 1985 (not reproduced) shows all site boundaries established as they appear today. An internal boundary was added within the north-eastern corner and the former building is no longer depicted in this area. An unannotated enclosure is depicted along the path at the eastern site boundary.
- 4.42 Google Earth Imagery from 2000 (Figure 10) shows the ridge and furrow within the site. By 2006, a road was constructed to cross the centre east of the site as an access road associated with the construction of Kyngs Golf & Country Club to the north of the site. The 2023 Google Earth image (Figure 11) shows the current layout of the site. The ridge and furrow has clearly eroded from the 2000 image.
- 4.43 The map review demonstrates the study site has remained as agricultural land through the Post Medieval/Modern period and its potential for significant Post Medieval/Modern archaeology is considered to be low.

Assessment of Significance (Non-Designated Archaeological Assets)

- 4.44 There are no non-designated heritage assets recorded within the study site.

LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE; HERITAGE STATEMENT

- 4.45 Ridge and furrow is best recorded on LiDAR data (Figure 4) and although it has some complexity to it, it was not visible above ground during the site visit and has eroded since it was recorded by the 2013 DBA (ULAS 2013). The ridge and furrow is not recorded on the HER and has no aesthetic interest. It is not considered a non-designated asset. It is of no archaeological interest.
- 4.46 The landing strip associated with Group Captain Walter Myers Churchill DSO DFC is no longer maintained and cannot be seen above ground. It is solely recorded as a mown feature on Google Earth imagery. It is significant for its historical interest at a very local level. It is not recorded on the HER and has been assessed as a non-designated asset purely because it was raised in the Conservation Officer's consultation response.
- 4.47 Based on the results of the geophysical survey and the available archaeological data for the site and surrounding area, the site is considered to have a low potential for significant (i.e. non-agricultural) archaeological remains of all periods.
- 4.48 Any such evidence would be significant for their evidential value and likely be of local importance depending on their potential to contribute to relevant research agendas.

5 ASSESSMENT OF BUILT HERITAGE ASSETS

- 5.1 This Chapter provides an assessment of designated and non-designated built heritage assets potentially affected through the proposed development of the study site. The report refers to the earlier chapters, particularly the historic mapping regression of Chapter 4 and assesses the built heritage assets in accordance with relevant legislation contained within the Planning (Listed Buildings and Conservation Areas) Act 1990, national and local planning policy and planning guidance including Historic England's 'The Setting of Heritage Assets' (2017) to inform the judgements made.

Designated Built Heritage Assets

- 5.2 There are fifty-seven Listed Buildings (two Grade II* and fifty-five Grade II), two Conservation Areas (Market Bosworth Town Centre Conservation Area and the Ashby Canal Conservation Area) within the 1km search area. The closest designated heritage asset to the site is the Grade II Listed Building of Aylesbrook Cottage (NHLE reference 1177706), located c.450m east of the site.
- 5.3 The site is not inter-visible with the majority of the designated built heritage assets identified within the search area by virtue of the intervening built form, vegetation and changes in topography. The site therefore does not form part of their settings and they are not considered further within this report.
- 5.4 There are three designated built heritage assets located within the search area that have the potential to be sensitive to the proposed development: the Church of St Peter (Grade II*), the Market Bosworth Conservation Area (designated 1974) and the Ashby Canal Conservation Area (designated 1990). The significance, the contribution of the site (if any) to their significance and the impact of the development of the site is considered below.

Non-Designated Built Heritage Assets

- 5.5 As part of the Neighbourhood Plan, Market Bosworth Society and Market Bosworth Parish Council have produced a List of non-designated Assets of local value in the Parish of Market Bosworth (review of 2023), which identifies forty-six heritage assets. The location of these buildings is shown on Figure 3c, which also identifies non-designated extant buildings and structures recorded from the Leicestershire and Rutland Historic Environment Record (HER); omitting duplications between the two data sources.
- 5.6 Of these, the Ashby and Nuneaton Joint Railway (MLE16051) and its associated Station buildings are the closest to the site, at distances of between 20-230m to the south of the study site's south-western corner. The Station buildings comprise the Market Bosworth Station (MLE21425), Signal Box (MLE21426), Station Master's House (MLE21427) and Goods Shed (MLE21428). There are some additional buildings (traditional waiting rooms), but these are not original to the station complex. The Station and Station Master's House are not directly visible from the site owing to being located within a railway cutting and because of vegetation screening along the southern side of Station Road. The Station Buildings are only seen together with western parts of the site from atop of Station Road's overbridge, which itself is identified as a non-designated heritage asset by the Market Bosworth Society.
- 5.7 There is no evidence of any functional association between the study site and any of the Station buildings, but owing to their proximity to the study site, it is considered necessary to assess the significance of the buildings, including any contribution from the study site; and the impact from the proposed development.

- 5.8 Located c.425m to the north-east of the study site's northern boundary is a Field Barn (north of Godsons Hill Farm, Market Bosworth, HER ref: MLE20507). The Field Barn is now surrounded by a golf course, which whilst is not in use, has remained maintained as such. The site visit confirmed no intervisibility with the Field Barn owing to intervening vegetation. A recent planning consent (April 2024) relating to golfing accommodation (Hinkley and Bosworth Council ref: 24/00019/FUL) is proposed to be located between the study site and the Field Barn. Given the immediate golf course setting of the Field Barn, the future intervening development, and there being no experience of the building from the study site, the Field Barn is not sensitive to the proposed development and requires no further consideration within this report.
- 5.9 The remaining forty non-designated heritage assets have no intervisibility with the study site owing to their distance from it and intervening topography, development and vegetation. The study site is not considered to form any part of their respective settings and their significance will remain unaffected by the development of the study site. These non-designated heritage assets require no further assessment within this report.
- 5.10 The locations of the built heritage assets are shown on Figures 3a and 3c and are included in the gazetteer in Appendix 1.

Assessment of Significance

Designated Heritage Assets

- 5.11 The three built heritage assets identified below have the potential to be sensitive to the proposed development through changes within their settings.

Church of St Peter

Grade II* Listed Building (NHLE: 1307453)

- 5.12 The Church of St Peter is situated approximately 950m to the east of the study site within the historic ridge-top settlement core of Market Bosworth. The site is separated from the church by the intervening built development and vegetation along Station Road.
- 5.13 The high heritage significance of the church is reflected in its Grade II* designation and lies in its historic and architectural interest as an example of a fourteenth century church that has remained largely untouched. The historic and aesthetic values of the church are predominately vested in its built fabric which also embodies communal value as a place of worship, and as the social and physical focal point of both the past and present community of Market Bosworth.
- 5.14 There are no views of the church from or across the study site as a result of the surrounding mature vegetation and built form.
- 5.15 The immediate setting of the church is contained by the surrounding built form. However, the location of the church on the ridge top and the height of the tower means the upper part of the tower is appreciable within wider views on the approach towards Market Bosworth, particularly from the north along Barton Road and from the west across the former golf course and surrounding fields. Due to the location of the study site to the west of the church, it is considered that this is the only area of the church's wider setting that has the potential to be affected by the proposed development.
- 5.16 In views of the church from the west, the study site does not form part of the direct views of the church tower across the undeveloped land. The only understanding of the study site within these views is as part of the periphery of views from a small section of the approach to the church, and where the existing built development along Station Road is already visible.
- 5.17 The proposed development of the study site would therefore have no impact on the significance of the Church of St Peter. The site is considered to comprise a neutral element of its wider setting and whilst the development of the site would result in a negligible visual change at the edge of some

limited views of the church, the character of its wider setting to the west and its present contribution to the significance of the church would not be affected. Additionally, the proposed housing would be experienced as part of the existing built context already established within this view, and the potential impact of this change is mitigated further by the retention of the elevated eastern part of the site as open space.

***Market Bosworth Conservation Area
Designated 1973.***

- 5.18 The Market Bosworth Conservation Area is located approximately 650m to the east of the study site. It broadly comprises the historic settlement core of Market Bosworth which is principally focused on Main Street, Barton Road, Market Place and the eastern section of Station Road, and contains a high number of Grade II and Grade II* Listed Buildings.
- 5.19 There is no visibility of any part of the Conservation Area from the study site due to the intervening built form, vegetation and topographical changes, and the only element of the Conservation Area that it is possible to experience in conjunction very distantly with the study site is the church tower as discussed above. Additionally, the 'Market Bosworth Conservation Area Appraisal' (adopted 2014) does not identify any views or vistas to be protected from or towards the site.
- 5.20 Therefore, the site provides no contribution to the understanding or appreciation of the elements that define the distinctive character and appearance of Conservation Area and it is not considered to form part of its setting. Furthermore, the proposed housing within the study site would be experienced as part of the existing modern residential and commercial development already established along the southern side of Station Road and to part of its northern side on this approach into the Conservation Area, and it would not appear as an incongruous addition. The proposed development of the study site would therefore cause no harm to the significance of the Market Bosworth Conservation Area.

***Ashby Canal Conservation Area
Designated 1990.***

- 5.21 The Ashby Canal is situated approximately 140m to the west of the site at the closest point, beyond the intervening fields, railway line and modern housing development along Pipistrelle Drive. The significance of the Conservation Area is attributed to its historic and evidential values relating to the construction and use of the canal as part of the wider historic industrial development of the area. There is also a degree of aesthetic value vested in the architecture of the various built structures along its length.
- 5.22 The 'Ashby Canal Conservation Area Appraisal' (adopted 2009) notes that the canal is generally experienced within open countryside, although the views from the canal from some sections are contained by mature vegetation. This relatively open immediate agricultural setting along its length reflects the historic context within which the canal would have been experienced within and positively contributes to its significance.
- 5.23 There is no visibility of the Conservation Area from the study site as a result of the intervening, three-storey built development of Pipistrelle Drive, vegetation and the relative lower level of the canal itself. Whilst the route of the canal extends to the south-west and north-west of the study site, there is no perception of the individual elements or structures within the Ashby Canal Conservation Area and its character or appearance cannot be understood from any viewpoint within the study site.
- 5.24 In views from the Conservation Area itself, the housing along Pipistrelle Drive prohibits direct views of the study site from the west and introduces a more developed context within this part of its setting (Plate 5). In return views from the canal to the north-west of the study site, due to the lower level of the canal and the intervening vegetation, the study site is not appreciable from either the towpath or the elevated viewpoint of Bridge 43.

- 5.25 As such, the study site is not considered to form part of the surroundings within the Ashby Canal Conservation Area is experienced and the proposed development will not affect the character and or contribution of its present setting. Due to the linear character of the Conservation Area, the study site may form part of expansive views from the canal further to the north or south of Market Bosworth, however any visibility of the proposed development would only be experienced distantly beyond the intervening fields. The proposed development of the study site would therefore cause no harm to the significance of the Ashby Canal Conservation Area.

Non-Designated Built Heritage Assets

- 5.26 There are no non-designated built heritage assets located within the study site.

Ashby and Nuneaton Joint Railway (MLE16051)

Market Bosworth Station (MLE21425), Signal Box (MLE21426), Station Master's House (MLE21427) and Goods Shed (MLE21428); Station Road Overbridge

- 5.27 Owing to the close proximity and functionality of the Station Buildings as a group, with crossover settings, it is considered proportionate to collectively assess the significance of these buildings and their setting.

Historic Interest

- 5.28 The Ashby and Nuneaton Joint Railway was enabled by a Parliamentary Act of 1867 and through a partnership between the Midlands Railway and London North and Western Railway companies. The railway line was principally related to the movement of coal. The Midlands Railway had obtained an earlier Act for building a Burton-upon-Trent to Nuneaton Railway, but did not proceed with this having in 1846 purchased the Ashby Canal, which followed a similar route. By 1865, the London North and Western Railway proposed a similar railway and although they competed separately to build the line, they eventually agreed upon a joint venture. The new line would connect to the north with the Leicester and Swannington Railway to Burton (via Ashby) and to the south with the Nuneaton and Hinckley Railway at Stoke Golding. The line was opened to passengers from 1873-1931 and freight from 1873-c.1968. Thereafter, a c.5km route between Shackerstone, Market Bosworth and Shenton was reopened as a heritage railway line called the 'Battlefield Line', operated by the Shackerstone Railway Society (HER and Anon).

