



UNIVERSITY OF
LEICESTER

Archaeological Services

**An Archaeological Desk-Based
Assessment for land at JJ Churchill
Factory, Station Road,
Market Bosworth,
Leicestershire, CV13 0PF
(SK 39324 03015)**

Richard Huxley



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Site Name: Land at JJ Churchill Factory, Station Road, Market Bosworth, Nuneaton, CV13 0PF.

Grid Ref: SK 39324 03015

Author: Richard Huxley

Client: JJ Churchill Ltd

Planning Authority: Hinckley and Bosworth

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Cover photo: The proposed site looking north.

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An archaeological desk-based assessment for land to the rear of JJ Churchill Factory, Market Bosworth, Nuneaton, CV13 0PF (SK 39324 03015)

Richard Huxley

Summary

An archaeological desk-based assessment has been prepared by University of Leicester Archaeological Services (ULAS) for land to the rear of JJ Churchill Factory, Market Bosworth, Nuneaton, CV13 0PF (SK 39324 03015).

The report was commissioned by JJ Churchill Ltd in advance of the proposed re-development of the site for a new warehouse to the rear of the JJ Churchill factory. The area currently comprises an open concrete yard to the north and an overgrown area to the south containing the remains of two train platforms.

The proposed development will not impact the Ashby Canal Conservation Area or any of the Listed buildings in the vicinity of the site.

The Historic Environment Record (HER) for Leicestershire and Rutland records few archaeological remains in the area. The earliest recorded activity dates to the medieval period and is mostly focused around the historic village cores of Market Bosworth and Coton. Previous work in the vicinity suggests the site is in an agricultural area during the medieval and early post-medieval periods.

There will be no impact on any known archaeological remains in the vicinity and low potential for any archaeology pre-dating the post-medieval period within the site.

Industrial activity dating to the later post-medieval and modern periods (19th-20th centuries) includes the Ashby & Nuneaton Railway (known as the Battlefield line) to the immediate west of the site and cartographic evidence shows it expanded into the development area between 1949-1951. The remains of train platforms probably associated with this expansion were found in the southern part of the site. There is a high potential for remains dating to these periods to exist within the site and there will be a Slight – Moderate Adverse effect on them. It is likely that the Planning Archaeologist will require further archaeological work such as clearing and recording of the existing structures and a watching brief during construction to identify any further remains.

The Historic Landscape Characterisation (HLC) classifies the site as 'Post 1880's Industrial Complex' and this will not change.

Introduction

In accordance with National Planning Policy Framework (NPPF), Section 16 (Conserving and Enhancing the Historic Environment) this document is an Archaeological Desk-Based Assessment for land to the rear of JJ Churchill Factory, Market Bosworth, Nuneaton, CV13 0PF (SK 39324 03015).

University of Leicester Archaeological Services (ULAS) have been commissioned by JJ Churchill Ltd, in advance of the proposed construction of a warehouse to the rear of the existing factory.

Market Bosworth is a small town in west Leicestershire and lies around 9km north of Hinckley (Fig. 1). The assessment area lies at the western edge of the village and adjacent to the Ashby & Nuneaton Joint Railway known as the ‘Battlefield line’.

The Historic Environment Records (HER) for Leicestershire and Rutland records few known archaeological sites near the development.

