

BUILT HERITAGE STATEMENT

Land off Station Road, Market Bosworth, Leicestershire

794-PLN-HER-
JAC29191.2
v.1.2
May 2024

LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE:
BUILT HERITAGE STATEMENT

Document status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
1	Internal Draft	TR	JD	JD	18.12.23
1.1	Client Issue	TR	JD	JD	19.12.23
1.2	Client reissue	TR	JD	JD	24.05.24

Approval for issue	
Janine Dykes	24 May 2024

The report has been prepared for the exclusive use and benefit of our client and solely for the purpose for which it is provided. Unless otherwise agreed in writing by R P S Group Limited, any of its subsidiaries, or a related entity (collectively 'RPS') no part of this report should be reproduced, distributed or communicated to any third party. RPS does not accept any liability if this report is used for an alternative purpose from which it is intended, nor to any third party in respect of this report. The report does not account for any changes relating to the subject matter of the report, or any legislative or regulatory changes that have occurred since the report was produced and that may affect the report.

The report has been prepared using the information provided to RPS by its client, or others on behalf of its client. To the fullest extent permitted by law, RPS shall not be liable for any loss or damage suffered by the client arising from fraud, misrepresentation, withholding of information material relevant to the report or required by RPS, or other default relating to such information, whether on the client's part or that of the other information sources, unless such fraud, misrepresentation, withholding or such other default is evident to RPS without further enquiry. It is expressly stated that no independent verification of any documents or information supplied by the client or others on behalf of the client has been made. The report shall be used for general information only.

Prepared by:	Prepared for:
RPS	Miller Homes
Tom Rumley BSc(Hons), MSc Principal Consultant - Heritage	
Sherwood House, Sherwood Avenue Newark, Nottinghamshire NG24 1QQ	
T +44 1636 642 707	
E thomas.rumley@rpsgroup.com	

EXECUTIVE SUMMARY

This Built Heritage Statement has been prepared by RPS for Miller Homes. It addresses built heritage considerations in relation to a site located to the south of Station Street, Market Bosworth, Leicestershire.

A c.7.5ha area located within the north-western part of the site is allocated within the Hinckley and Bosworth Local Plan (ref: MKBOS02 Land South of Station Road and Heath Road) for a mix of residential and employment development.

This Statement provides an assessment of the built heritage assets potentially affected through the development of the site and addresses the information requirements of Government's National Planning Policy Framework, particularly paragraph 200 and local planning policy.

Archaeological heritage assets have been considered separately in the accompanying Archaeological Desk-Based Assessment (RPS 2023, ref: JAC29191.1).

There are no designated or non-designated built heritage assets located within the site. This assessment has identified sixty-four Listed Buildings, two Conservation Areas, a Scheduled Monument and forty-six non-designated built heritage assets located within a 1km search area surrounding the site.

The report has established that from these heritage assets the significance of the following heritage assets has the potential to be sensitive to the development of the site through changes within their settings.

Designated Heritage Assets

- Coton Priory Farmhouse. Grade II Listed Building. NHLE: 1361286;
- Outbuilding at Coton Priory Farm. Grade II Listed Building. NHLE: 1074292;
- Former Dairy at Coton Priory Farm. Grade II Listed Building. NHLE: 1177394;
- Farm Building at Coton Priory Farm. Grade II Listed Building. NHLE: 1177408; and
- Ashby Canal Conservation Area (Designated 1990 and 1993);

Non-Designated Heritage Assets

- Ashby and Nuneaton Joint Railway (MLE16051);
- Market Bosworth Station (MLE21425);
- Signal Box (MLE21426);
- Station Master's House (MLE21427); and
- Goods Shed (MLE21428).

The Statement has combined the assessments of the designated heritage assets located at Coton Priory Farm and the non-designated heritage assets located at the Railway Station owing to their close proximity, functional relationships and crossover settings.

The report concludes that the site comprises a neutral element within the setting of the Listed Buildings of Coton Priory Farm, the Ashby Canal Conservation Area and the non-designated heritage assets of the Ashby and Nuneaton Joint Railway, whereby the site makes no contribution to the significance of these heritage assets. The proposed development will result in negligible to small visual changes within their settings, but this will be seen within the context of existing development and will not affect how their respective significance is appreciated or understood.

The proposed development will therefore not cause harm to the significance of any of the designated and non-designated heritage assets. In the context of the NPPF, the tests of paragraphs 207, 208 and 209 will not be engaged. The proposed development of the site is therefore in accordance with the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and conforms to the requirements of the NPPF and local planning policy with regard to built heritage.

Contents

1 INTRODUCTION1

2 LEGISLATIVE AND PLANNING POLICY FRAMEWORK2

Legislation2

National Planning Policy.....2

National Guidance3

Local Planning Policy6

3 HISTORIC BUILT ENVIRONMENT APPRAISAL10

Introduction10

Historic Development10

Identification of Heritage Assets11

4 ASSESSMENT OF SIGNIFICANCE13

Listed Buildings at Caton Priory Farm13

Ashby Canal Conservation Area16

Ashby and Nuneaton Joint Railway (MLE16051).....18

5 PROPOSED DEVELOPMENT AND ASSESMENT OF IMPACT ON SIGNIFICANCE21

Proposed Development21

Assessment of Impact21

6 CONCLUSION22

Figures

Figure 1: Site Location
Figure 2: Designated Heritage Assets
Figure 3: Non-Designated Heritage Assets
Figure 4: Assessed Designated and Non-Designated Heritage Assets
Figure 5: 1848 Bosworth Tithe Map
Figure 6: 1885 Ordnance Survey
Figure 7: 1955 Ordnance Survey
Figure 8: 1999 Google Earth Imagery
Figure 8: 2023 Google Earth Imagery

Plates

Plate 1: From south-west corner of the western field looking west towards the Heritage Railway.
Plate 2: Looking from the western boundary, east across the Site.
Plate 3: From the southern boundary looking north towards properties off Heath Road and Priory Road.
Plate 4: From the southern boundary looking to the north-west.
Plate 5: From Spinney Hill looking south-west.
Plate 6: From Spinney Hill looking west.
Plate 7: From the northern boundary, off Heath Road looking south.
Plate 8: Station Buildings viewed from the overbridge.
Plate 9: Looking south from the overbridge of Station Road.
Plate 10: Ashby Canal from between Bridge 42 and 41 looking south.
Plate 11: Ashby Canal from between Bridge 42 and 41 looking east across the canal from approx. OS NGR SK 39136 02950.

Appendices

Appendix A - National Heritage List for England (NHLE) – Listing Entries for Assessed Designated Heritage Assets
Appendix B - Gazetteer of Leicestershire & Rutland Historic Environment Record (HER)

1 INTRODUCTION

- 1.1 This Built Heritage Statement has been researched and prepared by RPS on behalf of Miller Homes. It addresses built heritage considerations to support a planning application for development of a parcel of land (hereafter referred to as the 'Site'). The Site is located to south of Station Road, Market Bosworth, Leicestershire and is centred at Ordnance Survey National Grid Reference SK 397 028 (Figure 1).
- 1.2 The proposed area of development of this application reflects a c.7.5ha area located within the north-western part of the Site, which is allocated for a mix of residential and employment development within the Local Plan's Site Allocations and Development Management Policies (2016) – ref: *MKBOS02 Land South of Station Road and Heath Road*. However, the assessment of this report extends to include the Site and other land within its ownership (Figure 1 – Site Boundary and Site Ownership)
- 1.3 This Statement provides an assessment of built heritage assets potentially affected through the development of the Site. The report refers to the relevant legislation contained within the Planning (Listed Buildings and Conservation Areas) Act 1990 and both national and local planning policy. In addition, relevant Historic England guidance notably '*The Setting of Heritage Assets*' (2017) has been consulted to inform the judgements made. Information, from the National Heritage List for England (NHLE), Local Authority databases and the Leicestershire & Rutland Historic Environment Record (HER) has also been consulted in preparing this Built Heritage Statement.
- 1.4 The archaeological potential of the Site and the likely impact on archaeological assets is considered in the accompanying Archaeological Desk-Based Assessment (RPS, 2023, ref: 794-PLN-HER-JAC29030.1.
- 1.5 A site visit and walkover of the surrounding area was undertaken on 17th November 2023. The weather conditions and levels of visibility were excellent.
- 1.6 The conclusions reached in this report are the result of historic research, the walkover, map studies and the application of professional judgement. The findings of this report are based on the known conditions at the time of writing and all maps, plans and photographs are for illustrative purposes only.

2 LEGISLATIVE AND PLANNING POLICY FRAMEWORK

- 2.1 The current national legislative and planning policy system identifies, through the National Planning Policy Framework (NPPF), that applicants should consider the potential impact of development upon 'heritage assets'. This term includes: designated heritage assets which possess a statutory designation (for example listed buildings and conservation areas); and non-designated heritage assets, typically identified by Local Planning Authorities (LPAs) and incorporated into a Local List and/or recorded on the Historic Environment Record.

Legislation

- 2.2 Where any development may affect certain designated heritage assets, there is a legislative framework to ensure proposed works are developed and considered with due regard to their impact on designated heritage assets. This extends from primary legislation under the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.3 The relevant legislation in this case extends from section 66 of the 1990 Act which states that special regard must be given by the decision maker, in the exercise of planning functions, to the desirability of preserving or enhancing listed buildings and their setting.
- 2.4 The meaning and effect of these duties have been considered by the courts, including the Court of Appeal's decision in relation to Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council [2014] EWCA Civ 137.
- 2.5 The Court agreed within the High Court's judgement that Parliament's intention in enacting section 66(1) was that decision makers should give '*considerable importance and weight*' to the desirability of preserving (i.e. keeping from harm) the setting of listed buildings.
- 2.6 Section 69(1) of the Act requires LPAs to '*determine areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*' and to designate them as conservation areas. Section 69(2) requires LPAs to review and, where necessary, amend those areas '*from time to time*'.
- 2.7 For development within a conservation area section 72 of the Act requires the decision maker to pay '*special attention [...] to the desirability of preserving or enhancing the character or appearance of that area*'. The duty to give special attention is considered commensurate with that under section 66(1) to give special regard, meaning that the decision maker must give considerable importance and weight to any such harm in the planning balance. However, unlike the parallel duty under section 66, there is no explicit protection for the setting of a conservation area. The Site is not located within a conservation area and therefore, section 72 does not apply.

National Planning Policy

National Planning Policy Framework (Department for Levelling Up, Housing and Communities, September 2023)

- 2.8 The NPPF is the principal document that sets out the Government's planning policies for England and how these are expected to be applied.
- 2.9 It defines a heritage asset as a: '*building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest*'. This includes both designated and non-designated heritage assets.
- 2.10 Section 16: Conserving and Enhancing the Historic Environment relates to the conservation of heritage assets in the production of local plans and decision taking. It emphasises that heritage

assets are ‘an irreplaceable resource, and should be conserved in a manner appropriate to their significance’.

- 2.11 For proposals that have the potential to affect the significance of a heritage asset, paragraph 200 requires applicants to identify and describe the significance of any heritage assets that may be affected, including any contribution made by their setting. The level of detail provided should be proportionate to the significance of the heritage assets affected. This is supported by paragraph 201, which requires LPAs to take this assessment into account when considering applications.
- 2.12 Under ‘*Considering potential impacts*’ paragraph 205 states that ‘*great weight*’ should be given to the conservation of designated heritage assets, irrespective of whether any potential impact equates to total loss, substantial harm or less than substantial harm to the significance of the heritage assets.
- 2.13 Paragraph 207 states that where a development will result in substantial harm to, or total loss of, the significance of a designated heritage asset, permission should be refused, unless this harm is necessary to achieve substantial public benefits, or a number of criteria are met. Where less than substantial harm is identified paragraph 208 requires this harm to be weighed against the public benefits of the proposed development.
- 2.14 Paragraph 209 states that where an application will affect the significance of a non-designated heritage asset, a balanced judgement is required, having regard to the scale of harm or loss and the significance of the heritage asset.
- 2.15 Paragraph 212 notes that local planning authorities should look for opportunities for new development within conservation areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. It also states that proposals that preserve those elements of the setting that make a positive contribution to, or better reveal the significance of, the asset should be treated favourably.
- 2.16 Furthermore, paragraph 213 states that not all elements of a conservation area or World Heritage Site will necessarily contribute to its significance. When determining the impacts arising from the loss of a building or element that does positively contribute, consideration should be given to the relative significance of that building and the impact to the significance of the conservation area or World Heritage Site as a whole.