- 5.29 The Station, Station Master's House and Goods Shed are considered to date from the early 1870s coinciding with the opening of the railway line in 1873. The HER entry for the Signal Box (MLE21426) dates the building to 1899 and describes that it was it as a second signal box.

Architectural Interest

- 5.30 The Station is located on the eastern side of the railway line. To the north of this is the Station Master's House and to the south (Plate 7), separated by some distance is the Goods Shed. On the western side of the railway and almost opposite the Goods Shed is the Signal Box. This side of the line also has two traditional waiting room buildings, although these are not original to the station (Battlefield, 2023).

- 5.31 The buildings are attributed to John Holloway Saunders (1825-1884), the chief architect of the Midland Railway Company, who principally designed his railway architecture using Gothic principles.

Station (MLE21425)

- 5.32 The Station is basically symmetrical in plan and mostly also in design, comprising a central brick building with a hipped, slate roof and short, but large, square brick stacks. Adjoining to the north and south of the main building are smaller and lower, two bay buildings with double-hipped roofs. The station is painted white and decorative elements are blackened. However, the original finish of the buildings appears to have been unpainted brick with the existing surface treatments applied

sometime after 1942 (RIBApix, 1942). The windows of the station have moulded surrounds with oversized keystones and a continuous, moulded and cill. The eaves of the building have a wide overhang and black bracketed supports.

- 5.33 An undated (c.19th century) photograph of the station's western elevation compared with photographs from 1942 shows the removal of an elaborate Gothic canopy and replacement lean-to of inferior design. The eastern elevation has also been altered by the creation of a large, sliding door relating to its use as a car garage.

Signal Box (MLE21426)

- 5.34 The signal box is located to the north of the Goods Shed, but is situated on the western side of the railway. The building reflects a typical aesthetic of this building type, being of two-storeys with brick built ground-floor and a timber-weatherboarded first floor, with eastern windows, overlooking the line and a pitched roof. The timbering of the building is painted in cream and maroon colours, which appears to broadly match the colours of the former Midland Railways.

Station Master's House (MLE21427)

- 5.35 The Station Master's House is located on the eastern side of the railway line and to the north of the Station. The building is built in brick, which has been painted white and has a slate roof. Photographs show that the painted treatment of the brick dates from after 1942 (RIBApix). The plan of the building closely matches that on the 1884 (25" Ordnance Survey), but a review of its planning history shows that it was extended in 1988 by a two-storey, north-eastern range and later a conservatory was added onto this. The building has a simple but cohesive aesthetic with gables to the north, east and west having wide overhanging eaves supported by timber brackets and an eaves level band. Most of the windows appear to have been renewed with traditional looking sashes, but most have thick cills and above, brick arches with oversized keystones. The western gable, facing the station's platform has a ground floor bay window.

Goods Shed (MLE21428)

- 5.36 The Goods Shed is built in red and engineering brick and has a slate roof which is top lit by a ridge skylight. The building comprises three-bay elevations to the north and south and seven bays to the east and west. At eaves height, the western elevation has a projecting timber canopy; only brackets for the canopy exist on the eastern elevation. The north and southern gables have infilled bullseye apertures and bands and cornices built in engineering brick. Except for single bay entrance to the north, the remaining bays comprise recessed brick panels, decorated at the top with closely positioned, stepped brick brackets. The HER describes that the entrances to the south, east and west have been infilled.

Station Road overbridge

- 5.37 The overbridge appears to be of a conventional design for the 19th century, built with three-span, arches, in red brick and with a brick plat band and stone capping on the bridge's parapet walls. Only central span remains in use for the railway line.

Summary of Significance

- 5.38 The Ashby and Nuneaton Joint Railway is of a relative late date in the establishment of railways, but shows the continued importance and role attached to the Midlands colliery industry in the late 19th century. The station buildings at Market Bosworth reflect both functional uses for freight and passenger and although they are relatively typical examples of railway architecture, they have historic and architectural value in their survival as a group of buildings, which except for signal box were erected on the opening of the railway. As a result of this, the Station and Station Master's House share an architectural cohesiveness in their design, which reflects the Gothic design influences adopted by the Midlands Railway Company and commonly used in Victorian railway architecture.

Setting

- 5.39 The Station and Station Master's House are used as a car garage and a private residence whilst only the Goods Shed and Signal Box form part of the heritage railway, but despite these alternative uses their key functional relationships remain understood owing to the extant railway line and associated platforms and railway overbridge. This immediate setting makes the greatest contribution to understanding and appreciating the significance of the individual buildings and their value as a group.
- 5.40 Located to the west of the railway is the Ashby Canal. This was purchased by the Midland Railway Company in 1846 and was eventually superseded by the railway. An intervening area of housing (currently under construction) has reduced the intervisibility between these areas to a few gaps from the canal's towpath; these may be lost on completion of the development. Notwithstanding this, the canal forms an important part of the railway's setting and when open, the audibility of the railway is anticipated to be experienced from the canal. The two are also in-directly connected by the Station Road overbridge and the bridge (no.42) over the canal and this connectivity allows for an understanding of the railway and canal's historic narrative and inter-relationships to remain appreciated.
- 5.41 To the east of the station and separating this from the study site is a small area of light-industrial buildings and planting. Some of these buildings appear to have been built over the sidings of the former Goods Shed. The appearance of these buildings broadly complements the industrial characters of the railway (e.g. the Goods Shed) but are not of any intrinsic value in understanding or appreciating the significance of the railway and station buildings.

Contribution of the Site

- 5.42 The study site is located to the north-east of Station Road's railway overbridge, separated by the highway and boundary vegetation. The railway is located in a shallow cutting, but this and the physical structure of the overbridge and vegetation screening results in there being very limited intervisibility with the site (Plate 6), unless passing over the overbridge. The site and the station buildings can be experienced together in limited views from atop the overbridge. From this vantage point, the station buildings are more clearly visible from the southern side of the bridge, located within a cutting and hemmed in on all sides by development, mostly dating from the 20th century onwards. Views to the north of the overbridge encompass housing at Pipistrelle Drive and The Stables, resulting in the railway being experienced within a sub-urban setting. Although the study site, in its current use as fields is more open and leads onto continuing fields and open space, the appearance and character of this part of the station's setting does not contribute to understanding the relationships of the railway or its associations with the station buildings and the canal. The rural character and appearance of the study site is inconsequential to how the railway and station buildings are understood. Instead, the study site is considered to form a neutral element within the setting of the railway and station buildings which makes no contribution to understanding or appreciating their significance.

6 THE PROPOSED DEVELOPMENT & REVIEW OF POTENTIAL DEVELOPMENT IMPACTS ON ARCHAEOLOGICAL ASSETS

Proposed Development

- 6.1 The study site is proposed for residential development with associated infrastructure and landscaping.

Review of Potential Development Impacts on Designated Assets

- 6.2 As discussed in Chapter 5, the Church of St Peter, the Market Bosworth Conservation Area and the Ashby Canal have the potential to be sensitive to the proposed development. However, it has been established that there will be no harm to the significance of these built heritage assets from the proposed development of the study site. The site does not form part of the setting of either the Market Bosworth or the Ashby Canal Conservation Areas. With regard to the Church of St Peter, the study site forms a neutral element of its setting whereby it forms part of the peripheries of views towards the church from the west. As such, the negligible visual change from the proposed development within these views will not result in any harm to its significance.
- 6.3 The proposed development is therefore in accordance with the statutory duties of the Planning (Listed Building & Conservation Areas) Act (1990) and conforms to the requirements of the NPPF and local policy with regard to built heritage.

Review of Potential Development Impacts on Non-Designated Assets

- 6.4 From the available archaeological data as well as historic mapping, the study site has been in agricultural use since at least the Medieval period which will have caused some truncation – but this is not assessed to be any different to other greenfield sites locally.
- 6.5 Given the construction techniques employed in modern development, it is unlikely that any archaeological remains present within the footprint of the proposed development would survive the development process, unless preserved under public open space.

Former Ashby and Nuneaton Joint Railway

(Station, Station Master's House, Signal Box and Goods Shed, and Station Road overbridge)

- 6.6 The proposed development will not result in any change to the immediate settings of the railway and station buildings; these parts of its setting making the greatest contribution to their significance. The development will lead to a visual change within their wider setting, but this will be experienced as an extension to the existing suburban setting that the railway is experienced in. This change will not affect how the significance of the railway and station buildings are understood; and paragraph 209 of the NPPF need not be engaged in the determination of the planning application.

7 SUMMARY AND CONCLUSIONS

- 7.1 This heritage statement has been prepared by RPS, for Richborough Ltd, in support of a planning application for residential development and considers c.7.9ha of land north of Station Road in Market Bosworth, Leicestershire (Hinckley and Bosworth Borough Council; centred at NGR SK 395 033).
- 7.2 The assessment provides a description of heritage assets potentially affected by the proposed development of the site. It assesses their significance and addresses the information requirements of Government's National Planning Policy Framework in relation to heritage and relevant local policies.
- 7.3 Data available from Historic England and the Local Planning Authority shows that there are no designated heritage assets within the proposed development site. There are no designated and non-designated heritage assets assessed as sensitive to the proposed development outside the site.
- 7.4 There are no records on data provided by the Leicestershire & Rutland HER relating to activity within the site records no non-designated asset within the study site.. Past geophysical surveys within the site and previous archaeological trial works adjacent to the north and north-east of the site did not produce evidence to suggest the probable presence of archaeological assets.
- 7.5 A landing strip was visible as a mown feature within the central western of the site and, understood through the Conservation Officer's comments from 2020 to have been used by Group Captain Walter Myers Churchill DSO DFC during WWII. The recent site visit has confirmed the landing strip is no longer maintained above ground and therefore cannot be experienced in the landscape. It is not recorded on the HER and it is recommended that the local interest in this feature and Churchill's local involvement is best recognised through street names or an information panel, in addition to the memorial cairn dedicated to him and his two brothers already present in front of the JJ Churchill factory. Development within the site allows for greater recognition of Group Captain Churchill's involvement with Market Bosworth.
- 7.6 The archaeological potential of the site has previously been evaluated through geophysical surveys, undertaken as part of two separate outline planning applications for the eastern and western parts of the site (Magnitude Surveys 2020 and SUMO 2021). Neither of the surveys has recorded any anomalies suggestive of being of archaeological origin.
- 7.7 In response to previous outline planning applications in 2020-21 (20/01021/OUT & 21/00970/OUT), the LPA's archaeological advisor indicated that the archaeological interest in the site could be secured by appropriately worded planning conditions.. The outline application for the eastern part of the site (20/01021/OUT) was later refused, but not on heritage grounds; the application for the western part (21/00970/IUT) was withdrawn prior to determination.
- 7.8 Based on the results of the geophysical survey, the available archaeological data for the site and the surrounding area as well as negative results of intrusive fieldwork within the vicinity of the site, it is considered to have a low/negligible potential for significant (i.e. non-agricultural) remains of all periods. Any surviving remains are likely to be of local interest and would be significant for their archaeological interest and potential to contribute to local research agendas.
- 7.9 The geophysical surveys have not identified any obvious targets for trenching. Given the near absence of features of any archaeological interest and the previous consultation response (which did not consider any intrusive fieldwork as necessary), it is recommended that any trenching, if required, could be secured by condition.