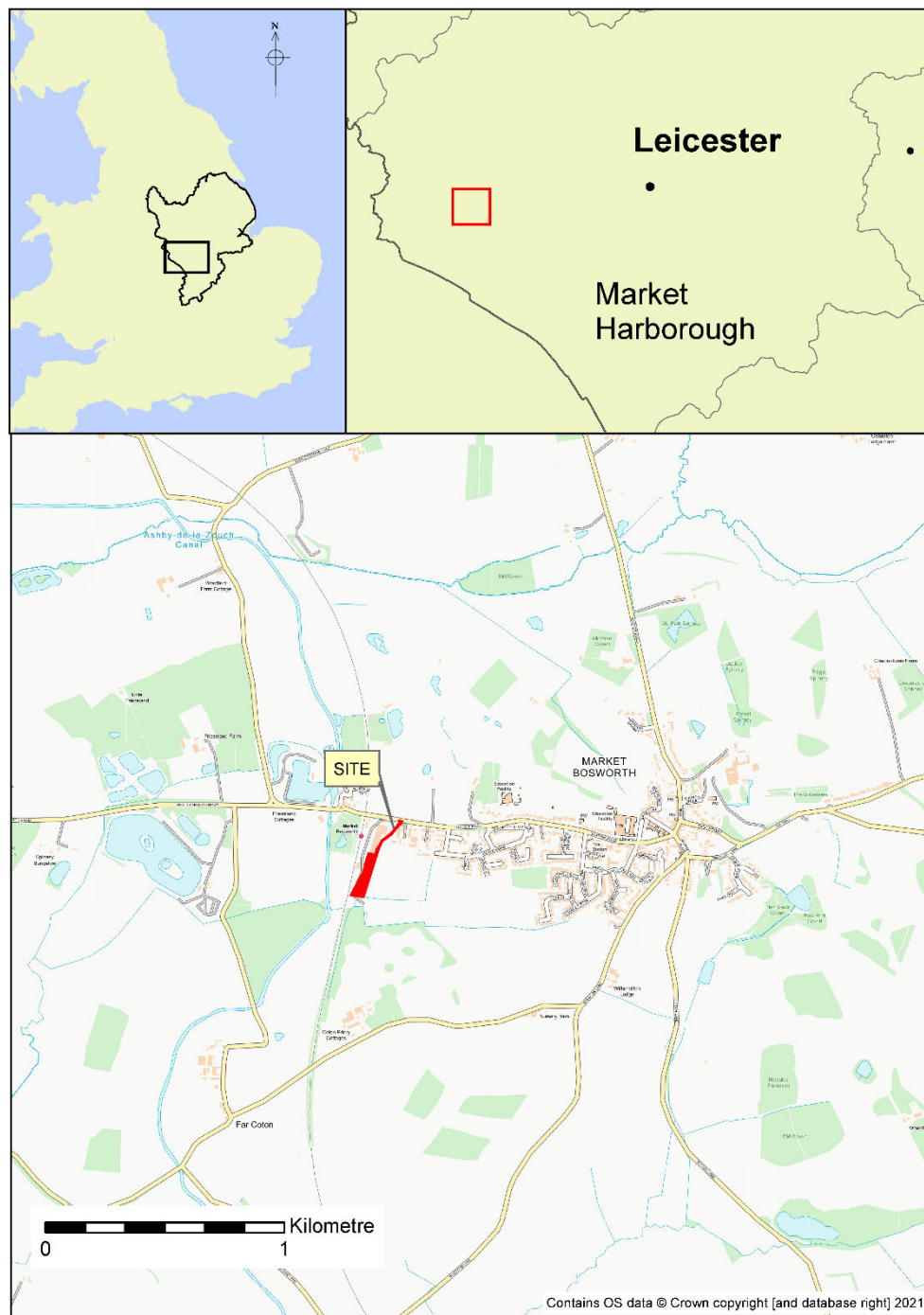


Figure 1: Site Location. Scale 1:200000.
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Planning background

This desk-based assessment has been prepared to inform a planning application for the proposed erection of a warehouse to the rear of the JJ Churchill Factory. It provides information on the significance of the historic environment, to fulfil the requirement of NPPF paragraph 194 which requires applicants:

‘to describe the significance of any heritage assets affected, including any contribution made by their setting.’

This is the first stage of investigation, intended to provide detailed information that will allow the planning authority to make an informed decision as to whether further archaeological investigations will be required prior to or following the determination of a planning application for the proposed development.

National Planning Policy

The Ancient Monuments and Archaeological Areas Act 1979, provides statutory protection for monuments of national importance (Scheduled Monuments or SMs). It was amended by the National Heritage Act 1983 and 2002, and updated in April 2014.

The principal legislation affecting historic buildings is the Planning (Listed Buildings and Conservation Areas) Act 1990, which provides statutory protection for buildings on a list compiled by the Secretary of State. Conservation Areas are identified by the Local Planning Authority as areas of special architectural or historic interest, where it is important to preserve or enhance their character or appearance.