National Guidance

Planning Practice Guidance (DCLG & DLUHC)

- 2.17 The Planning Practice Guidance (PPG) has been adopted to aid the application of the NPPF. It reiterates that conservation of heritage assets in a manner appropriate to their significance is a core planning principle.
- 2.18 The PPG defines the different heritage interests as follows:
- archaeological interest: As defined in the Glossary to the National Planning Policy Framework, 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.
 - architectural and artistic interest: These 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 skill, like sculpture.
 - historic interest: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only

provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

- 2.19 Key elements of the guidance relate to assessing harm. It states that substantial harm is a high bar that may not arise in many cases. It also states that that while the level of harm will be at the discretion of the decision maker, generally substantial harm is a high test that will only arise where a development seriously affects a key element of an asset's special interest. It is the degree of harm, rather than the scale of development, that is to be assessed.

Overview: Historic Environment Good Practice Advice in Planning

- 2.20 Historic England have published a series of documents to advise applicants, owners, decision-takers and other stakeholders on managing change within the historic environment. These include Historic Environment Good Practice Advice in Planning (GPAs) documents and Historic England Advice Notes (HEANS).

GPA2: Managing Significance in Decision-Taking in the Historic Environment (March 2015)

- 2.21 This document provides advice on numerous ways in which decision making in the historic environment could be undertaken, emphasising that the first step for all applicants is to understand the significance of any affected heritage asset and the contribution of its setting to that significance. In line with the NPPF and PPG, the document states that early engagement and expert advice in considering and assessing the significance of heritage assets is encouraged. The advice suggests a structured, staged approach to the assembly and analysis of relevant information:

1. Understand the significance of the affected assets;
2. Understand the impact of the proposal on that significance;
3. Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF;
4. Look for opportunities to better reveal or enhance significance;
5. Justify any harmful impacts in terms of the sustainable development objective of conserving significance balanced with the need for change; and
6. Offset negative impacts to significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.

GPA3: The Setting of Heritage Assets (Second Edition; December 2017)

- 2.22 This advice note focuses on the management of change within the setting of heritage assets. This document replaces GPA3: The Setting of Heritage Assets (March 2017) and Seeing History in the View (English Heritage, 2011) in order to aid practitioners with the implementation of national legislation, policies and guidance relating to the setting of heritage assets found in the 1990 Act, the NPPF and PPG. The guidance is largely a continuation of the philosophy and approach of the 2011 and 2015 documents and does not present a divergence in either the definition of setting or the way in which it should be assessed.
- 2.23 As with the NPPF the document defines setting 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'*.

Setting is also described as being a separate term to curtilage, character and context. The guidance emphasises that setting is not a heritage asset, nor a heritage designation, and that its importance lies in what it contributes to the significance of the heritage asset, or the ability to appreciate that significance. It also states that elements of setting may make a positive, negative or neutral contribution to the significance of the heritage asset.

- 2.24 While setting is largely a visual term, with views considered to be an important consideration in any assessment of the contribution that setting makes to the significance of an asset, and thus the way in which an asset is experienced, setting also encompasses other environmental factors including noise, vibration and odour. Historical and cultural associations may also form part of the asset's setting, which can inform or enhance the significance of a heritage asset.
- 2.25 This document provides guidance on practical and proportionate decision making with regards to the management of change within the setting of heritage assets. It is stated that the protection of the setting of a heritage asset need not prevent change and that decisions relating to such issues need to be based on the nature, extent and level of the significance of a heritage asset, further weighing up the potential public benefits associated with the proposals. It is further stated that changes within the setting of a heritage asset may have positive or neutral effects.
- 2.26 The document also states that the contribution made to the significance of heritage assets by their settings will vary depending on the nature of the heritage asset and its setting, and that different heritage assets may have different abilities to accommodate change without harming their significance. Setting should, therefore, be assessed on a case-by-case basis.
- 2.27 Historic England recommends using a series of detailed steps in order to assess the potential effects of a proposed development on significance of a heritage asset. The 5-step process is as follows:
1. Identify which heritage assets and their settings are affected;
 2. Assess the degree to which these settings and views make a contribution to the significance of a heritage asset(s) or allow significance to be appreciated;
 3. Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it;
 4. Explore ways to maximise enhancement and avoid or minimise harm; and
 5. Make and document the decision and monitor outcomes.

HEAN12: Statements of Heritage Significance: Analysing Significance in Heritage Assets (October 2019)

- 2.28 This advice note provides information on how to assess the significance of a heritage asset. It also explores how this should be used as part of a staged approach to decision-making in which assessing significance precedes designing the proposal(s).
- 2.29 Historic England notes that the first stage in identifying the significance of a heritage asset is by understanding its form and history. This includes the historical development, an analysis of its surviving fabric and an analysis of the setting, including the contribution setting makes to the significance of a heritage asset.
- 2.30 To assess the significance of the heritage asset, Historic England advise to describe various interests. These follow the heritage interest identified in the NPPF and PPG and are: archaeological interest, architectural interest, artistic interest and historic interest.

Local Planning Policy

- 2.31 In considering any planning application for development, Hinckley and Bosworth Borough Council 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.
- 2.32 The adopted Local Plan for Hinckley and Bosworth Borough Council comprises the Core Strategy (adopted December 2009) and the Site Allocations and Development Management Policies (adopted July 2016). The Local Plan also includes the 'made' Market Bosworth Neighbourhood Plan (2015).
- 2.33 A c.7.5ha area located within the north-western part of the Site is allocated for a mix of residential and employment development within the Site Allocations and Development Management Policies DPD (ref: MKBOS02 Land South of Station Road and Heath Road). This allocation has its own planning policy (ref: SA5).
- 2.34 The Council are currently undertaking a Local Plan Review 2020-2039. At the time of writing public consultation on the Regulation 19 Local Plan Review has been completed (February-March 2022). However, the Revised Local Development Scheme (December 2022) estimates that the plan will be submitted to the Secretary of State in December 2025 and adopted in December 2026.
- 2.35 The Market Bosworth Neighbourhood Plan is also under review.
- 2.36 The planning policies of the existing Local Plan relevant to the Site in respect of built heritage are reproduced below.

Hinckley & Bosworth Borough Council - Core Strategy Adopted December 2009

Spatial Objective 9: Identity, Distinctiveness and Quality of Design

To ensure development contributes to the local distinctiveness of the borough, and enhances both settlement identity and the environment through the quality of sustainable design. Design and other measures will be used to develop strong community identities and neighbourhood pride.

Spatial Objective 10: Natural Environment and Cultural Assets

To deliver a linked network of green infrastructure, enhancing and protecting the borough's distinctive landscapes, woodlands, geology, archaeological heritage and biodiversity and encourage its understanding, appreciation, maintenance and development.

Spatial Objective 11: Built Environment and Townscape Character

To safeguard, enhance and where necessary regenerate the borough's distinctive built environment including its wider setting particularly that associated with Conservation Areas, Listed Buildings and historic industries.

Hinckley & Bosworth Borough Council – Local Plan 2006-2026 Site Allocations and Development Management Policies DPD Adopted July 2016

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;*
- 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*
- b) The preservation and enhancement of key views and/or vistas in*
- c) The replacement of dead or dying important trees and hedgerows*
- 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 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.

[...]

MKBOS02 Land South of Station Road and Heath Road - *A mixed use allocation including a community facility, B1, B2 and B8 employment provision, open space and a minimum of 100 dwellings.*

SA5

Land South of Station Road and Heath Road, Market Bosworth Proposals for the site Land South of Station Road and Heath Road should:

- Provide between 0.5 hectare to 1 hectare of additional B1, B2 or B8 employment land;*
- Provide approximately 100 dwellings with a density, mix and design in line with Core Strategy Policy 16;*
- Create a safe pedestrian access off Station Road and alternative pedestrian access into the site;*
- Provide some allotment provision on site with associated car parking facilities;*
- Provide open space and play provision in line with Core Strategy Policy 19; and*
- Provide affordable housing in line with Core Strategy Policy 15.*

Market Bosworth Neighbourhood Plan 2014-2026

- 2.37 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.

- 2.38 The Neighbourhood Plan does, however, refer to the area of allocation within the Site (MKBOS02 Land South of Station Road and Heath Road) and considers that amongst key considerations is a long distant view of St Peter's Church spire from the Nuneaton to Burton Road (A444) "... provides attractive long distance views of St Peter's Church Spire and the wooded hillside from south of Sibson".

Supplementary Planning Documents

The Land South of Station Road, Market Bosworth Masterplan Supplementary Planning Document (SPD) (2021)

- 2.39 This document provides guidance on the delivery of the allocated housing and employment site within the Hinckley & Bosworth Borough Council Local Plan 2006 to 2026 (MKBOS02 and SA5) and the Market Bosworth Neighbourhood Plan (2015). Except for specifying the requirement of a future planning application to be commission a heritage and archaeological assessment, to establish the impact that the proposed development would have on designated and non-designated heritage assets, notably archaeological interest, there is no specific guidance relating to the historic environment.

Station Field Design Brief Market Bosworth (2016)

- 2.40 The Market Bosworth Neighbourhood Forum have prepared a design brief to support planners and developers through planning policy, key considerations and best practice design principles in order to aid the development of proposals that comply with the policies and the aspirations of the Market Bosworth Neighbourhood Plan (NP).

Hinckley & Bosworth Borough Council Heritage Guidance Statement

- 2.41 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 HISTORIC BUILT ENVIRONMENT APPRAISAL

Introduction

- 3.1 The Site is centred at NGR SK 397 028 and comprises a pair of houses (No. 275) fronting Station Road, several light-industrial warehouse buildings behind. To the south are three large agricultural fields, divided by hedgerows and a drain ditch and to the north-east an area of woodland (Plates 1-7). A footpath is evident along the Site's northern boundary and continues through the wood whilst a public right of way crosses the south-eastern corner of the Site.
- 3.2 The central north-eastern part of the Site contains the highest point at c.120m Above Ordnance Datum (AOD), which allows distant views to the south and west (Plates 5 & 6). From there, the topography slopes down to c.95m AOD in the west, to c.100m AOD in the south and to c.110m AOD in the east.
- 3.3 The north-western part of the Site lies adjacent to an area of light-industrial, warehouse type buildings which front onto Station Road. Immediately to the west of the Site a new warehouse building has recently been granted planning consented (23/00646/FUL). Beyond this, to the west is the former Ashby and Nuneaton Joint Railway (now a heritage railway), an area of housing and the Ashby Canal.
- 3.4 Housing broadly dating from the 1950s-1980s surrounds the Site to the north and east. Farmland continues to the south of the Site. A field adjacent to the Site's south-western corner contains a small group of buildings, which historic mapping shows to have formed part of a former sewage or water treatment works.