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SUMO 2021. *Geophysical Survey Report. Station Road, Market Bosworth, Leicestershire.*

Cartographic

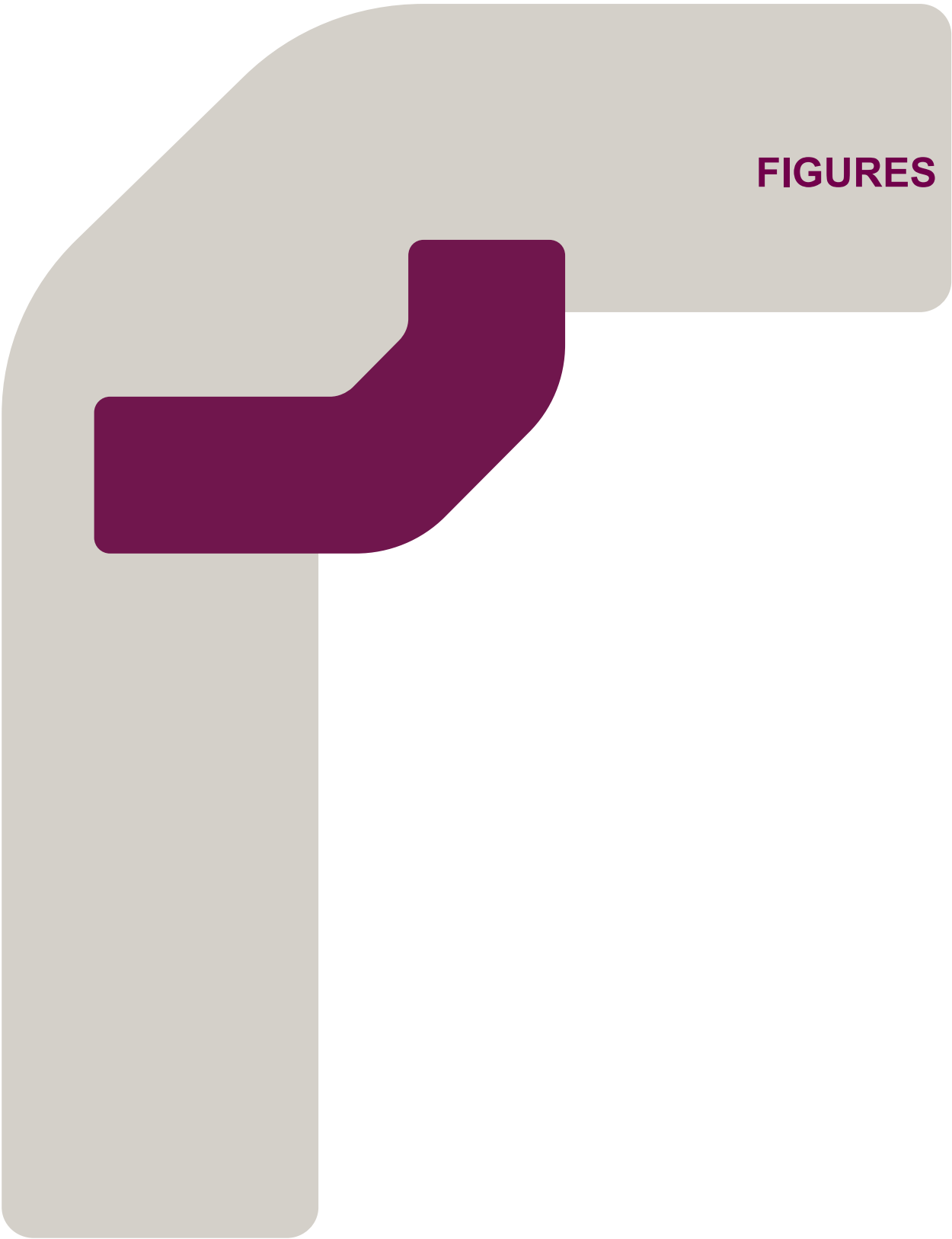
1814 Ordnance Survey Drawing (Hinckley Sheet)

1848 Market Bosworth Tithe Map

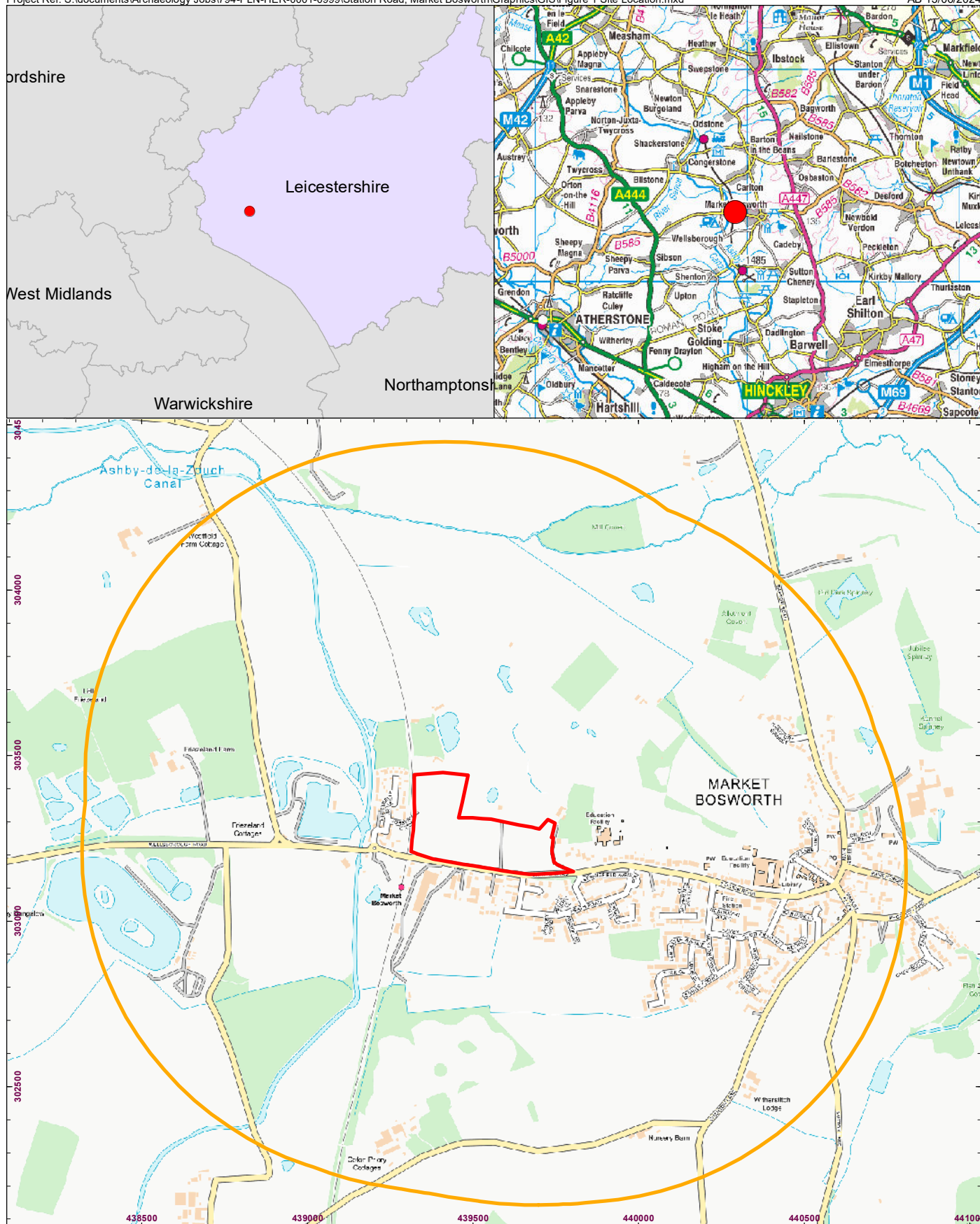
Ordnance Survey 1:2500 editions: 1886, 1903, 1957-1958, 1970-1977, 1985, 1994

Ordnance Survey 1:10,000 / 1:10,560 editions: 1885, 1903-1904, 1955, 1966, 1991, 2000, 2006, 2020

Google Earth Imagery: 1999, 2000, 2006, 2010, 2011, 2015, 2016, 2018, 2020, 2021, 2022, 2023