The National Planning Policy Framework (NPPF) was published in 2012 and last updated July 2021. It is supported by National Planning Practice Guidance (updated 2019). Additionally, there are three Good Practice Advice (GPA) documents published by Historic England.

Section 16 of the NPPF ‘Conserving and enhancing the Historic Environment’ provides guidance on the conservation and investigation of heritage assets. Paragraphs of particular relevance are:

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional*

Aims

The aim of this desk-based assessment is to present information on the significance, extent, character, date, integrity, state of preservation and of cultural heritage assets present within the study area. It will assess the significance of heritage assets that the proposed development might have an impact on and the level of any harm caused. This assessment considers archaeology, built heritage (buildings) and landscapes.

The assessment takes into account all previous land uses and attempts to establish what impact future development will have on the archaeological remains. The desk-based assessment should, once the above information has been gathered, assist in providing an informed planning decision or ascertain whether further stages of work are necessary.

Methodology

This report has been prepared based upon information current and available as of 13/03/2023. Future archaeological work and changes to current standards, guidance and legislation may cause changes to the conclusions and any recommendations given. Any future reliance on the results of this report should take this into account.

The following sources have been consulted to assess previous land use and archaeological potential:

- Designated Heritage Asset data, downloaded from Historic England's online National Heritage List for England;
- Archaeological records(Historic Environment Record(HER) for Leicestershire and Rutland, Leicestershire County Council and Portable Antiquities Scheme (PAS) for Leicestershire and Rutland and Historic Environment Record (HER) for Leicester, Leicester City Council ;
- Previous Ordnance Survey and other maps of the area National Library of Scotland database and Edina Digimap Website (digimap.edina.ac.uk) and Records Office for Leicestershire, Leicester and Rutland, Wigston Magna, Leicestershire;
- Geological maps (British Geological Survey website and Edina Digimap Website);
- Environment Agency LiDAR data where available;
- Historic England Archives digital data from Historic England;
- Online digital sources e.g. Heritage Gateway, Pastscape, MAGIC, Defence of Britain Database, British History Online, British Geological Survey, OASIS, Conservation Area Appraisals; and
- Historical background material (ULAS Archives and various on-line facilities).

A site visit was undertaken on 07/03/2023 in order to examine the area. Particular attention was paid to the current land use of all parts of the application area and its likely impact on the condition of any buried archaeological remains.

The proposed development site comprises roughly 0.75 hectares of land to the rear of the current JJ Churchill Ltd Factory at Station Road, Market Bosworth. Data was gathered for all heritage assets within the proposed development site boundary and a 1km radius (the study area). The impact on the setting of Designated Assets were also considered within a wider area.

All work follows the Chartered Institute for Archaeologist's (CIfA) Code of Conduct (rev. 2021) and adheres to their Standard and Guidance for Archaeological Desk-based Assessments (rev. 2020). Guidance on significance and setting is provided by Historic England *Historic Environment Good Practice Advice in Planning: 2 Managing Significance in Decision-Taking in the Historic Environment* (2015; GPA2) and *Historic Environment Good Practice and Advice in Planning, Note 3: The Setting of Heritage Assets* (2017; GPA3).

Significance of Heritage Assets

Within NPPF guidance, heritage significance is defined as the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting (Annex 2).

Para 195 states:

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Heritage assets can be assigned a value ranging from Negligible to Very High according to the scale below (Table 1).

The likely magnitude of the impact of the proposed development is determined by taking the baseline conditions of the site and the heritage resource identified by the assessment and assessing the level of change caused by from the proposed development. This impact can be either adverse (negative) or beneficial (positive) and can be ranked according to the scale of High, Medium, Low and negligible. Where it is not possible to confirm the magnitude of impact (e.g. due to lack of development design information or details on buried deposits) a professional judgement as to the scale of such impacts is applied (Table 2).

The overall effect that a proposed development has on the heritage asset is based on a combination of the value of a heritage asset and the magnitude of the impact from the proposed development. The Effect takes into account any mitigation strategies proposed and the scale runs from Neutral, Slight, Moderate, Large and Very Large. A matrix is used as a check to identify the effect on the heritage asset (Table 3).