Historic Development

- 3.5 This Section of the Statement provides an overview of the historic development of the Site and the surrounding area through a map regression exercise and a review of online and inhouse resources.
- 3.6 Early 19th century Ordnance Survey maps (not reproduced - e.g. 1814 Ordnance Survey Drawing – Hinckley and c.1835 Old Series 1" mapping) do not show the Site in any detail, but suggest that it was in agricultural use. The maps also show that the Ashby Canal (west) and Station Road (north – unlabelled) were evident at this time.
- 3.7 The Market Bosworth Tithe map from 1848 (Figure 5) shows the Site in greater detail and that it covered approximately eleven fields in arable, pasture and meadow use. Plots 210, 215 and 226 of the Site contained small buildings. The accompanying Tithe Apportionment records are split in landownership. Plots 209, 210, 211, 215, 225 and 226 were owned by Lady Noel Byron and tenanted to John Bucknill, a Surgeon and farmer who appears to have occupied buildings within the centre of Market Bosworth. Plots 241 and 245-248 were owned by Sir Wiloughby Wolstan Dixie, 8th Baronet of Bosworth Hall (Bosworth Park Estate) and were tenanted to Mary Rawlings, a farmer, farming 125 acres from a farm in Near Coton farm, now called Coton Priory Farm. Outside of the Site, the closest built development to the Site was a Workhouse located to the east and a small group of buildings located to the north-west and adjacent to the Ashby Canal.
- 3.8 The Site appears mostly unchanged in 1885 Ordnance Survey (Figure 6), except for the removal of an internal field boundary in the western extent and a small group of buildings, surrounding a courtyard located within the north-eastern corner (formerly Plots 210 and 215). Outside of the Site, to the west, the greatest change was the construction of the Ashby and Nuneaton Joint Railway and station built between 1867-1873.

- 3.9 Ordnance Surveys into the 20th century show more removal of field boundaries within the western part of the Site, but otherwise no important changes. Historic England aerial photograph from c.1946 (see References) suggests that part of the Site was used for storage, potentially overspill from the railway's Goods yard and sidings located to the west and north-west of the Site. Except for possible areas of hardstanding, there appears to have been no permanent buildings or structures located within the Site.
- 3.10 The 1955 Ordnance Survey (Figure 7) is the first map to show the area of woodland located within the north-eastern part of the Site. Within the same period, the map shows that housing and industrial buildings were being built on the southern side of Station Road, to the north and north-west of the Site.
- 3.11 During the remainder of the 20th century most of the remaining internal field boundaries were removed and the site divided into three agricultural fields with the woodland to the north-east.
- 3.12 In the same period, housing was built to the north and east of the Site. Following the closure of the railway in 1968 a small industrial park was built to the north-west of the Site, partly on an area of former railway sidings. The railway is now run as part of a heritage railway.
- 3.13 The existing condition of the Site is shown on 2023 Google Earth imagery (Figure 8).

Identification of Heritage Assets

Within the Site

- 3.14 Data obtained from Historic England and the Local Authority confirms that there are no designated or non-designated built heritage assets located within the Site.

Within the Search Area

- 3.15 Figure 2 shows designated heritage assets located within a 1km search area surrounding the Site. This has identified sixty-four Listed Buildings (three Grade II* and sixty-one Grade II), two Conservation Areas (Market Bosworth Town Centre Conservation Area and the Ashby Canal Conservation Area). There is also one Scheduled Monument (Roman Foundations East of Barton Road), which is considered within the Archaeological Desk-Based Assessment (RPS 2023, JAC29131.1).
- 3.16 The closest designated heritage assets to the Site are located at Coton Priory Farm, which is situated c.325-350m to the south-west of the Site. The farmstead contains four Grade II Listed Buildings – Coton Priory Farmhouse (NHLE: 1361286), Outbuilding at Coton Priory Farm (NHLE: 1074292), Former Dairy at Coton Priory Farm (NHLE: 1177394) and Farm Building at Coton Priory Farm (NHLE: 1177408). The Site is separated from the Listed Buildings by fields which have dense planted boundaries to the extent that there was no intervisibility with any of the Listed Buildings on the site visit (Plate 5 and Figure 9). The historic development chapter has however, established that part of the Site fell under the farm's ownership (as part of Bosworth Park Estate) during the 19th century. The Site remains farmland and can be considered to fall within the settings of these Listed Buildings. A more detailed assessment of the significance of the Listed Buildings, their settings, including any contribution from the Site; and the potential impact from the proposed development is required.
- 3.17 Fifty-seven of the Listed Buildings are located within the Market Bosworth Town Centre Conservation Area which at its closest boundary is located c.375m to the east of the Site. The Site and the Conservation Area are separated by a large area of intervening and mostly modern, residential development. There is no intervisibility between the Site and these designated heritage assets and no evidence of any historic functional association. This also applies to the remaining three Grade II Listed Buildings located outside of the Conservation Area, but at the eastern end of Station Street. The site visit has established that the Site does not form any part of the setting of

these designated heritage assets and their respective significance will not be affected by the development of the Site. These designated heritage assets require no further consideration within this report.

- 3.18 The Ashby Canal Conservation Area is located 150-225m to the west of the Site. There is no intervisibility between the canal and the Site, but the Ashby Canal Conservation Area Appraisal (2009) describes the canal as having a predominately rural setting which contributes to its significance. Given the Site comprises fields, it is considered relevant to assess whether the Site as part of the setting of the canal makes any contribution to this significance; and the impact from the proposed development.
- 3.19 As part of the Site's allocation in the Local Plan, the Neighbourhood Plan refers to a key consideration being a distant view of St Peter's Church spire obtainable from the south-west, specifically from the Nuneaton to Burton Road (A444), south of Sibson. Historic England's GPA Note 3 – The Setting of Heritage Assets (2017) advises that *"Being tall structures, church towers and spires are often widely visible across land- and townscapes but, where development does not impact on the significance of heritage assets visible in a wider setting or where not allowing significance to be appreciated, they are unlikely to be affected by small-scale development, unless that development competes with them, as tower blocks and wind turbines may. Even then, such an impact is more likely to be on the landscape values of the tower or spire rather than the heritage values, unless the development impacts on its significance, for instance by impacting on a designed or associative view"*. There is no visibility of the Church of St Peter's from the Site and the immediate surrounding areas. As the proposed development will broadly reflect the nature, use and scale of the surrounding built form, already experienced within this part of the church's wider urban setting, the ability to view Church of St Peter's spire will not change and this Listed Building requires no further consideration within this report.
- 3.20 As part of the Neighbourhood Plan, the Market Bosworth Society and the Market Bosworth Parish Council have produced a List of non-designated Assets of local value in the Parish of Market Bosworth (review of 2023). This identifies forty-six heritage assets which are categorised into streets. The location of these buildings is shown on Figure 3, 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.
- 3.21 Of these, the Ashby and Nuneaton Joint Railway (MLE16051) and its associated Station buildings are the closest to the Site, at distances of between 50-100m to the west and north-west of the Site. 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 intervening light-industrial units, but form the backdrop of the buildings when viewed from Station Road's overbridge. The Goods Shed is located c.50m to the west of the Site and is visible from the Site's western field (Plate 1). There is a more limited view of the Signal Box which is located c.90m to the west of the Site. There is no evidence of any functional association between the Site and the Station buildings, but owing to their proximity to the Site, it is considered necessary to assess the significance of the buildings, including any contribution from the Site; and the impact from the proposed development.
- 3.22 The remaining forty-one non-designated heritage assets have no intervisibility with the Site owing to their distance from it and intervening topography, development and vegetation. The Site is not considered to form any part of their respective settings and their significance will remain unaffected by the development of the Site. These non-designated heritage assets require no further assessment within this report.

4 ASSESSMENT OF SIGNIFICANCE

4.1 Paragraph 200 of the NPPF outlines the requirements for an applicant to describe the significance of heritage assets affected by the proposed development, and states that the 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.

4.2 This Built Heritage Statement has identified that the proposals have the potential to affect the significance of the following built heritage assets through changes within their settings.

Designated Heritage Assets

- Coton Priory Farmhouse. Grade II Listed Building. NHLE: 1361286;
- Outbuilding at Coton Priory Farm. Grade II Listed Building. NHLE: 1074292;
- Former Dairy at Coton Priory Farm. Grade II Listed Building. NHLE: 1177394;
- Farm Building at Coton Priory Farm. Grade II Listed Building. NHLE: 1177408;
- Ashby Canal Conservation Area (Designated 1990 and 1993);

Non-Designated Heritage Assets

- Ashby and Nuneaton Joint Railway (MLE16051);
- Market Bosworth Station (MLE21425);
- Signal Box (MLE21426),
- Station Master's House (MLE21427); and
- Goods Shed (MLE21428).

4.3 This Section describes the significance of these built heritage assets. The nature of any impact on their respective significance from the proposed development is assessed in Chapter 5.

4.4 Given that there is no existing intervisibility between the Site and any of the Listed Buildings at Coton Priory Farm and that together they form the traditional farmstead and have crossover settings, it is considered proportionate to collectively assess the significance of the Listed Buildings and their setting.

Listed Buildings at Coton Priory Farm

Coton Priory Farmhouse (Grade II Listed Building. NHLE: 1361286)

Outbuilding at Coton Priory Farm (Grade II Listed Building. NHLE: 1074292)

Former Dairy at Coton Priory Farm (Grade II Listed Building. NHLE: 1177394)

Farm Building at Coton Priory Farm (Grade II Listed Building. NHLE: 1177408)

Historic Interest

4.5 The four Listed Buildings which make up the farmstead of Coton Priory Farm comprise the farmhouse which the List entry (reproduced in Appendix B) describes as having 16th century origins, but which was restored in c.1905; an outbuilding with a 17th century timber-frame; a group of 19th century farm buildings; and a former dairy dating from the early 20th century.

- 4.6 The farm appears to have formed one of at least two farmsteads located within the hamlet of Near Coton. From at least the 19th century until 1918, Coton Priory Farm was owned by the Bosworth Park Estate, a c.3,000 acre Estate. This ownership is first confirmed from the c.1848 Market Harborough Tithe map and Apportionment, which shows the tenant of the farm to be Mary Rawlings. The 1851 Census of England shows Rawlings farmed 125 acres. The neighbouring farm (formerly immediately to the north-east of Coton Priory Farm) was tenanted by William and Thomas Thompson and comprised c.190 acres.
- 4.7 The Bosworth Park Estate was put up for sale in the 1885 and eventually sold to Charles Tollemache Scott. A group of farms, including those at Near Coton had failed to sell in 1885 and were kept by Tollemache Scott, who invested into the Estate, rebuilding several farmhouses and farm buildings. Coton Priory was reputedly used as his hunting box (LC, 1919).
- 4.8 The name of Coton Priory Farm appears from the early 20th century. Historic mapping and acreage data from Censuses suggests that this name change may have coincided with a reorganisation of the estate's farm holdings, whereby it was amalgamated with the neighbouring farmstead (Thompsons) because Coton Priory's acreage had risen to c.354-409 by the time of its sale in 1918. An early 20th century reorganisation of the Near Coton farms would reflect the probable 1905 restoration of the farmhouse.
- 4.9 At the time of the Coton Priory's sale in 1918, it was the largest of the Estate's farms (in terms and acreage) and was sold with 356 acres to its tenant Henry Beecroft for £14,500 (HT&BH, 1918). Stock-sales from Beecroft's tenure shows that the farm kept dairy and cattle, pigs, sheep and poultry. In the 1930s, the farm was sold or tenanted to the Smiths, who were noted for their breeding of Friesian dairy cows.
- 4.10 The historic interest of the farmhouse and 17th century outbuilding reflects their construction and appearance, which gives insight into local building construction and appearance of buildings within their respective periods. The buildings have been altered to reflect changes in farming functions and for the farmhouse, in domestic living.
- 4.11 The 19th century farm buildings comprise a U-shaped range of recognisable stables (east), cartshed and store (west) and are cojoined by cowhouses. The grouping of these buildings contributes to understanding the farm's production narrative and the development of 19th century farm buildings in adopting a more systematic use of buildings.
- 4.12 The dairy's historic interest relates to its rarity as a building type, which although late in date has survived despite the move to industrialisation of dairies and hygiene requirements in the 20th century (Historic England, 2014). The survival of the building's interior is not known, but its appearance still helps to illustrate the production of local milk and by-products (cheese and butter) and therefore, an insight into the farm's production.