FIGURES



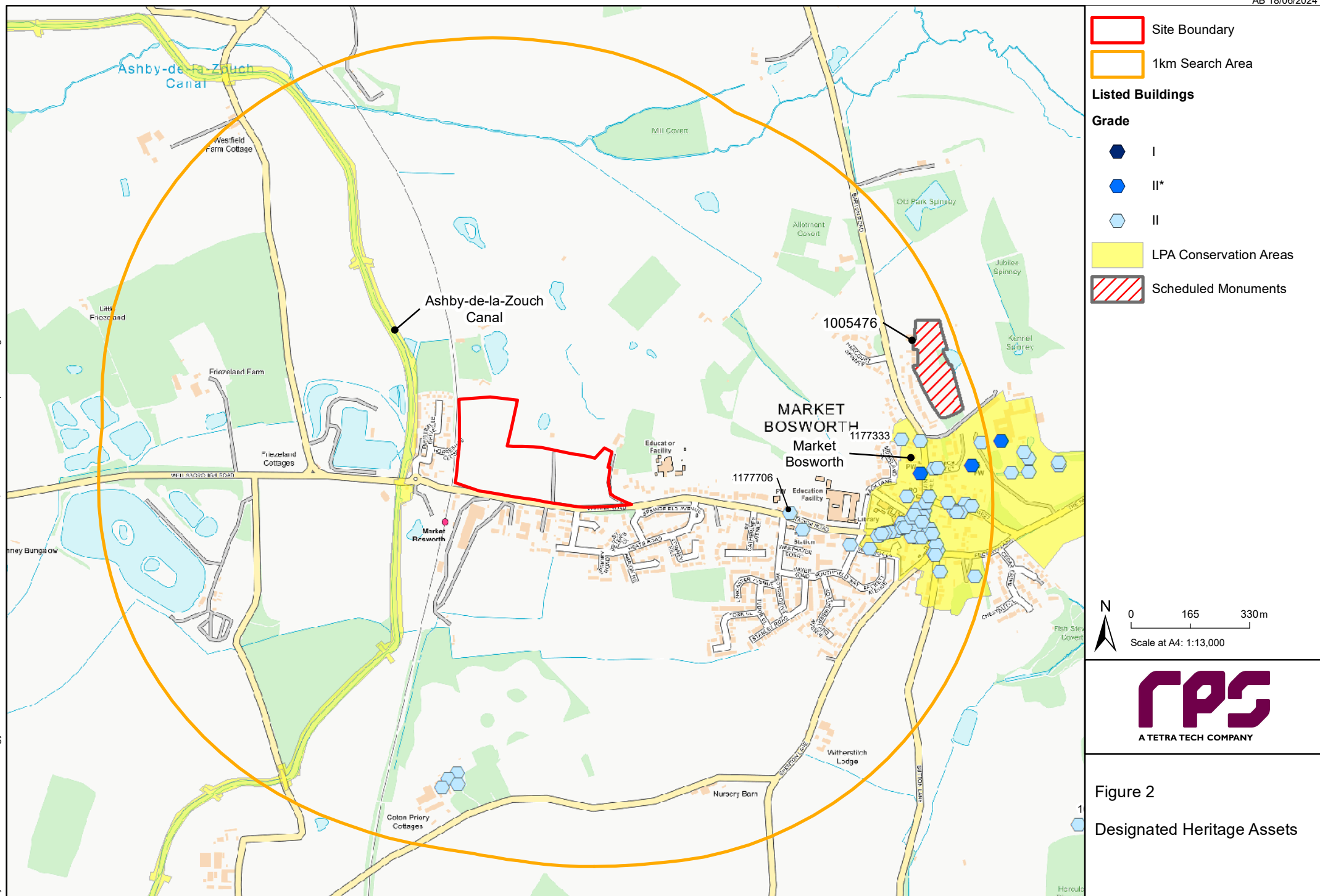
-  Site Boundary
-  1km Search Area



0 160 320 480m
Scale at A4: 1:16,000

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Figure 1
Site Location



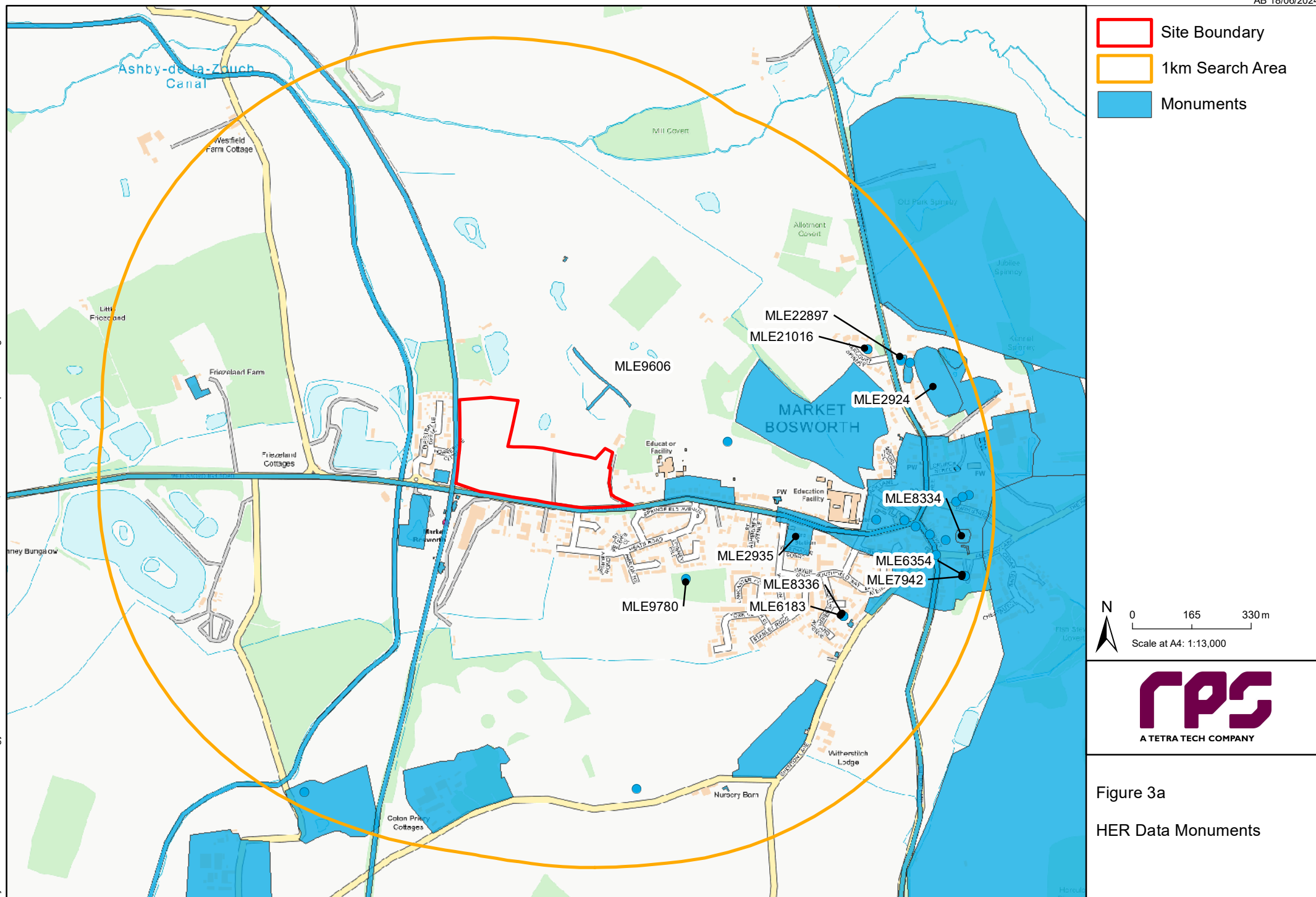
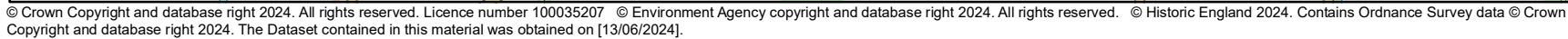
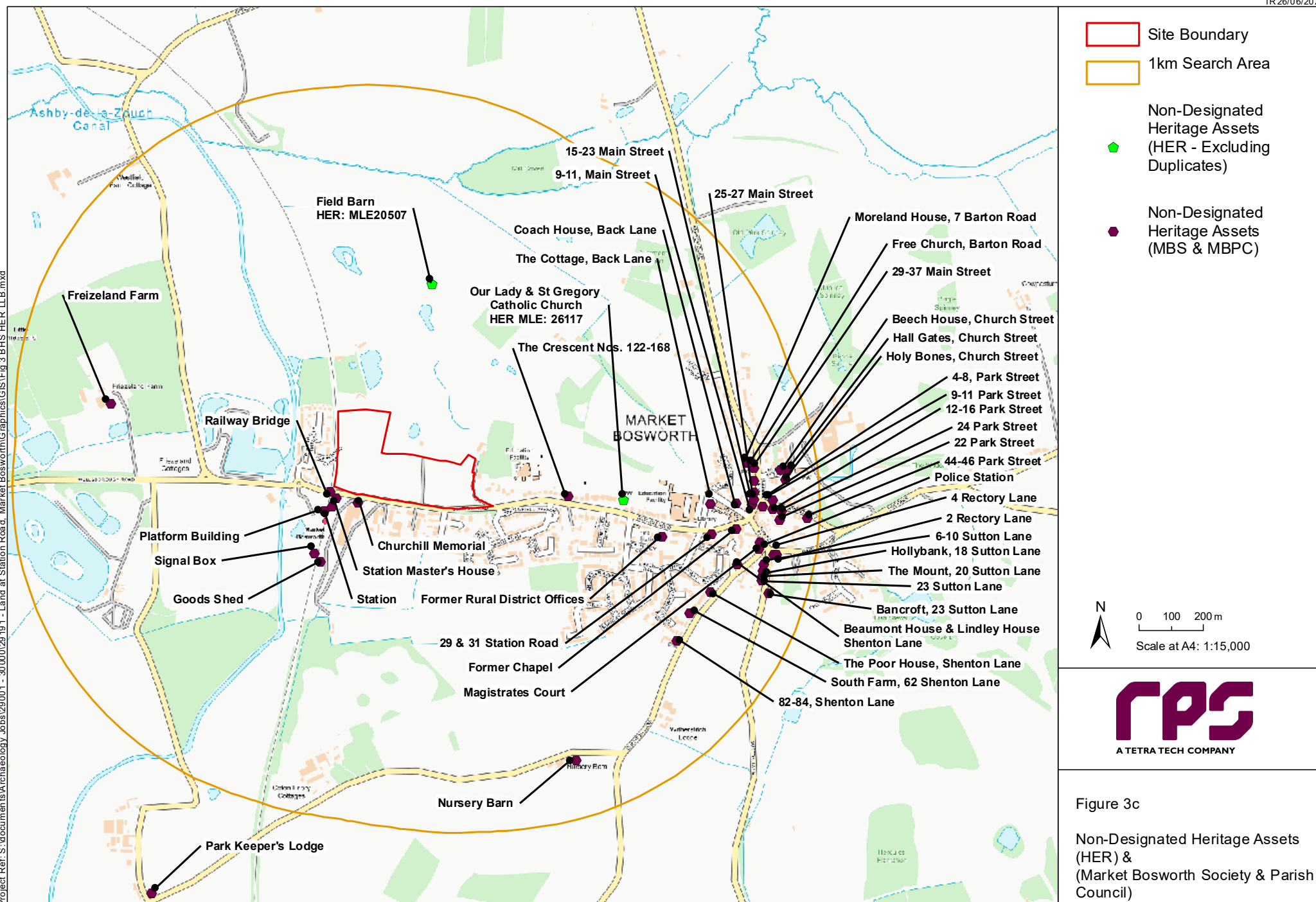
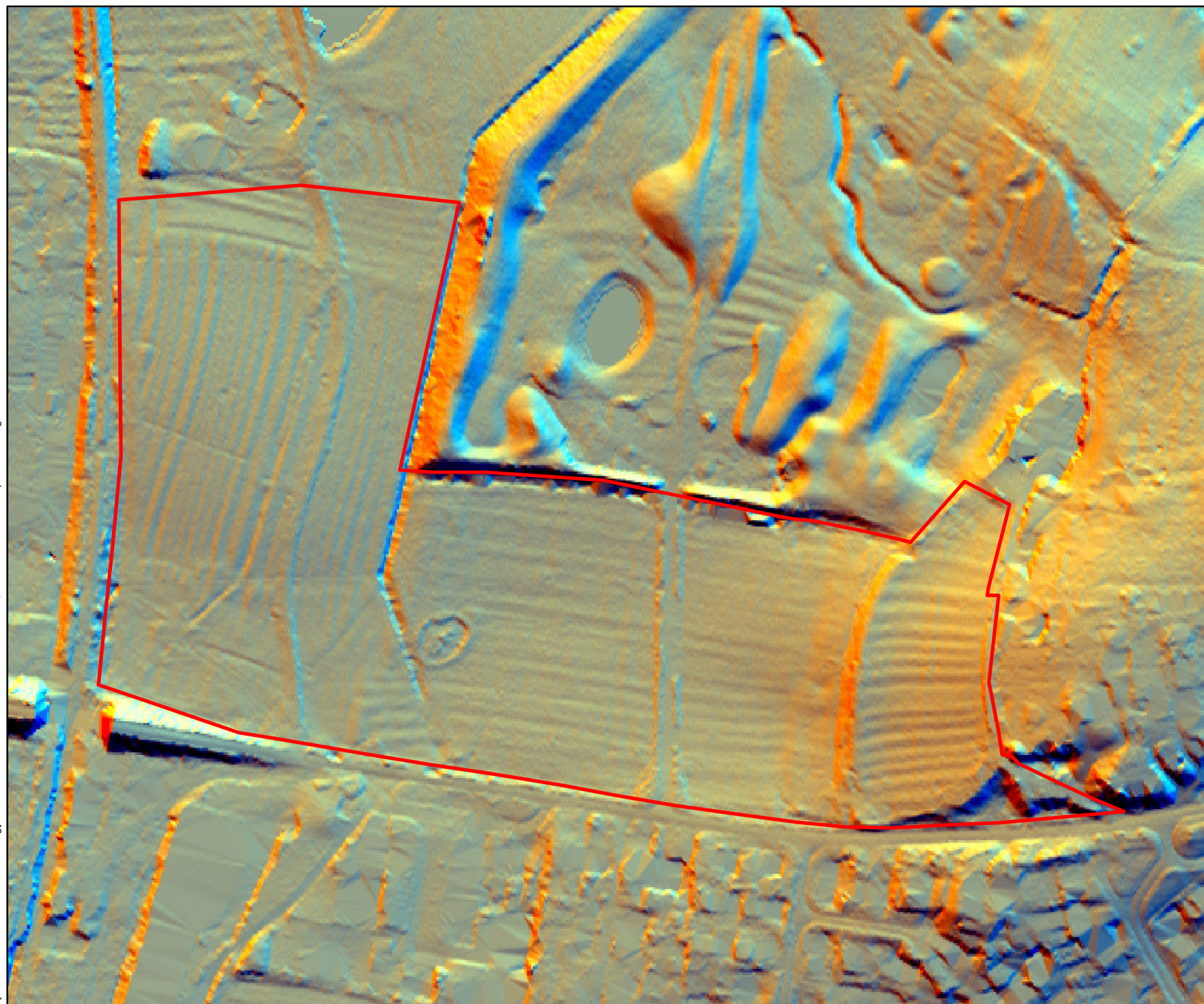