Table 1: Assessing significance (value)

Very High	High importance and rarity, international scale and limited potential for substitution (e.g. World Heritage Sites, assets of clear international importance or that can contribute to international research objectives).
High	High importance and rarity, national scale and limited potential for substitution (e.g. Scheduled Monuments, Grade I or II* listed buildings or assets of national importance or that can contribute to national research objectives).

Medium	High or medium importance and rarity, regional scale, limited potential for substitution (e.g. Grade II listed buildings, Conservation Areas containing important buildings, designated or undesignated assets that contribute to regional research objectives).
Low	Low or medium importance and rarity, local scale (e.g. Locally listed buildings or buildings of local interest, Designated or undesignated assets of local importance or those compromised by poor preservation or survival).
Negligible	Very low importance and rarity, local scale (e.g. buildings of no architectural or historical note, assets with little or no surviving archaeological interest).

Table 2: Assessing magnitude of impact

Major	Total loss or major alteration of the asset or change in its setting leading to the total loss or major reduction in the significance. The relationship between the asset and its setting is no longer readily appreciable.
Moderate	The partial loss or alteration of the asset from the baseline conditions or change in its setting leading to the partial loss or reduction in the significance. Characteristics of the setting can still be appreciated, but with the introduction of new, unrelated elements that distract from and compete with the baseline setting.
Minor	A change from baseline conditions to the asset, or change in its setting leading to the slight loss or reduction in the significance of the asset. Characteristics of the setting can still be appreciated - the changes do not conflict with the character of the heritage asset.
Negligible	Barely distinguishable change from baseline conditions or change in its setting resulting in no reduction in the significance of the asset

Table 3: Assessing the Overall Effect

Significance (value)	Magnitude of Impact (Adverse or Beneficial)			
	Negligible	Minor	Moderate	Major
Very High	Slight	Moderate	Large	Very large
High	Slight	Slight - Moderate	Moderate - large	Large
Medium	Neutral - Slight	Slight	Moderate	Moderate - large
Low	Neutral - Slight	Neutral - Slight	Slight	Slight - Moderate
Negligible	Neutral	Neutral - Slight	Neutral - Slight	Slight

Setting

Setting is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve (Historic England 2017, 3). Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral (NPPF Annex 2). The ability to understand, experience and appreciate a heritage asset can be harmed or lost through any development that affects its setting. The value of a heritage asset can therefore be harmed or lost through alteration within or destruction of its setting.

Setting is mostly experienced visually and so lines of sight to or from a cultural heritage site will play an important part in considerations of setting. However, non-visual considerations also apply, such as spatial associations and an understanding of the historic relationship between places.

The assessment of harm to the significance of a heritage asset through changes to setting comprises a staged process:

1: identify heritage assets and their settings.

2: assess whether how and to what degree these settings make a contribution to the significance of the heritage assets. *The Setting of Heritage Assets* suggests consideration should be given to the physical surroundings of the asset including its relationship with other heritage assets, the assets intangible associations with its surroundings and patterns of use, the contribution made by noises, smells etc. to significance and the way views allow the significance of the asset to be appreciated.

3: assess the effects of the proposed development, whether beneficial or harmful, on that significance. *The Setting of Heritage Assets* suggests that the assessment should address the attributes of the proposed development in terms of its location and siting, form and appearance, wider effects and permanence.

Following the assessment stage are step 4 – maximising enhancement and minimising harm and step 5 Making and documenting the decision and monitoring outcomes, usually undertaken during consultation with the local planning authority following submission.

Benefits

Proposed development may also result in benefits to heritage assets, and these are articulated in terms of how they enhance the heritage values and hence significance of the assets concerned.

Site Location, Geology and Topography

Market Bosworth lies at the western edge of Leicestershire, around 20km from Leicester City centre and 9km north of Hinckley. The assessment area lies on the western edge of the village, south of Station Road and east of the Ashby de la Zouch canal (Fig. 1).