Architectural Interest

- 4.13 The farmhouse and 17th century outbuilding both have visible, exterior timber-frames built off limestone plinths, brick infill noggins and plain tiled roofs.
- 4.14 In plan, the 19th century buildings are U-shaped and are built in red brick, with pantiles and some replacement concrete tiles. Entrances have cambered heads to doors and windows and the end ranges have coped gables and a bullseye window in apexes. The cowhouse has three sets of double doors facing into the southern courtyard, which is enclosed by brick, stone coped walls adjoining the end of the flanking ranges.
- 4.15 The Listing entry of the former Dairy describes it as having an octagon shape, built in brick and with a conical roof of pantiles. Door and window openings are placed on alternate faces, with cambered brick heads and cornice above them. The conical roof also has four dormer windows; these may relate to its new use. Notwithstanding this, the dairy's appearance is not dissimilar to

dairies of this period, and which are found on larger, home or estate farms (Historic England, 2020).

Summary of Significance

- 4.16 The significance of the farmhouse and outbuilding relate to their historic values in demonstrating vernacular building traditions and early farm building types, which have been adapted during the development of the farm. The former Dairy and Farm Building are built in more conventional materials of the 19th and 20th centuries, but have historic and architectural value in illustrating their historic functions and the production narrative of the farm. Collectively, the Listed Buildings reflect the adaptation, progression and narrative of the farm from the 16th to 19th centuries; and to a lesser extent have local historic association value, as one of the farms of the Bosworth Park Farm Estate and its approach to estate management.

Setting

- 4.17 The 19th century Listed farm buildings of Coton Priory Farm are surrounded to the north and west by 20th century farm buildings and agricultural sheds whilst a group of farm worker cottages are located to the south of these, fronting onto Tinsel Lane. Surrounding the farmhouse and 17th century outbuilding to the north and east are domestic gardens, woodland and recreation facilities (e.g. tennis court).
- 4.18 The farmstead as a whole is surrounded by a larger area given over to grounds which although comprising fields appear more decorative and designed in appearance than the farmland beyond owing to areas of coppice and planting belts. The effect of the various tree belts, coppices and woodland has given the farmstead and thereto the Listed Buildings enclosure and privacy whereby, they are not visible from Tinsel Lane to the south and from the wider areas of surrounding farmland. Historic mapping suggests that some of the planting to the south of the farmhouse and to the west, alongside the railway was established by the late 19th century. Aerial imagery from 1999 onwards show that the remainder of planting surrounding the farmstead to the north and east reflects changes undertaken in more recent decades (Figures 8 & 9).
- 4.19 Beyond the decorative grounds, Coton Priory Farm is surrounded in all directions by farmland and has a rural setting, but this is principally experienced on approaches to the farm from Tinsel Lane. Except for a few, small pasture fields located adjacent (west) of the farm buildings, the surrounding land reflects large, arable fields commonly reflecting the intensification character of farming from the mid-to-late 20th century onwards. Although rural, this landscape does not resemble or reflect the farming narrative displayed by the Listed farm buildings, particularly the cattle and dairy focused 19th century outbuildings and octagon dairy. Other than the functional relationship of the Listed Buildings experienced within the immediacy of the farmstead, it is only the pasture fields located to the west of the traditional farmstead which contribute to understanding and appreciating the significance of the Listed Buildings. The wider rural setting, experienced from Tinsel Lane contributes less, particularly owing to the intervisibility between these areas being limited by intervening planting surrounding the farm.

Contribution of the Site

- 4.20 The Site is located to the north of the farmstead and is separated by the fields which have been domesticated into the wider grounds of the farmhouse and which are surrounded by dense vegetation buffers. The effect of this vegetation screening has enclosed and separated the farmstead from the Site. As such, there is no access or intervisibility between these areas. Although, the Site can be considered to form a small part of the wider rural setting of the four Listed Buildings of the Coton Priory Farm, the Site is a neutral element within this setting that makes no contribution to understanding and appreciating the significance of the respective Listed Buildings.

Ashby Canal Conservation Area

(Designated 1990 and 1992)

- 4.21 The Ashby Canal Conservation Area Appraisal was adopted by Hinckley & Bosworth District Council in (2009d) and will be referred to within the following assessment.
- 4.22 The Conservation Area is primarily focused on the route of canal which in total extends c.35km between its junction with the Coventry Canal and its terminus to the north of Snarestone. The Conservation Area also includes the tow path and associated structures (e.g. brick, single-span bridges and occasional mileposts) and a few moorings and wharfs.
- 4.23 The Appraisal gives a detailed historic narrative behind the reasons for creating the canal and a timeline of its construction and operational use. In summary, the canal was first proposed in 1771 to provide a quick route for transporting coal, but the Parliamentary Act for its was not passed until 1794 and the full canal was not opened until 1804. Initially, the canal was not very successful, but the quality of coal improved its revenue. Like many canals, it was sold to a railway company (Midland Railway in 1846) but was maintained and kept navigable. Under their ownership its yearly tonnage peaked in 1870 at 153,000 tonnes. Difficulties with the maintenance and operation of the canal began from the early-20th century and sections began to close due to mining subsidence. The last commercial barges to carry coal on the canal were in 1970, the same year it was nationalised. As with many canals following nationalisation, it has seen a resurgence with pleasure boating, particularly owing to its lockless navigation.
- 4.24 William Jessop, a renowned engineer of canals, harbours and railways, was involved in the passing of the Act, but the canal's initial phase was led by Robert Whitworth and his son, who were replaced by Thomas Newbold, followed by Benjamin Outram and William Crossley. Apart from Newbold, all the engineers who contributed to the Ashby Canal have a prominent, national legacy in the historic narrative of these waterways and Falconer (Historic England 2017a:19) attaches part of the canal's significance to these engineering associations.
- 4.25 The Ashby Canal is an example of a contour canal and was constructed to accommodate barges of a broad-gauge which accounts for its width. The canal follows a 300ft (c.91m) contour which produced a winding but fast route between Ashby-de-la-Zouch's coal fields and the Coventry Canal. The engineering principles of contour canals were spearheaded by James Brindley's famous Bridgwater Canal (opened in 1761), but his methods were adopted by various engineers including Whitworth who had previously worked with Brindley. The route of the Ashby canal worked with the natural topography and used a relatively shallow cut and fill construction which avoided more costly engineering solutions. Although the Ashby Canal is not a particularly early example, it was conceived and constructed within a short period (1790-1794); these years are commonly referred to as the years of 'canal mania', whereby 37 waterway Parliamentary Acts were passed compared to c.70 between 1750-1790.
- 4.26 In contrast to many of the new canals of this period, the Ashby Canal demonstrates the continued use of contour engineering, which was considered more economical than many of the 'mania' canals which relied upon multiple locks, tunnels and aqueducts to cross less favourable topographical areas. Whilst the Ashby Canal does include a tunnel (Snarestone) and two aqueducts (Shackerstone and Shenton), it is principally regarded as a canal based on contour engineering principles.
- 4.27 The Canal Conservation Area Appraisal (2009d) identifies that with the exception of the recent development within Hinckley and Market Bosworth, there has been relatively little change to the canal since it was designated in 1990. It also states that the character of the canal is 'derived from a combination of factors'; these include its setting, the historical features of the waterway and the impact of maintenance works, in addition to the quality and consistency of the canal architectural style, materials and details.

- 4.28 The canal's use of contour engineering and the nature of establishing a fast route just for coal transporting meant that its navigation ran mostly through the countryside, avoiding urban constraints and the need for many stopping points. Consequently, there are few historic moorings, wharfs and associated buildings constructed along its route. Instead, canal overbridges, built mostly in brick and to a standardised design form the most recognisable feature along its route and are all located within the Conservation Area.

Summary of Significance

- 4.29 The significance of the Ashby Canal Conservation Area relates to the archaeological and historic values associated with its establishment as a coal transport route within the broader narrative of the industrial revolution. These values are in part illustrated by the physical evidence of the canal's construction and the associated structures (mostly bridges) built along its route. The canal also has historic associative value with several nationally recognised canal engineers involved in its conception and construction.

Setting

- 4.30 The Ashby Canal's Conservation Area Appraisal (2009d) describes that despite the canal's original function as a transport route for coal during the industrial revolution, its route bypassed most of the urban settlements and instead gently meanders through attractive open countryside, arguing that this setting contributes to understanding the canal's historic significance. The Appraisal describes that the entire length of canal is characterised by a series of cuttings and embankments. The embanked sections generally allow for far reaching views over the countryside setting, whilst cuttings are more enclosed and along with vegetation cover, help to channel views linearly along its route, often terminating with views of the canal's bridges. The canal has few other associative historic buildings and structures along its route.

- 4.31 Although large sections of the Ashby Canal have not undergone significant changes since the designation of the canal in 1990 and the preparation of the 2009 Appraisal, the document acknowledges changes within the setting of the canal at Hinckley and Market Bosworth. The Appraisal describes the canal as having a more semi-rural setting through its navigation of Hinckley, but this could also now apply to Market Bosworth which contains a large mooring marina on the western side of the canal, north of Station Road (built between c.2011-2015). Opposite (east) of the marina there is also a recent housing development on a former industrial site. Housing is currently under construction to the south of Station Road, adjacent to the eastern side of the canal and between canal bridge no.42 (Station Road) and no.41. This section of the canal is bound on both sides by hedgerows and trees which add greatly to the rural character of the waterway. The housing being built on the eastern side of the canal is mostly filtered in view by vegetation canopy. On the approach to bridge no.41 there are also narrow breaks affording views of the Station's Goods Shed and a siding with potentially mothballed engines and trucks. However, there are also filtered views of fields to the west of the canal, visible from the towpath along this side of the canal. Beyond bridge no.41 the direction of the canal shifts to the south-west beyond and woodland to the north and more open fields to the south reflects a much more rural setting to the canal thereafter. As such, the setting to the canal passing Market Bosworth can be described as semi-rural.

Contribution of the Site

- 4.32 The Site's western boundary is broadly parallel to the section of the canal running between bridges no.42 and no.41, but the intervening area comprises housing (under construction), the former Ashby and Nuneaton Joint Railway and small areas of vegetation. There is also recent planning consent for a warehouse building located between the Site and the railway line (23/00646/FUL). There is no intervisibility between the Site and the canal's Conservation Area and the varied uses of the intervening development means that the Site's existing undeveloped rural setting is not experienced direct or in association with the semi-rural and rural setting of the canal. The Site is

therefore, considered to be a neutral element within the setting of the Ashby Canal Conservation Area which makes no contribution to understanding or appreciating its significance.

Ashby and Nuneaton Joint Railway (MLE16051)

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

- 4.33 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

- 4.34 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).
- 4.35 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

- 4.36 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, 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).
- 4.37 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)

- 4.38 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.
- 4.39 An undated (c.19th century) photograph of the station's western elevation shows a central entrance was flanked by two bays of Gothic tracery arched windows, separated by cast-iron columns (Market Bosworth Society). A photograph from 1942 shows the windows were removed, leaving the cast-iron framework open (RIBApix), but by 1946 this had been replaced or screened by the existing lean-to extension (Historic England, 1946). The lean-to is flanked on either side by three windows that have moulded surrounds with oversized keystones and a continuous, moulded and bracketed cill. Similar, smaller windows are located on the adjoining extensions. The eaves have wide overhangs supported on black brackets. The station's eastern elevation also projects, but

historic mapping shows this to have been part of the original design. This elevation has, however been altered by a large, sliding door relating to the building's current use as a car garage.

- 4.40 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).

Signal Box (MLE21426)

- 4.41 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)

- 4.42 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)

- 4.43 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.

Summary of Significance

- 4.44 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

- 4.45 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 buildings.