Figure 3a
HER Data Monuments







 Site Boundary

LiDAR DATA

Source:
Environment Agency

Data Type: DTM

Resolution: 1m

Date Captured:
19/04/2018

Processing:
Multi-direction Hillshade

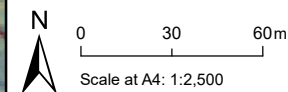
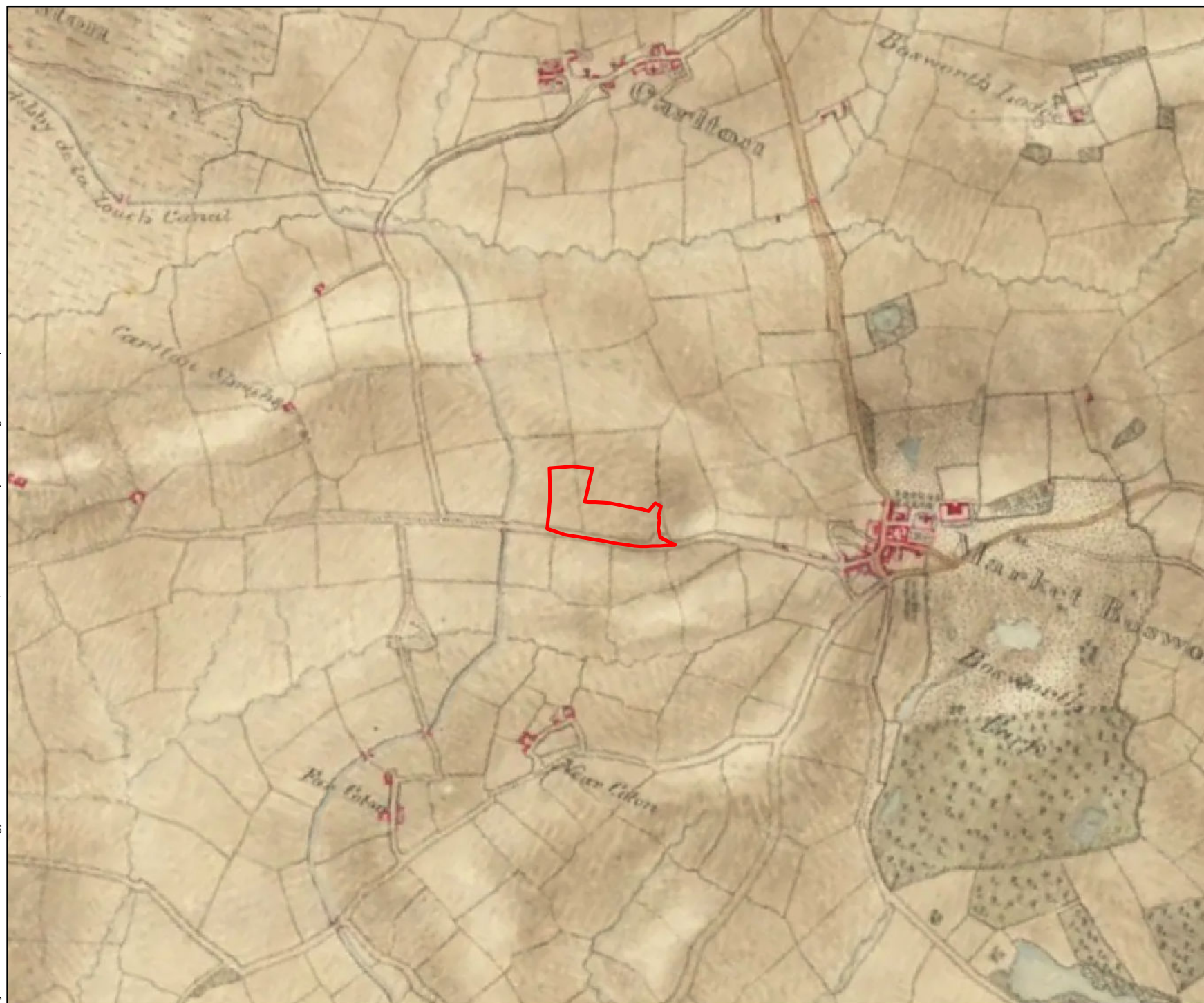


Figure 4
LiDAR Data



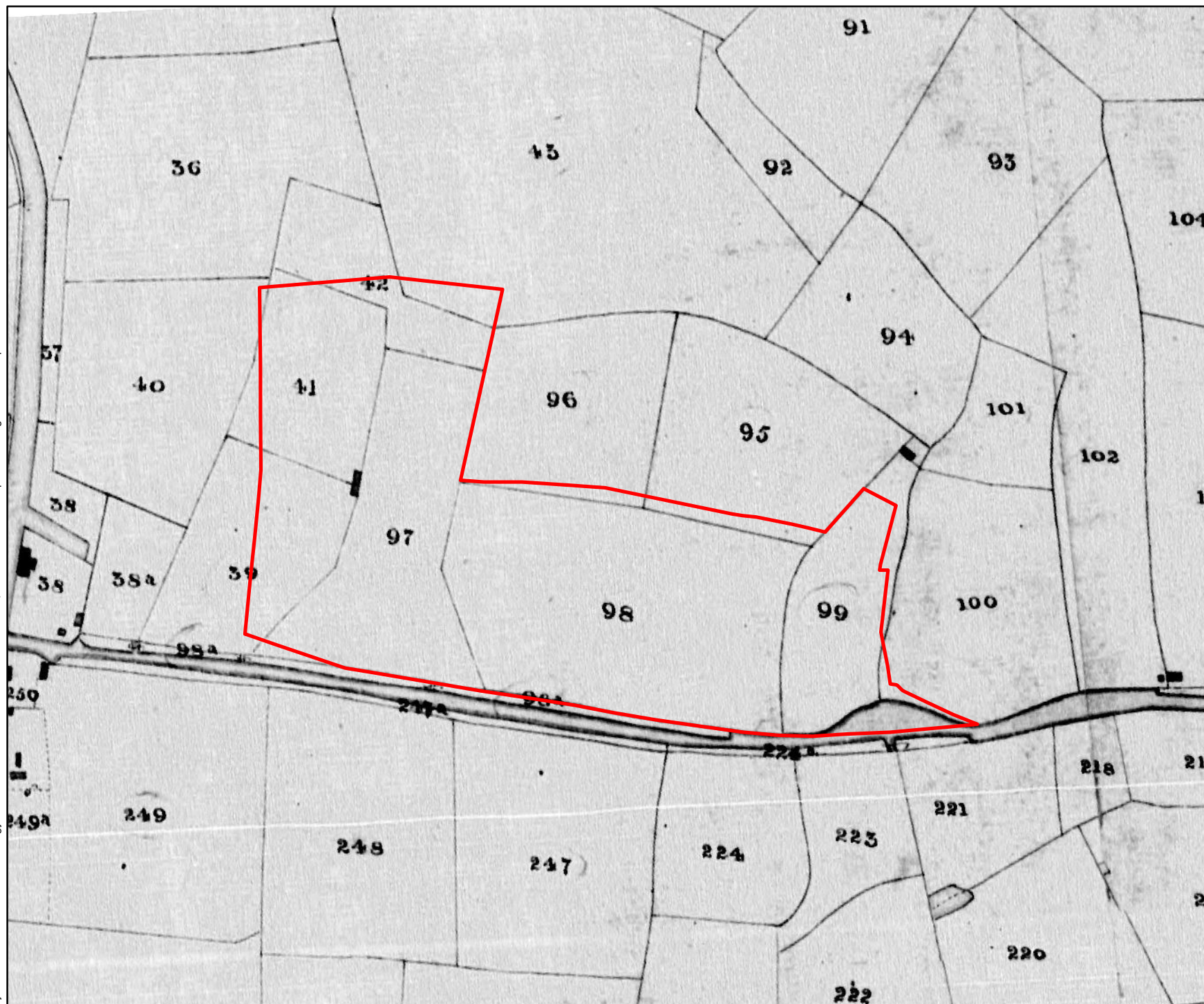
 Site Boundary

 0 255 510m
Scale at A4: 1:20,000

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Figure 5

Ordnance Survey Drawing
1814 (Hinckley Sheet)