The proposed development consists of a rectangular parcel of land approximately 0.75 ha located to the rear of the factory with an access road joining Station Road to the north (Fig. 2). The land slopes slightly to the south and ranges from around 103m aOD near Station Road to 97m aOD at the southern limit of the development.

The site is largely bordered by an open grass field to the east with industrial buildings and carparks located further north alongside the access road. A small wooded area is visible to the south and the current JJ Churchill Factory is located to the north. The western edge of the site is bordered by the Battlefield Line heritage railway line and the Market Bosworth station.

At the time of the site visit the area was divided into two sections by a fence. The northern half of the assessment area consisted of an open concrete and gravel yard that was used for storage. The southern half was an open area containing many overgrown bushes and trees. A concrete path extends south from Station Road throughout both areas of the development site. Brick walls supporting raised platforms flank the path in the southern part of the site.

The British Geological Survey website indicates that the underlying geology of the assessment area is likely to be Gunthorpe Member Mudstone formed between 247.1 and 237 million years ago during the Triassic period. The overlying superficial deposits

are recorded as being Bosworth Clay Member, which is a clay and silt that was formed between 480 and 423 thousand years ago during the Quaternary period.

The Soilscape website indicates that the soils, where surviving, will be slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils (Soilscape 18).

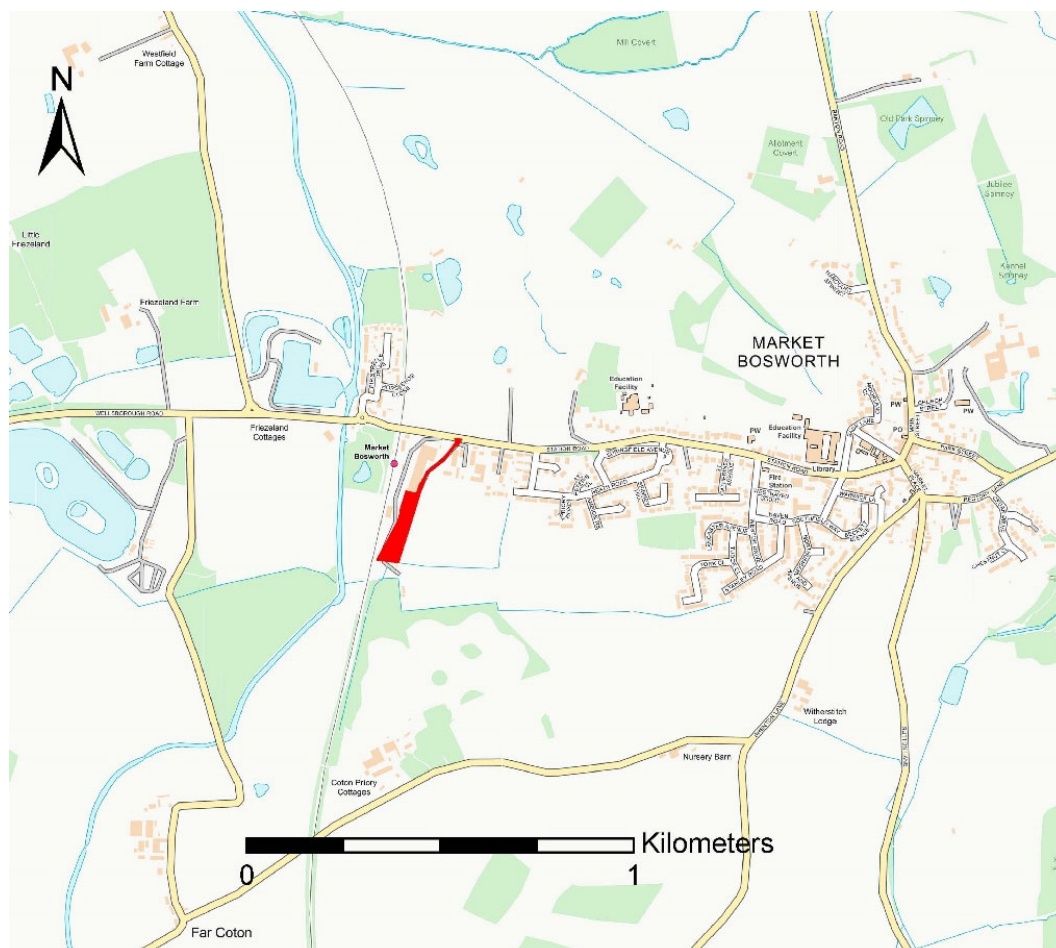


Figure 2: Location of the development (highlighted red).