- 4.46 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.
- 4.47 To the east of the station and separating this from the 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

- 4.48 The Site is located to the east of the railway and separated by areas of hardstanding and fencing associated with the adjacent industrial site. There is also recent planning consent for a warehouse building (unbuilt) located between the Site and the railway line (23/00646/FUL).
- 4.49 Only the eastern elevation of the Goods Shed and part of the Signal Box are visible from the Site's western field (Plate 1). This visibility is incidental and does not contribute to understanding or appreciating their limited significance and their functions in relation to the railway line and station buildings. The Site is not clearly visible looking south from the railway bridge across the Station's buildings owing to intervening planting and development (Plates 8 & 9) and it is anticipated that this is the same from the railway itself. As such, the Site makes no contribution to understanding the relationships of the railway or its associations with the station buildings and canal. Instead, the 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.

5 PROPOSED DEVELOPMENT AND ASSESSMENT OF IMPACT ON SIGNIFICANCE

Proposed Development

- 5.1 This chapter should be reviewed with the proposed masterplan for the Site alongside other plans and reports accompanying the application.
- 5.2 The proposed area of development (shown as Site Boundary on Figures 1) is for mixed-use, but residential-led development of up to 140 dwellings and an employment zone located along the western boundary of the Site.

Assessment of Impact

Coton Priory Farm

(Farmhouse, Outbuilding, Former Dairy and Farm Building, Grade II Listed Buildings)

- 5.3 The proposed development will not result in any change to the immediate settings of the Listed Buildings which are enclosed by dense vegetation planting. The wider rural setting surrounding the farmstead makes only a secondary contribution to the Listed Buildings and is best experienced from Tinsel Lane; this approach will not fundamentally change. From Tinsel Lane, the development may result in a small visual change, but most of the development will be screened by existing planting. In addition, the modern settlement edge of Market Bosworth is already visible and therefore, the visual change will be experienced within the context of the existing southern extent of the settlement; and will be softened by existing and proposed planting surrounding the southern boundary.
- 5.4 Overall, the development of the Site will result in a small visual change and reduction in the wider rural setting of the Listed Buildings of Coton Priory Farm, but this will cause no harm to how the significance of the Listed Buildings is presently understood or appreciated.

Ashby Canal Conservation Area

- 5.5 The proposed development is not anticipated to be visible from the Ashby Canal Conservation Area owing to intervening development and vegetation screening. Any possible visibility of the development would be negligible and seen within the context of existing mix of residential and light-industrial development found within part of the canal's semi-rural setting. The proposed development will, therefore, cause no harm to how the significance of the Ashby Canal Conservation Area is understood or appreciated.

Former Ashby and Nuneaton Joint Railway

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

- 5.6 The proposed development will not result in any change to the immediate settings of the railway and station buildings. The development has the potential to result in a negligible visual change within the wider setting of the station's buildings, but the location of the employment zone along the western boundary of the Site, will be which appreciated within the context of existing light industrial development found on the southern side of Station Road. As such, the proposed development will cause no harm to how the significance of the railway and station buildings are presently understood and appreciated.

6 CONCLUSION

- 6.1 This Built Heritage Statement has been prepared by RPS for Miller Homes. It addresses built heritage considerations in relation to the proposed residential-led development of a Site located to the south of Station Street, Market Bosworth, Leicestershire.
- 6.2 This Statement has provided an assessment of the built heritage assets potentially affected through the development of the site and addressed the information requirements of Government's National Planning Policy Framework, particularly paragraph 200 and local planning policy.
- 6.3 Archaeological heritage assets have been considered separately in the accompanying Archaeological Desk- Based Assessment (RPS 2023, ref: JAC29191.1).
- 6.4 There are no designated or non-designated built heritage assets located within the site. This assessment has identified sixty-four Listed Buildings, two Conservation Area, a Scheduled Monument and forty-six non-designated built heritage assets located within a 1km search radius around the site.
- 6.5 The report has established that from these heritage assets the significance of the assets (below) has the potential to be sensitive to the development of the site, through changes within their settings.

Designated Heritage Assets

- Coton Priory Farmhouse. Grade II Listed Building. NHLE: 1361286;
- Outbuilding at Coton Priory Farm. Grade II Listed Building. NHLE: 1074292;
- Former Dairy at Coton Priory Farm. Grade II Listed Building. NHLE: 1177394;
- Farm Building at Coton Priory Farm. Grade II Listed Building. NHLE: 1177408; and
- Ashby Canal Conservation Area (Designated 1990 and 1993);

Non-Designated Heritage Assets

- Ashby and Nuneaton Joint Railway (MLE16051);
- Market Bosworth Station (MLE21425);
- Signal Box (MLE21426);
- Station Master's House (MLE21427); and
- Goods Shed (MLE21428).

- 6.6 The Statement has combined the assessments of the designated heritage assets located at Coton Priory Farm and the non-designated heritage assets located at the railway owing to their close proximity, functional relationships and crossover settings.
- 6.7 The report concludes that the Site comprises a neutral element within the setting of the Listed Buildings of Coton Priory Farm, the Ashby Canal Conservation Area and the non-designated heritage assets of the Ashby and Nuneaton Joint Railway, whereby the Site makes no contribution to the significance of these heritage assets. The proposed development will result in small visual changes within their settings, but this will be seen within the context of existing development and will not affect how their respective significance is appreciated or understood.
- 6.8 The proposed development will therefore cause no harm to the significance of any of the designated and non-designated heritage assets. In the context of the NPPF, the tests of paragraphs 207, 208 and 209 will not be engaged.

REFERENCES

Anon, n.d., *The Battlefield Line*

Department for Levelling up, Housing & Communities, 2019. *National Planning Practice Guidance (NPPG)*.

Department for Levelling up, Housing & Communities, 2023. *National Planning Policy Framework (NPPF)*.
Revised: December 2023.

Hinckley and Bosworth Borough Council, 2009. *Hinckley & Bosworth Borough Council - Core Strategy Adopted December 2009*

Hinckley and Bosworth Borough Council, 2009(d). *Ashby Canal Conservation Area Appraisal*.

Hinckley and Bosworth Borough Council, 2015. *Market Bosworth Neighbourhood Plan 2014-2026*. Market Bosworth Parish Council.

Hinckley and Bosworth Borough Council, 2016. *Local Plan 2006-2026 Site Allocations and Development Management Policies DPD Adopted July 2016*.

Hinckley and Bosworth Borough Council, 2021. *The Land South of Station Road, Market Bosworth Masterplan Supplementary Planning Document (SPD)*.

HT&BH, 1918. *The Hinckley Times and Bosworth Herald*, Saturday April 20th, 1918, p.2. *Sale of Bosworth Park Estate*.

Historic England, 2014. *National Farm Building Types*.

Historic England, 2017. *Historic England Good Practice Advice Note 3 – The Setting of Heritage Assets Second Edition*.

Historic England, 2017a. (Falconer, K.) *Canal and River Navigations National Overview: An appraisal of the heritage and archaeology of England's present and former inland navigable waterways. Part 1. Research Report Series no. 28-2017*.

Historic England, 2020. *Farmstead and Landscape Assessment, Leicestershire Vales, National Character Area 94*.

Historic England, 2023. *National Heritage List for England*

LC, 1919. *Leicestershire Chronicle*, 13th December 1919, p.11. *An interior at Coton Priory near Market Bosworth*.

LC&LM, 1885. *Leicester Chronicle or Commercial and Leicestershire Mercury*, 5th September 1885, p.1. British Library Board, The British Newspaper Archive.

Leicestershire and Rutland Historic Environment Record (HER), 29.08.2023

Market Bosworth Parish Council and Market Bosworth Neighbourhood Forum, 2016. *Station Field Design Brief Market Bosworth*. Opun, 2016.

Market Bosworth Society, 2023. <https://marketbosworthsociety.com/>

The Genealogist – <https://www.thegenealogist.co.uk>

Cartographic

1814 Ordnance Survey Drawing – Hinckley

c.1835 Old Series 1" mapping – Leicestershire

1848 Market Bosworth Tithe Map

LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE: BUILT HERITAGE STATEMENT

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

Photographic Images

RIBAPix – c.1942 Market Bosworth Station, RIBA Pix ref: RIBA53893. <https://www.ribapix.com/>

Historic England Aerial Photo Explorer – 1946 The Clutsom and Kemp Ltd Works. Ref: EAW000191.
<https://historicengland.org.uk/images-books/archive/collections/aerial-photos/record/EAW000191>

PLATES



Plate 1: From south-west corner of the western field looking west towards the Heritage Railway.
Railway Good's Shed is identified by the arrow.



Plate 2: Looking from the western boundary, east across the Site.



Plate 3: From the southern boundary looking north towards properties off Heath Road and Priory Road.



Plate 4: From the southern boundary looking to the north-west.



Plate 5: From Spinney Hill looking south-west.



Plate 6: From Spinney Hill looking west.



Plate 7: From the northern boundary, off Heath Road looking south.



Plate 8: Station Buildings viewed from the overbridge.



Plate 9: Looking south from the overbridge of Station Road.