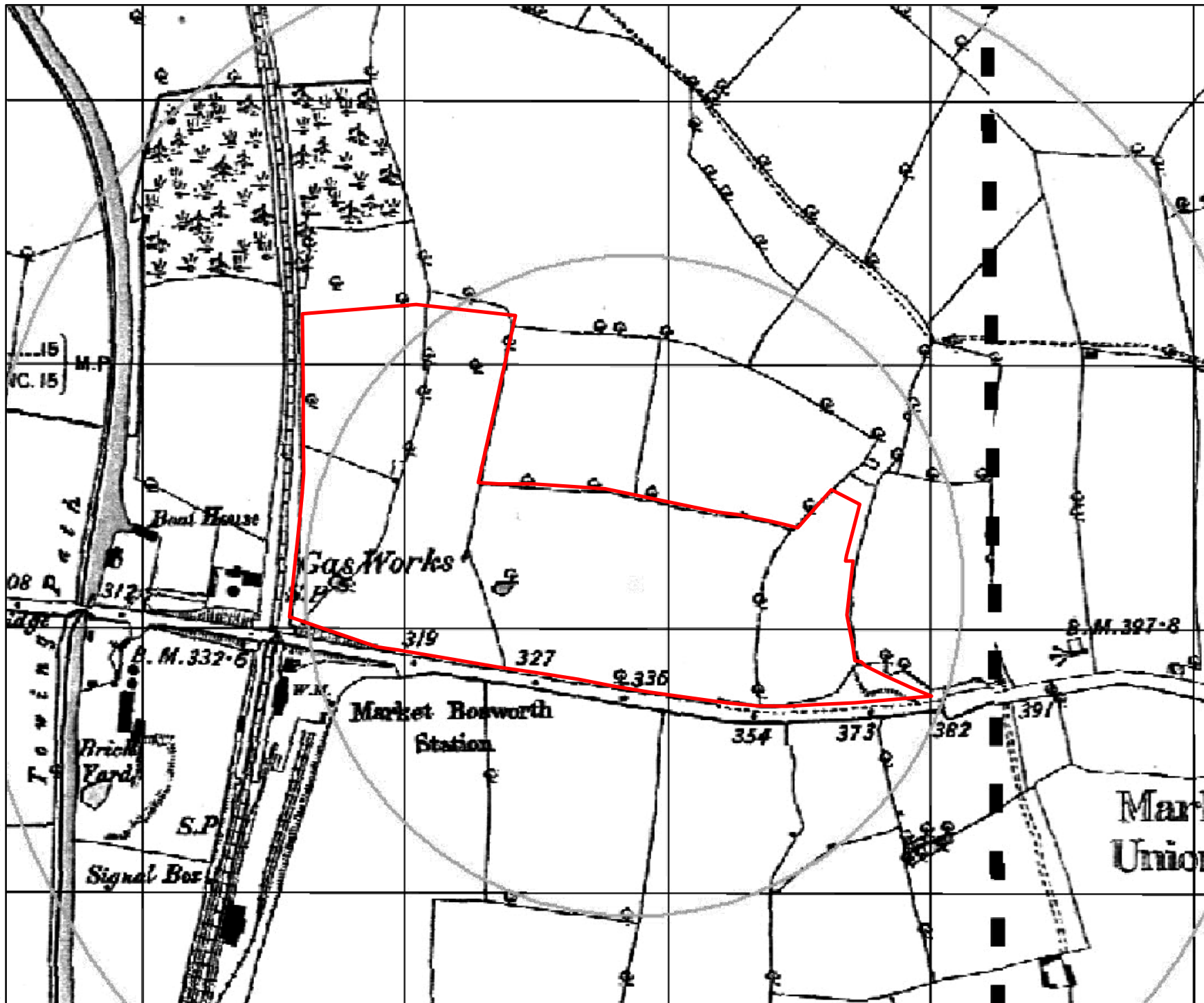
 Site Boundary

N
0 45 90m
Scale at A4: 1:3,500

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Figure 6

Market Bosworth Tithe Map
1848



N

0 50 100m

Scale at A4: 1:4,000



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Figure 7

Ordnance Survey Map 1885

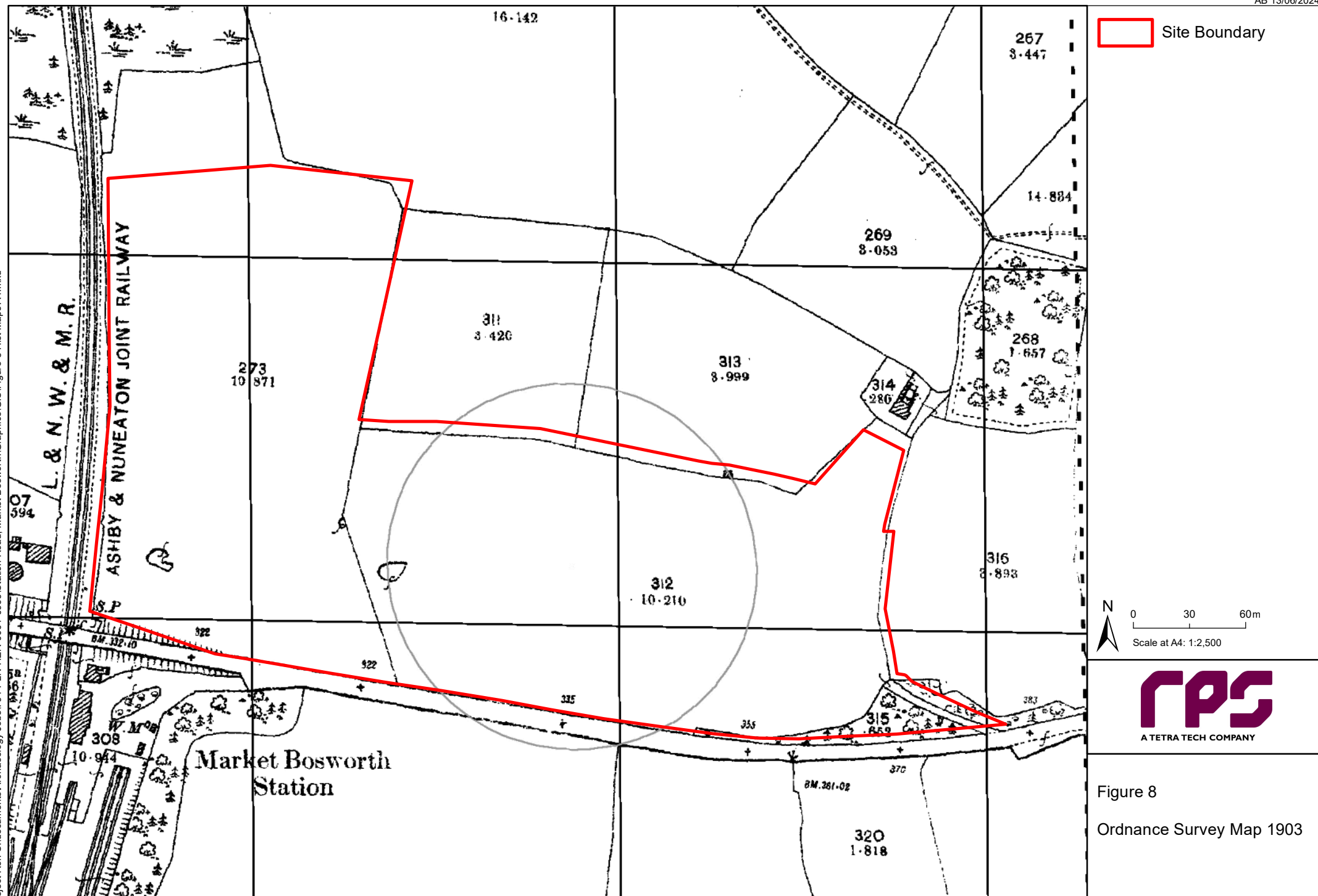
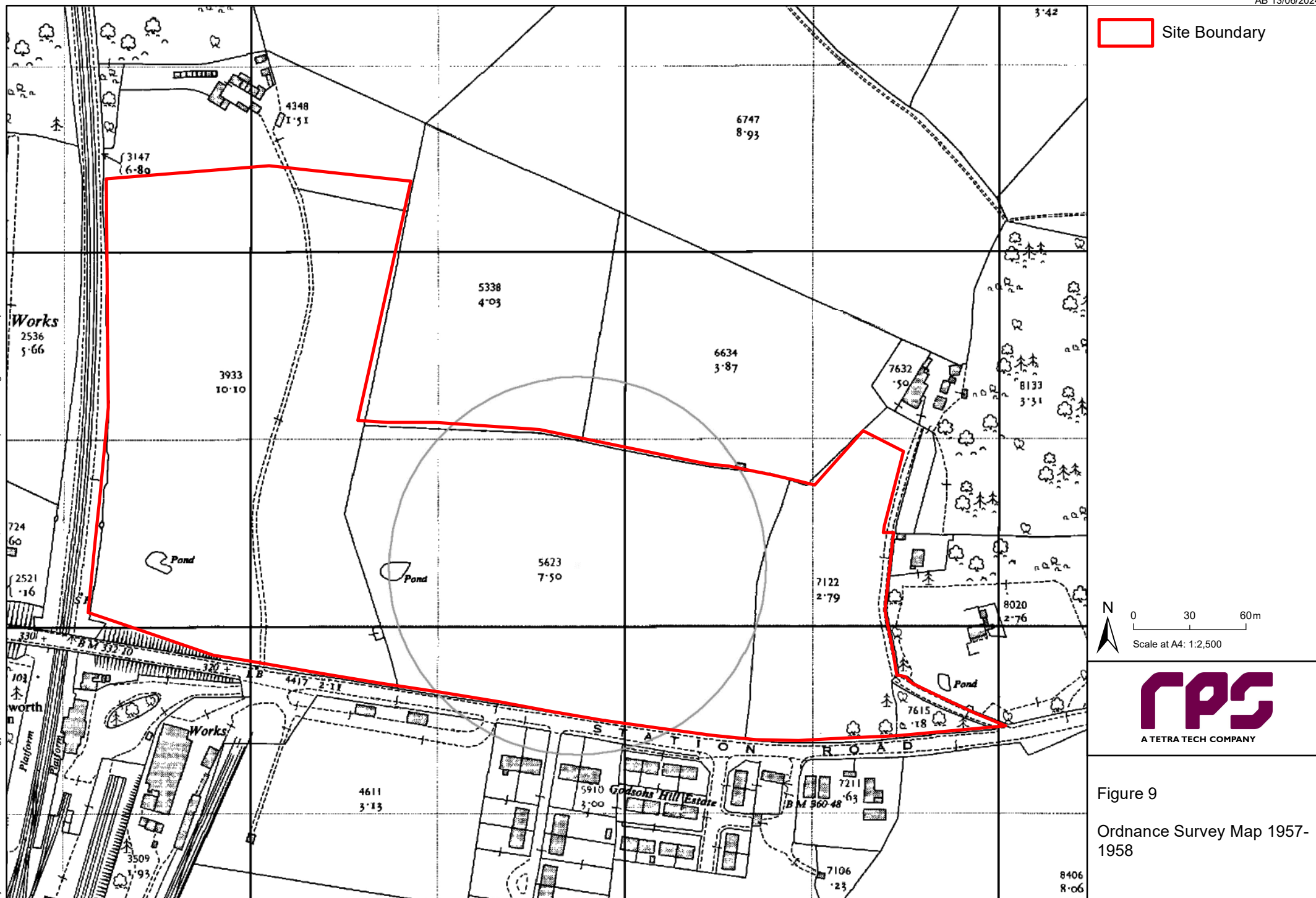


Figure 8
Ordnance Survey Map 1903



N
0 30 60m
Scale at A4: 1:2,500

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Figure 9

Ordnance Survey Map 1957-1958



Site Boundary

N
0 30 60m
Scale at A4: 1:2,500



Figure 10
Google Earth Imagery 2000



Site Boundary

N
0 30 60m
Scale at A4: 1:2,500

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Figure 11
Google Earth Imagery 2023

PLATES



Plate 1: View across the eastern field towards the north-east



Plate 2: View across the centre east field towards the north-west



Plate 3: View across the western part of the site towards the south-west



Plate 4: View across the area of the former landing strip towards the north-east



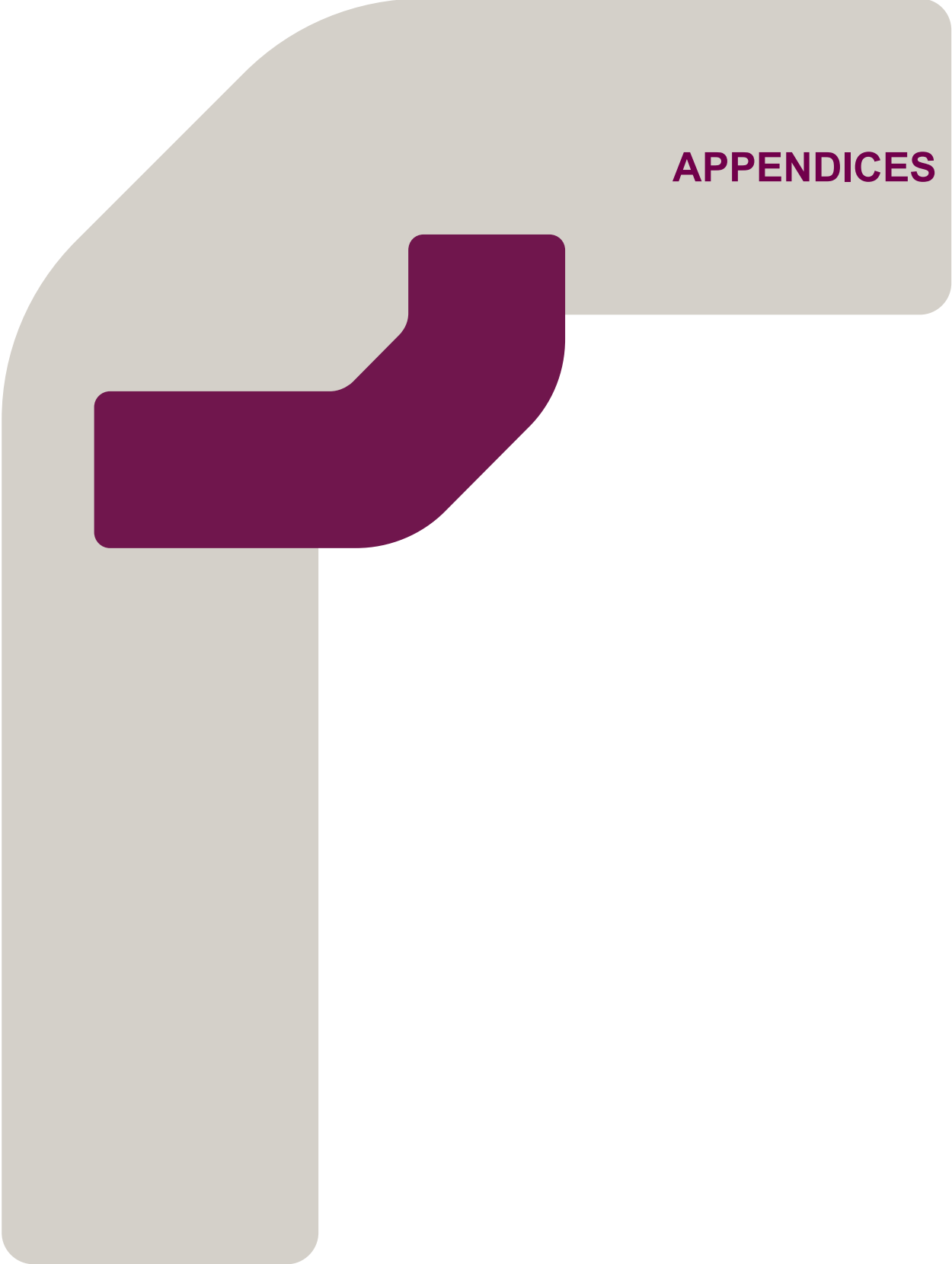
Plate 5: From the western side of Ashby Canal Conservation Area, looking in the direction of the site, screened by Pipistrelle Drive