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Historical and Archaeological Background

Previous Archaeological Work

Several pieces of archaeological work have been carried out in the vicinity of the assessment area. These include desk-based assessments, building surveys, geophysical surveys and other more intrusive archaeological work, such as trial trenching. A summary of all the work carried out in a 1 km radius of the assessment area is provided in Appendix I. The locations of known events are shown on Fig. 3 and the event numbers are shown in bold in the text.

A desk-based assessment (Event No. **ELE8722**) was performed in 2013 to the north of Station Road and another in 2020 (La Combe & Score 2020). The later assessment was also accompanied by a geophysical survey which revealed ridge and furrow. Another geophysical survey was performed 800m to the east of the site (**ELE11915**), but again this only revealed ridge and furrow.



Figure 3: Plan of known Archaeological work (highlighted blue) with a 1km radius of the site (highlighted red), from HER for Leicestershire and Rutland. Data supplied by Leicestershire County Council.

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Trial trenching was carried out 170m north-east of the assessment area, prior to the construction of a golf course, club house and access in 2003 by Northampton Archaeology. Evidence was found for ridge and furrow and a boundary ditch (ELE6474). No other archaeological remains were found.

In 2002 geophysical and earthworks surveys were carried out at Godsons Hill Farm 500m north of the proposed area for development finding a possible hollow way (**ELE 6462**). There was also a desk-based assessment (**ELE6471**).

In 1997 another desk-based assessment (**ELE5093**) was performed at Nutwood Pastures approximately 800m to the north-east of the development area. This was on the edge of Market Bosworth and was confirmed to have some archaeological potential.

An impact assessment was also carried out at Coton Priory Farm (**ELE6477**) 445m to the south of the site.

Historical Background

Designated Heritage Assets

There are no World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens or battlefields located within 1km of the assessment area. The nearest Scheduled Monument lies 1.3km to the north east and comprises Roman foundations to the north of Market Bosworth (**SM Ref. 105476**). The Registered Battle of Bosworth Battlefield (1485; **Ref 100004**), lies 2.5 km to the south. There will be no impact on these heritage assets from the proposed development.

Conservation Area

The Market Bosworth Conservation Area is more than 1km from the assessment area and will not be affected by the proposed development, but the Ashby Canal Conservation Area (**DLE565**) lies 90m to the west (Fig. 4). It is of interest for industrial archaeology and has over 50 single arch bridges, two aqueducts and a tunnel. The canal is also rich in aquatic and waterside flora and is noted for being visually attractive.