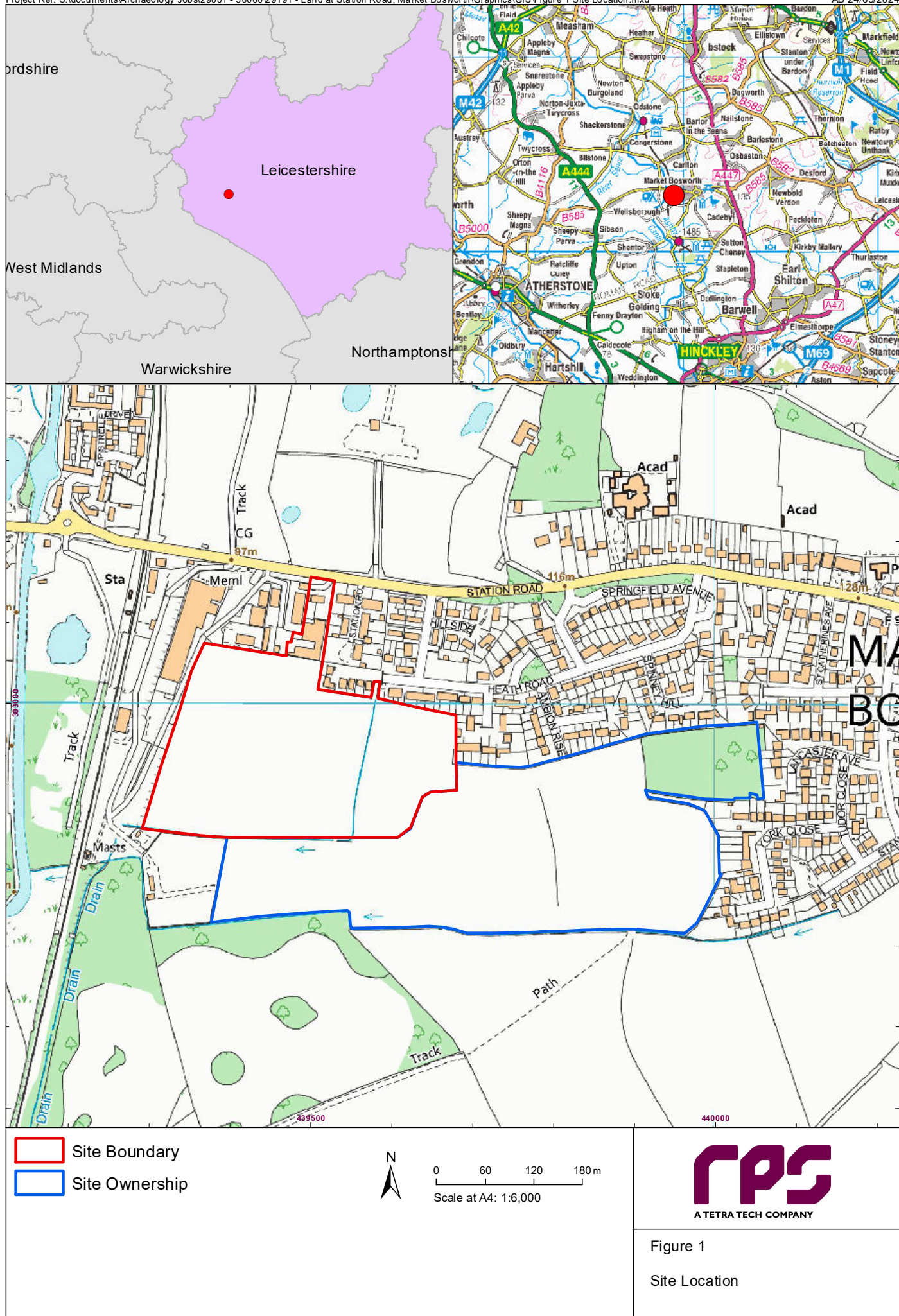


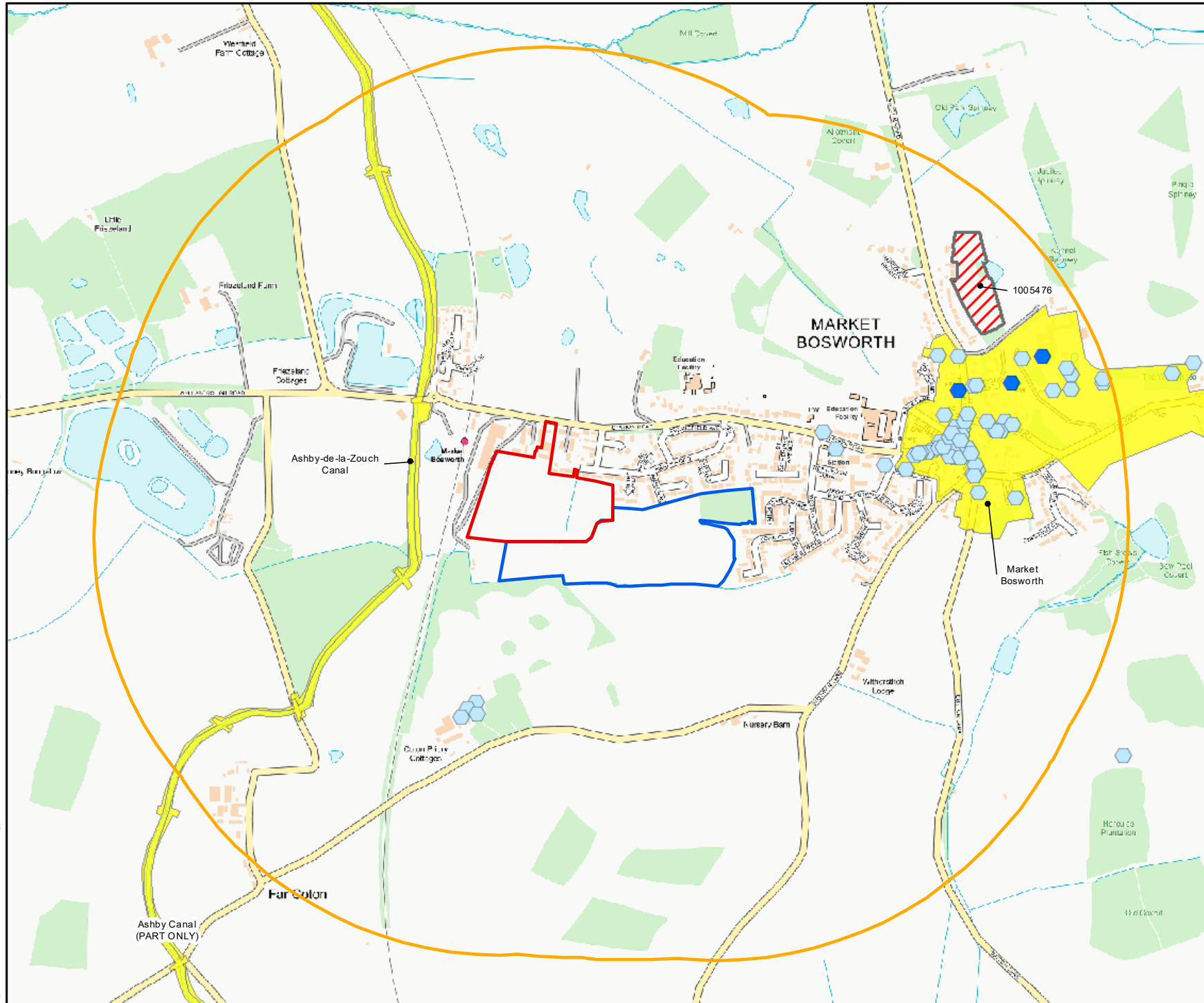
Plate 10: Ashby Canal from between Bridge 42 and 41 looking south.



Plate 11: Ashby Canal from between Bridge 42 and 41 looking east across the canal
from approx. OS NGR SK 39136 02950

FIGURES





- 1km Search Area
- Site Boundary
- Site Ownership
- Listed Buildings**
- Grade**
- I
- II*
- II
- Conservation Areas
- Scheduled Monuments

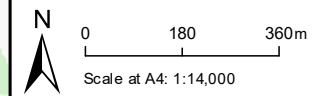
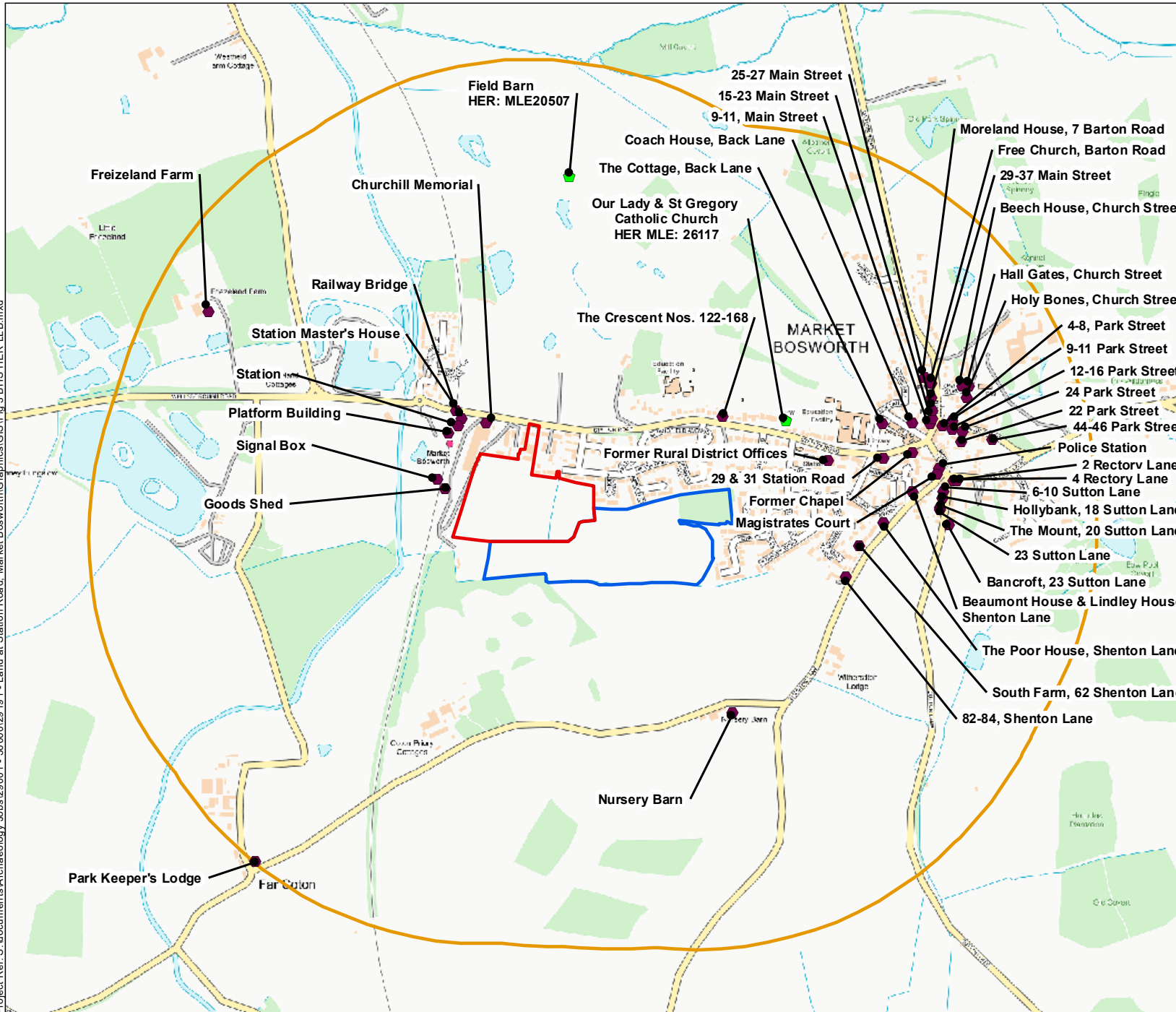


Figure 2
Designated Heritage Assets

Project Ref: S:\documents\Archaeology Jobs\29001 - 30000\29191 - Land at Station Road, Market Bosworth\Graphics\GIS\Fig 3 BHS HER LLB.mxd



Legend

- Site Boundary
- Site Ownership
- 1km Search Area

Non-Designated
Heritage Assets
(HER - Excluding
Duplicates)

Non-Designated
Heritage Assets
(MBS & MBPC)