Plate 6: Looking in the direction of the south-western corner of the site, showing the limited view of Station Road's railway overbridge



Plate 7: Looking to the south of Station Road overbridge at Station Master's House and Station of former Ashby and Nuneaton Joint Railway



APPENDICES

Appendix 1

Gazetteer of HER Entries

Leicestershire & Rutland Historic Environment Record

HER No.	Name and Description	Location	Date
	Monument		
MLE12135	COTON PRIORY FARMHOUSE, COTON LANE (NORTH-WEST SIDE), MARKET BOSWORTH	SK 393 023	Post-Medieval to Modern
MLE12136	FORMER DAIRY AT COTON PRIORY FARM, COTON LANE (NORTH-WEST SIDE), MARKET BOSWORTH	SK 392 023	Post-Medieval to Modern
MLE12137	OUTBUILDING AT COTON PRIORY FARM, COTON LANE (NORTH-WEST SIDE), COTON	SK 393 024	Post-Medieval to Modern
MLE12138	FARMBUILDINGS AT COTON PRIORY FARM, COTON LANE (NORTH-WEST SIDE), COTON	SK 392 023	Post-Medieval to Modern
MLE12151	THE OLD RECTORY, RECTORY LANE, MARKET BOSWORTH	SK 407 029	Post-Medieval to Modern
MLE12157	9 SUTTON LANE (EAST SIDE), MARKET BOSWORTH	SK 406 029	Post-Medieval to Modern
MLE12171	FORMER BANK NOW PART OF THE DIXIE GRAMMAR SCHOOL, STATION ROAD (NORTH SIDE), MARKET BOSWORTH	SK 405 031	Modern
MLE12172	WARWICK HOUSE, 11 WARWICK LANE (NORTH SIDE), MARKET BOSWORTH	SK 404 030	Post-Medieval to Modern
MLE12173	2 & 4 WARWICK LANE, MARKET BOSWORTH	SK 404 030	Post-Medieval to Modern
MLE12174	HOME FARM COTTAGE, BARTON ROAD (WEST SIDE), MARKET BOSWORTH	SK 405 033	Post-Medieval to Modern
MLE12175	BARNs AT HOME FARM COTTAGE, BARTON ROAD (WEST SIDE), MARKET BOSWORTH	SK 405 033	Post-Medieval to Modern
MLE12176	5 CHURCH STREET (NORTH SIDE), MARKET BOSWORTH	SK 406 032	Post-Medieval to Modern
MLE12177	THE GREY HOUSE, CHURCH STREET (SOUTH SIDE), MARKET BOSWORTH	SK 406 032	Post-Medieval to Modern
MLE12178	CHURCH OF ST. PETER, CHURCH STREET (EAST SIDE), MARKET BOSWORTH	SK 407 032	Early Medieval to Modern
MLE12179	1 MAIN STREET (WEST SIDE), MARKET BOSWORTH	SK 405 031	Post-Medieval to Modern
MLE12180	3 MAIN STREET (WEST SIDE), MARKET BOSWORTH	SK 405 031	Post-Medieval to Modern

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

MLE12181	5 & 7 MAIN STREET (WEST SIDE), MARKET BOSWORTH	SK 405 031	Post-Medieval to Modern
MLE12182	THE OLD CLUBHOUSE, MAIN STREET (WEST SIDE), MARKET BOSWORTH	SK 405 031	Post-Medieval to Modern
MLE12183	DOWER HOUSE, 39 MAIN STREET (WEST SIDE), MARKET BOSWORTH	SK 406 032	Post-Medieval to Modern
MLE12184	2 MAIN STREET (EAST SIDE), MARKET BOSWORTH	SK 406 031	Post-Medieval to Modern
MLE12185	4 & 6 MAIN STREET (EAST SIDE), MARKET BOSWORTH	SK 406 031	Post-Medieval to Modern
MLE12186	DIXIE ARMS PUBLIC HOUSE, MAIN STREET (EAST SIDE), MARKET BOSWORTH	SK 406 031	Post-Medieval to Modern
MLE12187	10 & 12 MAIN STREET (EAST SIDE), MARKET BOSWORTH	SK 406 031	Post-Medieval to Modern
MLE12188	RED LION PUBLIC HOUSE, MAIN STREET (EAST SIDE), MARKET BOSWORTH	SK 406 031	Medieval to Modern
MLE12189	WAR MEMORIAL, MARKET PLACE, MARKET BOSWORTH	SK 405 030	Modern
MLE12190	4-6, MARKET PLACE (WEST SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12192	8, MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12193	10, MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12194	12 - 18 (EVEN) MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12195	20 MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH	SK 406 030	Post-Medieval to Modern
MLE12196	1, 3 AND 3A MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH	SK 406 031	Post-Medieval to Modern
MLE12197	THE WHEATSHEAF, MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH	SK 406 030	Post-Medieval to Modern
MLE12198	9 MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH	SK 406 030	Post-Medieval to Modern
MLE12199	THE OLD BLACK HORSE PUBLIC HOUSE, MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH	SK 406 030	Medieval to Modern
MLE12200	19 - 23 (ODD) MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH	SK 406 030	Post-Medieval to Modern
MLE12201	25 MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH	SK 406 030	Post-Medieval to Modern
MLE12202	26 PARK STREET (SOUTH SIDE), MARKET BOSWORTH	SK 406 031	Post-Medieval to Modern
MLE12203	28 PARK STREET (SOUTH SIDE), MARKET BOSWORTH	SK 407 031	Post-Medieval to Modern

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

MLE12204	30 PARK STREET (SOUTH SIDE), MARKET BOSWORTH	SK 407 031	Medieval to Modern
MLE12205	31 PARK STREET (NORTH SIDE), MARKET BOSWORTH	SK 407 031	Post-Medieval to Modern
MLE12206	CHURCH OF ENGLAND SCHOOL, PARK STREET (NORTH SIDE), MARKET BOSWORTH	SK 407 031	Post-Medieval to Modern
MLE12207	RAINBOW COTTAGE, SHENTON LANE (SOUTH-EAST SIDE), MARKET BOSWORTH	SK 406 030	Post-Medieval to Modern
MLE12208	1 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12210	7 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12211	9 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12212	11 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12213	GLEBE FARMHOUSE, 13, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12214	17, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12215	19, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12216	21 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post-Medieval to Modern
MLE12217	23 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 404 030	Post-Medieval to Modern
MLE12218	25 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 404 030	Post-Medieval to Modern
MLE12219	27 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 404 030	Post-Medieval to Modern
MLE12220	WESTHAVEN COURT, 18, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 402 030	Post-Medieval to Modern
MLE12221	WESTHAVEN COURT, 20 & 21 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 402 030	Post-Medieval to Modern
MLE12222	FORMER GRAMMAR SCHOOL, STATION ROAD (NORTH SIDE), MARKET BOSWORTH	SK 405 031	Post-Medieval to Modern
MLE12223	AYLESBROOK COTTAGE, STATION ROAD (NORTH SIDE), MARKET BOSWORTH	SK 402 031	Post-Medieval to Modern
MLE12224	PUMP, SUTTON LANE (WEST SIDE), MARKET BOSWORTH	SK 406 030	Post-medieval to Modern
MLE12226	SCREEN WALL IN FRONT OF HALL, THE PARK, MARKET BOSWORTH		Early Medieval to Modern

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

MLE12234	K6 TELEPHONE KIOSK OUTSIDE OLD BLACK HORSE PUBLIC HOUSE, MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH	SK 406 030	Modern
MLE15753	Post-medieval finds from The Black Horse, Market Bosworth	SK 406 030	Medieval to Modern
MLE16051	Ashby & Nuneaton Joint Railway		Early Medieval to Modern
MLE16242	THE FORGE, HOUSE AND ATTACHED BOUNDARY WALL, 13-15 PARK STREET, MARKET BOSWORTH	SK 406 031	Post-Medieval to Modern
MLE16706	ST. PETERS HALL, 25 PARK STREET, MARKET BOSWORTH	SK 407 031	Modern
MLE17009	Market Bosworth Union Workhouse	SK 402 030	Post-Medieval to Modern
MLE17218	Baptist Chapel, Barton Road, Market Bosworth	SK 405 032	Post-Medieval to Modern
MLE17395	1930s Dixie Grammar School Hall, Market Bosworth	SK 405 031	Post-Medieval to Modern
MLE17396	Dixie Grammar School Undermaster's House, Market Bosworth	SK 404 031	Post-Medieval to Modern
MLE17397	Site of early post-medieval Dixie Grammar School, Market Bosworth	SK 405 031	Post-Medieval
MLE20507	Field barn north of Godsons Hill Farm, Market Bosworth	SK 396 038	Post-Medieval to Modern
MLE20918	Turnpike Road, Market Bosworth to Measham, Burton on Trent & Hinckley		Post-Medieval
MLE21015	Medieval/post-medieval pottery from 9, Harcourt Spinney, Market Bosworth	SK 4045 0358	Early Medieval to Post-Medieval
MLE21016	Roman finds from 9, Harcourt Spinney, Market Bosworth	SK 4045 0358	Roman
MLE21263	Site of Independent Chapel and Manse, 18 & 20, Park Street, Market Bosworth	SK 4067 0313	Post-Medieval to Modern
MLE21286	Police Station, Shenton Lane, Market Bosworth	SK 4062 0302	Post-Medieval to Modern
MLE21287	Police House, 28, Market Place, Market Bosworth	SK 4062 0303	Post-Medieval to Modern
MLE21288	Magistrates' Court, Shenton Lane, Market Bosworth	SK 4062 0301	Post-Medieval to Modern
MLE21425	Market Bosworth Station, Station Road, Market Bosworth	SK 3930 0314	Post-Medieval to Modern
MLE21426	Signal box, Market Bosworth Station, Market Bosworth	SK 3927 0313	Post-Medieval to Modern
MLE21427	Station Master's house, Station Road, Market Bosworth	SK 3931 0317	Post-Medieval to Modern
MLE21428	Goods Shed, Station Road, Market Bosworth	SK 3926 0297	Post-Medieval to Modern
MLE21429	Brick Yard between railway and canal, Station Road, Market Bosworth	SK 3919 0310	Post-Medieval to Modern