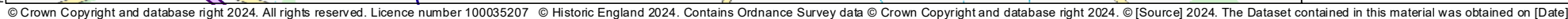
0 100 200 m

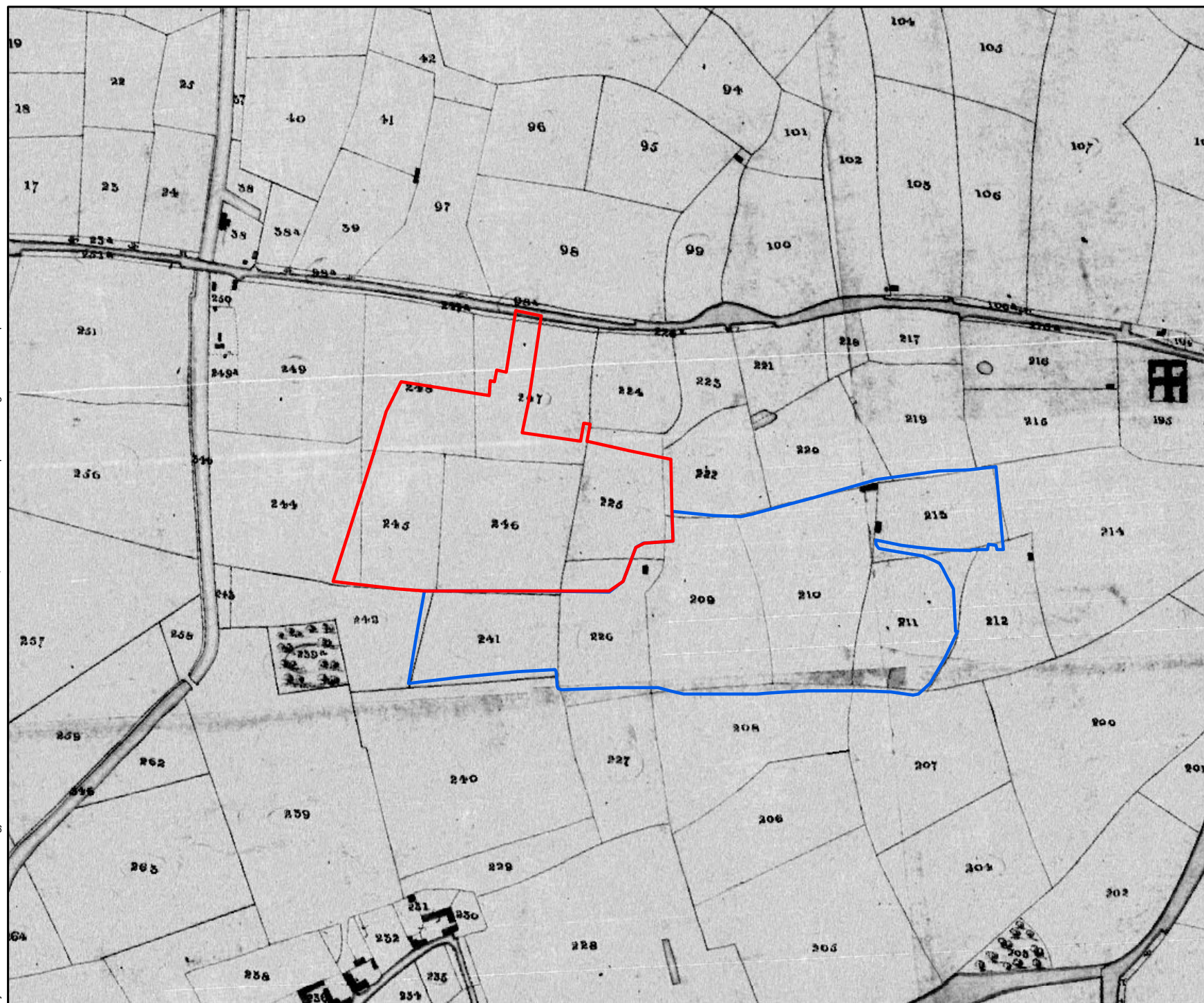
Scale at A4: 1:15,000



Figure 3

Non-Designated Heritage Assets
(HER) &
(Market Bosworth Society & Parish
Council)





Site Boundary

Site

0 75 150m

Scale at A4: 1:6,000

RPS

A TETRA TECH COMPANY

Figure 5

1848 Market Bostworth Tithe Map

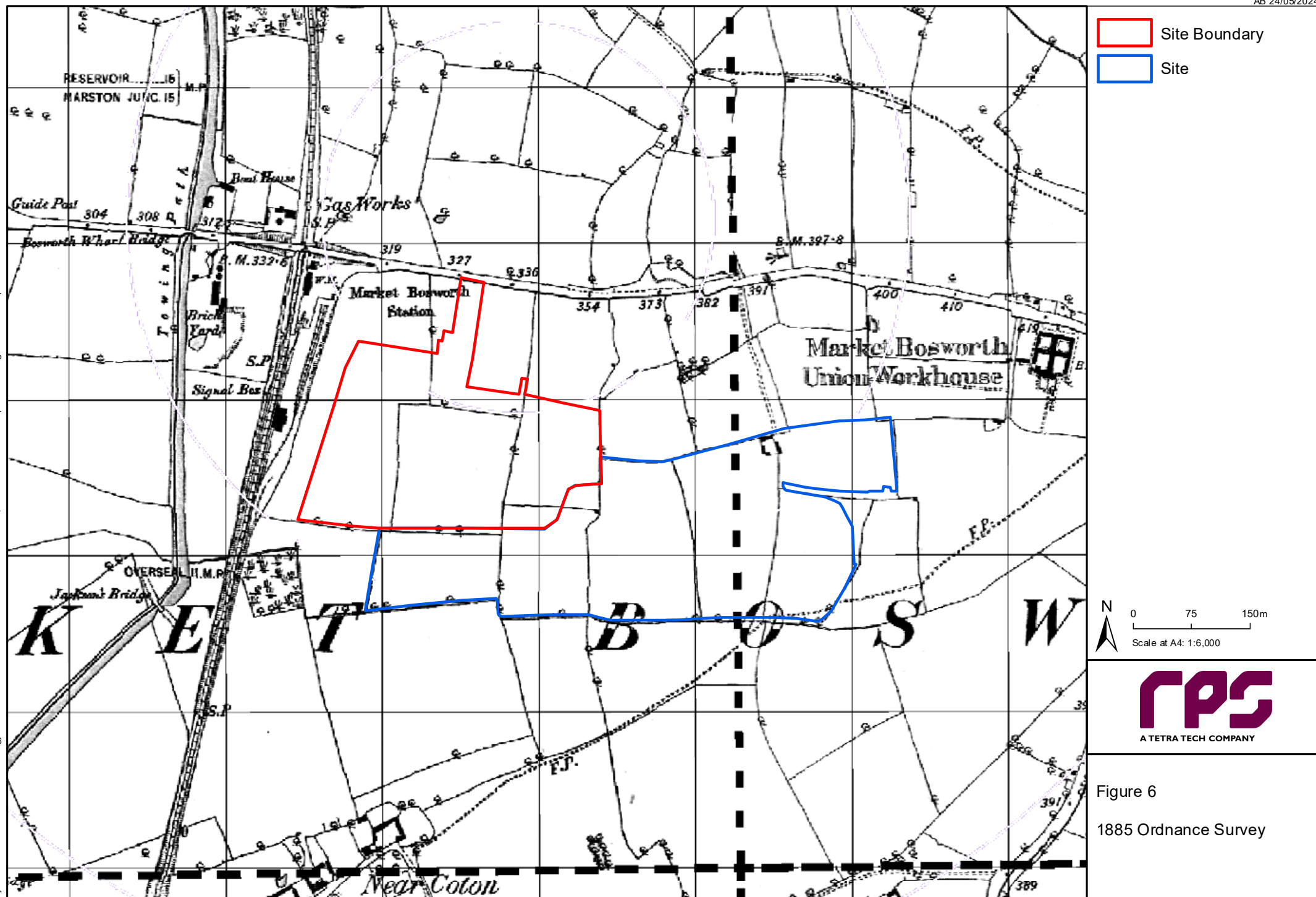
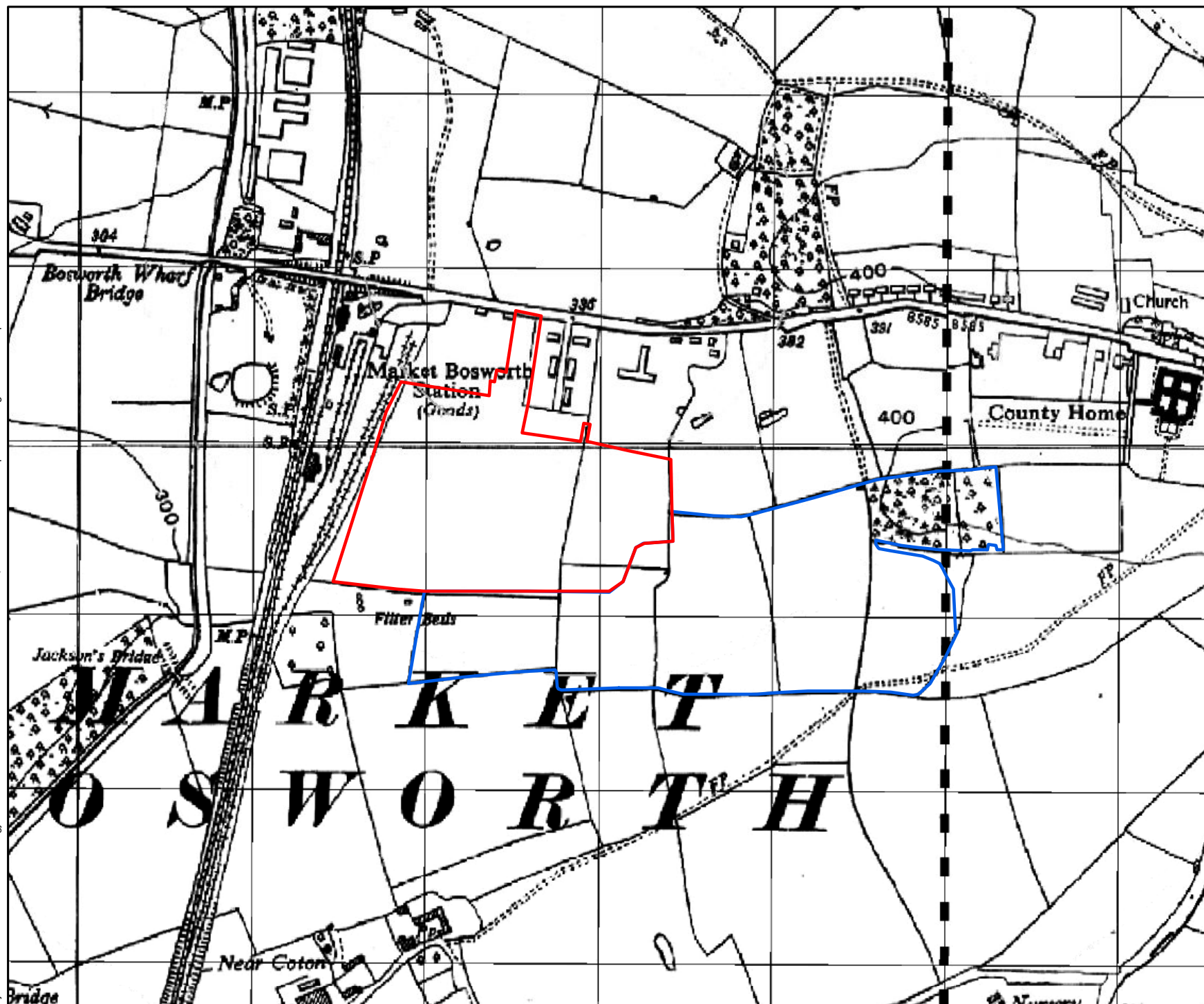


Figure 6
1885 Ordnance Survey

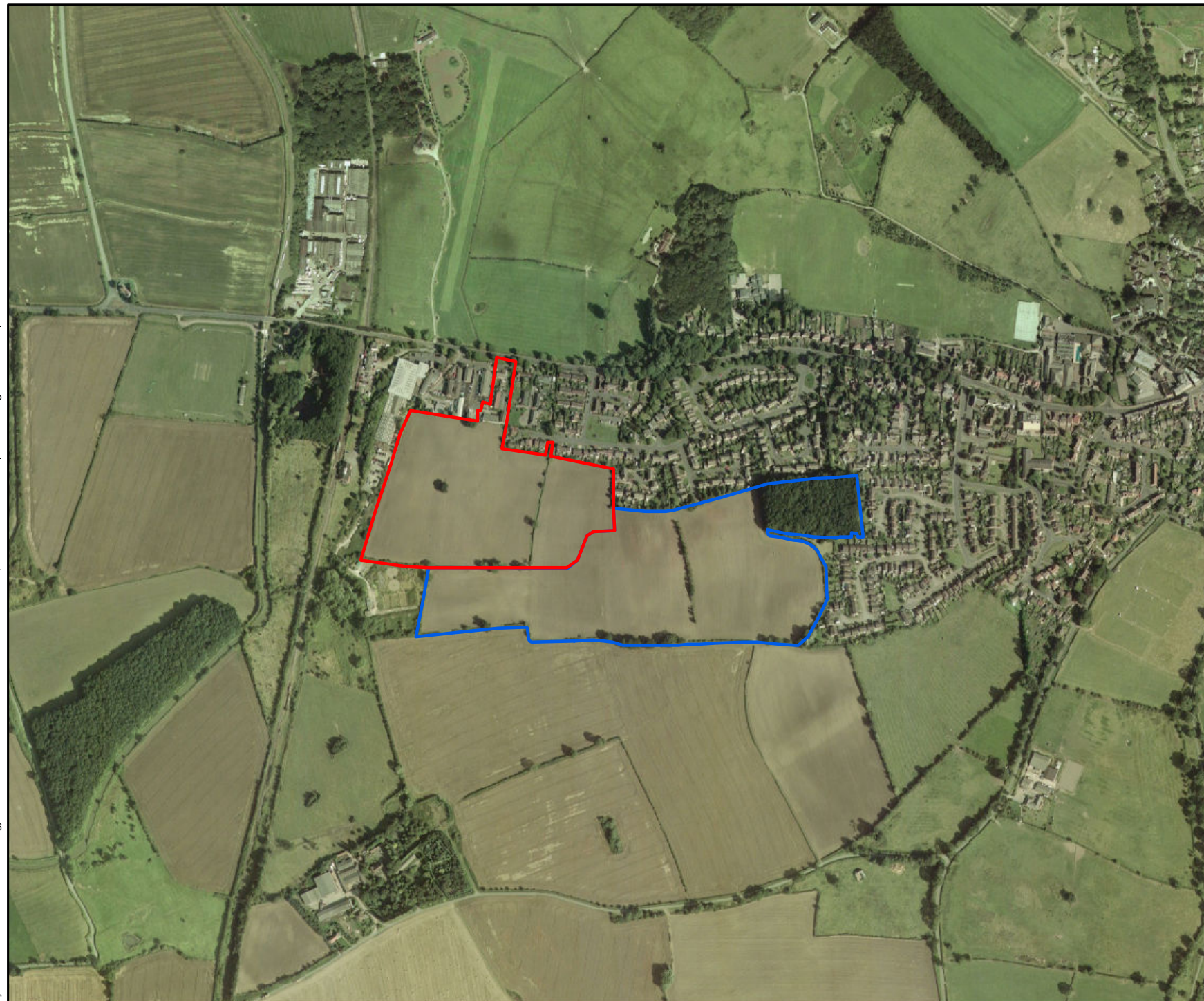


- Site Boundary
- Site

N
0 75 150m
Scale at A4: 1:6,000

rps
A TETRA TECH COMPANY

Figure 7
1955 Ordnance Survey



- Site Boundary
- Site

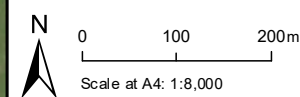


Figure 8
1999 Google Earth Imagery



- Site Boundary
- Site

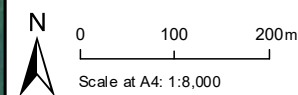


Figure 9

2023 Google Earth Imagery

APPENDICES

Appendix A

National Heritage List for England

Coton Priory Farmhouse. Grade II Listed Building. NHLE: 1361286. Listed: Mar-1976. House. Origins in C16, restored c1905. Timber framed with brick nogging, some laid in herringbone courses, on limestone plinths, some of the brickwork renewed. Plain tiled roof. Main range of three bays with cross wing to left, and central jettied full height gabled porch. Canted bay window to its left, other windows 2-light casements with leaded panes, grouped in pairs. Upper windows of two light casements contained beneath gabled dormers. Framing is in square panels with some decoration, principally in porch and left hand wing. Side wall of wing comprises tall narrow panels. Deep outshut to rear. Gable and axial stacks. Building is peripheral to the site of the deserted Mediaeval village of Coton and its chapel, though its own origins are obscure. Listing NGR: SK3931902374.

Outbuilding at Coton Priory Farm. Grade II Listed Building. NHLE: 1074292. Listed: Mar-1976. Range of outbuildings, reputedly formerly cottages. Origins in the early C17. Timber framed with brick panel infill, on limestone plinth with plain tiled roof. Framed in tall narrow panels (20 x 2) with long raking braces at angles. The timber is of thin scantling. Four ground floor windows and doorways, three gabled dormers in the roof. Listing NGR: SK3931702404.

Former Dairy at Coton Priory Farm. Grade II Listed Building. NHLE: 1177394. Listed: Mar-1976. Dairy. Early C20. Brick with plain tiled roof. Octagonal with conical roof capped by weather vane. Door and window openings placed on alternate faces, with cambered brick heads. Cornice above them. Four gabled dormers within the roof. Listing NGR: SK3929302389.

Farm Building at Coton Priory Farm. Grade II Listed Building. NHLE: 1177408. Listed: Mar-1976. Range of farm buildings, forming courtyard. Late C19. Brick with plain tiled roofs, renewed in part by concrete tiles. Right hand range is stabling with cambered heads to doors and windows and coped gable corbelled out with bullseye window in apex. This is matched by taller gable of left hand range, which has loading door also. This range forms a cart shed with store above: square brick piers form 4 bays, with chamfered lintel. Cross range and a slightly later parallel range in front of it are cowsheds etc. The infill range has three sets of double doors. Inside the rear range slim turned posts lightly support principal roof trusses. The end ranges are linked across the front of the yard by a brick wall with stone copings that curves up to central piers; ball finials. Listing NGR: SK3927502366.

Appendix B

Gazetteer of Leicestershire and Rutland Historic Environment Record

HER No.	Name	Location	Date
	Monuments		
MLE2910	Medieval windmill near Coton	SK 398 023	Medieval
MLE2911	Shrunken medieval village of Coton	SK 390 021	Medieval
MLE2925	Site of medieval house, 18-30 Barton Road & Black Lion Inn, Market Bosworth	SK 406 032	Medieval to Post Medieval
MLE2928	Undated mound, Dixie Grammar School Playing Fields, Market Bosworth	SK 400 033	Unknown
MLE2932	Undated cemetery, Dixie Grammar School Playground, Market Bosworth	SK 404 031	Unknown
MLE2934	Market Bosworth market place	SK 406 030	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
MLE8336	Viking spearhead south-west of the Market Place, Market Bosworth	SK 403 028	Saxon
MLE8916	Ashby Canal	SK 35 04	Post 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	Medieval
MLE9801	Medieval find from south-east of Coton Bridge, Market Bosworth	SK 388 023	Medieval
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
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 Grade II	SK 405 031	Modern
MLE12172	WARWICK HOUSE, 11 WARWICK LANE (NORTH SIDE), MARKET BOSWORTH Grade II	SK 404 030	Post Medieval to Modern
MLE12173	2 & 4 WARWICK LANE, MARKET BOSWORTH Grade II	SK 404 030	Post Medieval to Modern
MLE12174	HOME FARM COTTAGE, BARTON ROAD (WEST SIDE), MARKET BOSWORTH Grade II	SK 405 033	Post Medieval to Modern
MLE12175	BARN AT HOME FARM COTTAGE, BARTON ROAD (WEST SIDE), MARKET BOSWORTH Grade II	SK 405 033	Post Medieval to Modern
MLE12177	THE GREY HOUSE, CHURCH STREET (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 406 032	Post Medieval to Modern
MLE12179	1 MAIN STREET (WEST SIDE), MARKET BOSWORTH Grade II	SK 405 031	Post Medieval to Modern

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE:
BUILT HERITAGE STATEMENT**

MLE12180	3 MAIN STREET (WEST SIDE), MARKET BOSWORTH Grade II	SK 405 031	Post Medieval to Modern
MLE12181	5 & 7 MAIN STREET (WEST SIDE), MARKET BOSWORTH Grade II	SK 405 031	Post Medieval to Modern
MLE12182	THE OLD CLUBHOUSE, MAIN STREET (WEST SIDE), MARKET BOSWORTH Grade II	SK 405 031	Post Medieval to Modern
MLE12183	DOWER HOUSE, 39 MAIN STREET (WEST SIDE), MARKET BOSWORTH Grade II*	SK 406 032	Post Medieval to Modern
MLE12184	2 MAIN STREET (EAST SIDE), MARKET BOSWORTH Grade II	SK 406 031	Post Medieval to Modern
MLE12185	4 & 6 MAIN STREET (EAST SIDE), MARKET BOSWORTH Grade II	SK 406 031	Post Medieval to Modern
MLE12186	DIXIE ARMS PUBLIC HOUSE, MAIN STREET (EAST SIDE), MARKET BOSWORTH Grade II	SK 406 031	Post Medieval to Modern
MLE12187	10 & 12 MAIN STREET (EAST SIDE), MARKET BOSWORTH Grade II	SK 406 031	Post Medieval to Modern
MLE12188	RED LION PUBLIC HOUSE, MAIN STREET (EAST SIDE), MARKET BOSWORTH Grade II	SK 406 031	Medieval to Modern
MLE12189	WAR MEMORIAL, MARKET PLACE, MARKET BOSWORTH Grade II	SK 405 030	Modern
MLE12190	4-6, MARKET PLACE (WEST SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12192	8, MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12193	10, MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12194	12 - 18 (EVEN) MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12195	20 MARKET PLACE (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 406 030	Post Medieval to Modern
MLE12196	1, 3 AND 3A MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 031	Post Medieval to Modern
MLE12197	THE WHEATSHEAF, MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Post Medieval to Modern
MLE12198	9 MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Post Medieval to Modern
MLE12199	THE OLD BLACK HORSE PUBLIC HOUSE, MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Medieval to Modern
MLE12200	19 - 23 (ODD) MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Post Medieval to Modern
MLE12201	25 MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Post Medieval to Modern
MLE12207	RAINBOW COTTAGE, SHENTON LANE (SOUTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Post Medieval to Modern
MLE12208	1 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12210	7 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12211	9 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12212	11 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12213	GLEBE FARMHOUSE, 13, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12214	17, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12215	19, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	SK 405 030	Post Medieval

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE:
BUILT HERITAGE STATEMENT**

	Grade II		to Modern
MLE12216	21 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 405 030	Post Medieval to Modern
MLE12217	23 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 404 030	Post Medieval to Modern
MLE12218	25 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 404 030	Post Medieval to Modern
MLE12219	27 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 404 030	Post Medieval to Modern
MLE12220	WESTHAVEN COURT, 18, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 402 030	Post Medieval to Modern
MLE12221	WESTHAVEN COURT, 20 & 21 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH Grade II	SK 402 030	Post Medieval to Modern
MLE12222	FORMER GRAMMAR SCHOOL, STATION ROAD (NORTH SIDE), MARKET BOSWORTH Grade II	SK 405 031	Post Medieval to Modern
MLE12223	AYLESBROOK COTTAGE, STATION ROAD (NORTH SIDE), MARKET BOSWORTH Grade II	SK 402 031	Post Medieval to Modern
MLE12224	PUMP, SUTTON LANE (WEST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Post Medieval to Modern
MLE12234	K6 TELEPHONE KIOSK OUTSIDE OLD BLACK HORSE PUBLIC HOUSE, MARKET PLACE (NORTH-EAST SIDE), MARKET BOSWORTH Grade II	SK 406 030	Modern
MLE16051	Ashby & Nuneaton Joint Railway	SK 35 05	Post Medieval to 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	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 to Modern
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	SK 3619 0320	Post Medieval to Modern
MLE21015	Medieval/post-medieval pottery from 9, Harcourt Spinney, Market Bosworth	SK 4045 0358	Medieval to Modern
MLE21016	Roman finds from 9, Harcourt Spinney, Market Bosworth	SK 4045 0358	Roman
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
MLE21430	Gasworks, Station Road, Market Bosworth	SK 3927 0323	Post Medieval

**LAND AT STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE:
BUILT HERITAGE STATEMENT**

			to Modern
MLE21800	Site of Primitive Methodist Chapel, 68, Station Road, Market Bosworth	SK 4031 0310	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
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
MLE25030	4-8, Park Street, Market Bosworth	SK 4063 0315	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
MLE25060	Medieval ridge and furrow, spring, Silk Hill, off Barton Road, Market Bosworth	SK 4030 0337	Medieval to Modern
MLE25061	Medieval ridge and furrow earthworks, two fields west of Shenton Lane, Market Bosworth	SK 4020 0253	Medieval to Modern
MLE26117	Our Lady and St Gregory Church, Station Road, Market Bosworth	SK 4020 0316	Modern

Contact

Sherwood House, Sherwood Avenue
Newark, Nottinghamshire NG24 1QQ
T +44 1636 642 707