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

MLE21430	Gasworks, Station Road, Market Bosworth	SK 3927 0323	Post-Medieval to Modern
MLE21460	St Peter's Church burial ground, Church Street, Market Bosworth	SK 4076 0324	Early Medieval to Modern
MLE21611	Independent Chapel burial ground, rear of 18 & 22, Park Street, Market Bosworth	SK 4067 0312	Post-Medieval
MLE21799	Barns to the rear of the Black Horse pub, Market Place, Market Bosworth	SK 4067 0308	Medieval to Modern
MLE21800	Site of Primitive Methodist Chapel, 68, Station Road, Market Bosworth	SK 4031 0310	Post-Medieval
MLE22067	Late post-medieval cellar, Market Bosworth Parish Hall, Market Bosworth	SK 4070 0315	Post-Medieval
MLE22068	Possible medieval human remains, Market Bosworth Parish Hall, Market Bosworth	SK 4072 0317	Medieval
MLE22069	Post-medieval yard and other remains, Market Bosworth Parish Hall, Market Bosworth	SK 4071 0316	Post-Medieval
MLE22325	Post-medieval gardens at Bosworth Hall, Market Bosworth	SK 4095 0344	Post-Medieval
MLE22326	Post-medieval garden earthworks north-west of Bosworth Hall, Market Bosworth	SK 4073 0349	Post-Medieval
MLE22446	Medieval/post-medieval remains, rear of 10, Church Street, Market Bosworth	SK 4068 0321	Early Medieval to Post-Medieval
MLE22897	Possible Roman quarry pit, west of 48, Barton Road, Market Bosworth	SK 4055 0355	Iron Age to Roman
MLE24216	C19th/C20th rubbish pit, 48, Barton Road, Market Bosworth	SK 4057 0354	Modern
MLE24643	C19th/C20th gravel pit, Barton Road, Market Bosworth	SK 4056 0351	Post-Medieval to Modern
MLE25014	The Coach House, 6 Back Lane, Market Bosworth	SK 4054 0315	Post-Medieval to Modern
MLE25016	Mooreland House, 7 Barton Road, Market Bosworth	SK 4058 0328	Post-Medieval to Modern
MLE25019	Beech House, 7, Church Street, Market Bosworth	SK 4066 0326	Post-Medieval to Modern
MLE25020	Gates to Bosworth Hall, Church Street, Market Bosworth		Early Medieval to Modern
MLE25021	Holy Bones, 10, Church Street, Market Bosworth	SK 4069 0323	Post-Medieval to Modern
MLE25022	9-11, Main Street, Market Bosworth	SK 4059 0315	Post-Medieval to Modern
MLE25023	15-23, Main Street, Market Bosworth	SK 4060 0317	Post-Medieval to Modern
MLE25024	25-27 Main Street, Market Bosworth	SK 4060 0319	Post-Medieval to Modern
MLE25025	29-37, Main Street, Market Bosworth	SK 4060 0321	Post-Medieval to Modern

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

MLE25030	4-8, Park Street, Market Bosworth	SK 4063 0315	Post-Medieval to Modern
MLE25031	9 & 11, Park Street, Market Bosworth	SK 4066 0316	Post-Medieval to Modern
MLE25032	12-16, Park Street, Market Bosworth	SK 4066 0314	Post-Medieval to Modern
MLE25033	24, Park Street, Market Bosworth	SK 4068 0313	Post-Medieval to Modern
MLE25035	White House, 22, Park Street, Market Bosworth	SK 4068 0310	Post-Medieval to Modern
MLE25038	44-46, Park Street, Market Bosworth	SK 4077 0311	Post-Medieval to Modern
MLE25039	Bakery Cottage, 2, Rectory Lane, Market Bosworth	SK 4066 0300	Post-Medieval to Modern
MLE25040	Oakwood, 4 Rectory Lane, Market Bosworth	SK 4068 0300	Post-Medieval to Modern
MLE25041	14 & 18, Shenton Lane, Market Bosworth	SK 4056 0297	Post-Medieval to Modern
MLE25042	Barn on south side of Priory Lane (east end), Market Bosworth	SK 4006 0236	Post-Medieval to Modern
MLE25043	42 & 44, Shenton Lane, Market Bosworth	SK 4047 0288	Post-Medieval to Modern
MLE25044	South Farm, 64 Shenton Lane, Market Bosworth	SK 4040 0282	Post-Medieval to Modern
MLE25045	82-84, Shenton Lane, Market Bosworth	SK 4036 0273	Post-Medieval to Modern
MLE25046	29 & 31, Station Road, Market Bosworth	SK 4047 0305	Post-Medieval to Modern
MLE25047	Former chapel, rear of 7-11 Station Road, Market Bosworth	SK 4054 0307	Post-Medieval to Modern
MLE25048	Signal box opposite (west) the goods shed, Station Road, Market Bosworth	SK 3924 0300	Post-Medieval to Modern
MLE25049	The Crescent, 122-168 Station Road, Market Bosworth	SK 3998 0319	Modern
MLE25050	Barncroft, 23, Sutton Lane, Market Bosworth	SK 4065 0287	Modern
MLE25051	Hollybank, 18, Sutton Lane, Market Bosworth	SK 4062 0292	Modern
MLE25052	The Mount, 20, Sutton Lane, Market Bosworth	SK 4062 0291	Modern
MLE25053	Southgate, 24, Sutton Lane, Market Bosworth	SK 4062 0289	Modern
MLE25055	6-10, Sutton Lane, Market Bosworth	SK 4063 0297	Post-Medieval to Modern
MLE25056	12-14, Sutton Lane, Market Bosworth	SK 4063 0294	Post-Medieval to Modern
MLE25058	Freizeland Farm, Wellesborough Road, Market Bosworth	SK 3859 0347	Post-Medieval to Modern

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

MLE25060	Medieval ridge and furrow, spring, Silk Hill, off Barton Road, Market Bosworth	SK 4030 0337	Early Medieval to Modern
MLE25061	Medieval ridge and furrow earthworks, two fields west of Shenton Lane, Market Bosworth	SK 4020 0253	Early Medieval to Post-Medieval
MLE26117	Our Lady and St Gregory Church, Station Road, Market Bosworth	SK 4020 0316	Modern
MLE2910	Medieval windmill near Coton	SK 398 023	Medieval
MLE2911	Shrunken medieval village of Coton	SK 390 021	Medieval
MLE2916	Human remains, Park Street, Market Bosworth	SK 407 031	Undated
MLE2917	Fishpond, Old Park, Market Bosworth	SK 406 035	Early Medieval to Post-Medieval
MLE2921	Old Park, Market Bosworth	SK 408 038	Medieval
MLE2922	Park pale, Old Park, Market Bosworth	SK 405 036	Medieval
MLE2924	Roman villa north-west of Bosworth Hall, Market Bosworth	SK 406 034	Iron Age to Roman
MLE2925	Site of medieval house, 18-30 Barton Road & Black Lion Inn, Market Bosworth	SK 406 032	Early Medieval to Modern
MLE2928	Undated mound, Dixie Grammar School Playing Fields, Market Bosworth	SK 400 033	Undated
MLE2931	Southwood Park, Market Bosworth	SK 411 026	Early Medieval to Post-Medieval
MLE2932	Undated cemetery, Dixie Grammar School Playground, Market Bosworth	SK 404 031	Undated
MLE2933	Possible site of medieval chapel, St. Anne's Hill, Market Bosworth	SK 405 035	Medieval
MLE2934	Market Bosworth market place	SK 406 030	Early Medieval to Post-Medieval
MLE2935	Historic settlement core of Market Bosworth	SK 405 031	Saxon to Post-Medieval
MLE6183	Medieval coin from south-west of the Market Place, Market Bosworth	SK 403 028	Saxon
MLE6354	Bronze Age cremation urn from The Rectory, Market Bosworth	SK 407 029	Early Bronze Age
MLE7942	Roman coin from The Rectory, Market Bosworth	SK 407 029	Late Roman
MLE8334	Iron Age/Roman site, Cattle Market, Market Bosworth	SK 407 030	Iron Age to Roman
MLE8335	Boundary ditches, Cattle Market, Market Bosworth	SK 407 030	Early Medieval to Post-Medieval
MLE8336	Viking spearhead south-west of the Market Place, Market Bosworth	SK 403 028	Saxon
MLE8916	Ashby Canal		Early Medieval to Modern
MLE9606	Earthworks north-west of Godsons Hill Farm, Market Bosworth	SK 397 035	Medieval
MLE9780	Medieval scabbard chape from south of Spinney Hill, Market Bosworth	SK 399 029	Early Medieval to Medieval

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

MLE9801	Medieval find from south-east of Coton Bridge, Market Bosworth	SK 388 023	Medieval
	Event		
ELE10109	2016 strip, map and sample at 48, Barton Road, Market Bosworth, Leicestershire	SK 4055 0355	
ELE10742	2017 test pitting "Bosworth Links Project", Market Bosworth	SK 4061 0318	
ELE10761	2017 trial trenching, 48, Barton Road, Market Bosworth, Leicestershire	SK 4058 0355	
ELE10901	2018 trial trenching, 48, Barton Road, Market Bosworth	SK 4059 0353	
ELE11071	1967 geophysical survey, Bosworth Roman Villa	SK 4061 0350	
ELE11072	1967 test pit, Bosworth Roman Villa	SK 4059 0351	
ELE11073	1968 trial trench, Bosworth Roman Villa	SK 4060 0351	
ELE11765	2019 watching brief, Foxhills, 48, Barton Road, Market Bosworth, Leicestershire	SK 4061 0357	
ELE11791	2021 geophysical survey, Shenton Lane, Market Bosworth, Leicestershire	SK 4048 0272	
ELE11795	2022 trial trenching, Shenton Lane, Market Bosworth, Leicestershire	SK 4048 0272	
ELE11915	2022 geophysical survey, land to west of Shenton Lane, Market Bosworth, Leicestershire	SK 4019 0263	
ELE12128	2023 trial trenching, land west of Shenton Lane, Market Bosworth, Leicestershire	SK 4019 0263	
ELE12159	2021 watching brief, 46, Barton Road, Market Bosworth, Leicestershire	SK 4056 0352	
ELE12171	2015 building survey, Goods Shed, Market Bosworth Station, Market Bosworth, Leicestershire	SK 3927 0297	
ELE12264	2023 geophysical survey, Barton Road, Market Bosworth, Leicestershire	SK 4059 0362	
ELE4259	2005 watching brief on land at the Black Horse, 17, Market Place, Market Bosworth	SK 40681 03049	
ELE4587	2005 watching brief on land at 42, Barton Road, Market Bosworth		
ELE5900	2009 historic building record of the Grade II listed building known as the Dixie Grammar School, Market Bosworth	SK 405 031	
ELE6239	2009 watching brief on land at 11, Sutton Close, Market Bosworth	SK 406 029	
ELE6462	2002 geophysical and earthworks surveys at Godsons Hill Farm, Station Road, Market Bosworth, Leicestershire	SK 3969 0375	

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE;
HERITAGE STATEMENT**

ELE6466	1996 trial trenching at the cattle market site, Rectory Lane, Market Bosworth, Leicestershire	SK 4072 0305	
ELE6467	1996 excavation on the site of the Cattle Market, Rectory Lane, Market Bosworth, Leicestershire	SK 4072 0305	
ELE6468	1999 watching brief at St. Peter's Church, Market Bosworth, Leicestershire	SK 4073 0326	
ELE6470	1999 watching brief during groundworks at 20 Barton Road, Market Bosworth, Leicestershire	SK 4063 0331	
ELE6472	1997 watching brief during groundworks for access and car park at 7 Church Street, Market Bosworth, Leicestershire	SK 4069 0326	
ELE6473	1998 watching brief at 44 Barton Road, Market Bosworth, Leicestershire	SK 4055 0350	
ELE6474	2003 trial trenching, land adjacent to Godson's Hill Farm, Station Road, Market Bosworth, Leicestershire, stage 4	SK 3967 0349	
ELE8596	1972 finds at 10, Harcourt Spinney	SK 4047 0357	
ELE8628	2012 watching brief at 10, Harcourt Spinney, Market Bosworth	SK 4045 0357	
ELE8767	2013 watching brief at 9, Harcourt Spinney, Market Bosworth	SK 4045 0358	
ELE912	1966 excavations, 48, Barton Road, Bosworth Roman Villa, Market Bosworth	SK 406 035	
ELE9418	2013 trial trenching, Market Bosworth Parish Hall	SK 4072 0316	
ELE9419	2013 trial trenching and watching brief, Market Bosworth Parish Hall	SK 4070 0316	
ELE9591	1998 watching brief, The Old Rectory	SK 4074 0294	
ELE9740	2016 strip, plan and sample excavation, Holy Bones, 10, Church Street, Market Bosworth	SK 4068 0322	
ELE9799	2016 trial trenching at 48, Barton Road, Market Bosworth	SK 4055 0355	



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