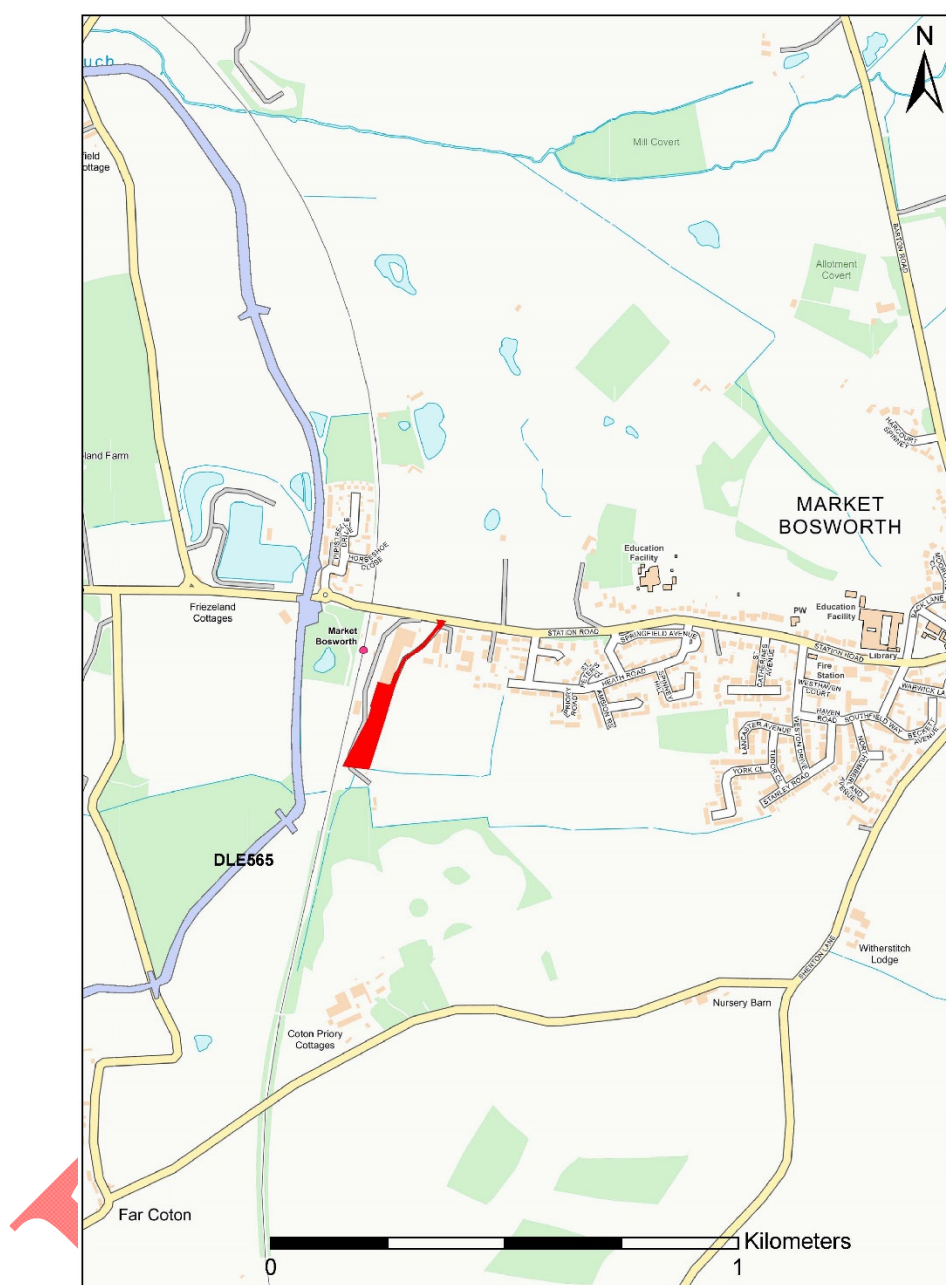


Figure 4: The site (highlighted red) and the nearby Canal Conservation Area (highlighted blue), from HER for Leicestershire and Rutland. Data supplied by Leicestershire County Council.

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Listed Buildings

There are a several Listed Buildings within the 1km area of search. These comprise seven Grade II Listed Buildings, all dating between the post-medieval and modern periods. The location of all historic buildings is shown on Fig. 5 and listed in full in Appendix III.

Four of the Listed buildings lie at Coton Farm 445m to the south of the site. The farmhouse (**MLE12135**) dates to the 16th century and was restored in the early 20th century. The late 19th and 20th century octagonal dairy (**MLE12136**) is Listed along with a 17th and 18th century timber-framed outbuilding (**MLE12137**). A range of 19th

century brick outbuildings which includes a cart and cow shed is also Listed (**MLE12138**).

The remainder of the Listed Buildings lie within the town itself to the east. Two of the Listings relate to a row of buildings at Westhaven Court, Station Road 850m east from the development area. The buildings are No.18 (**MLE12220**), No.20 and No.21 (**MLE12221**) and are a row of four houses that were formerly a workhouse built in 1836.

Aylesbrook Cottage (**MLE12223**) is located 745m to the east of the site, on the northern side of Station Road. It is described as an early 18th century brick cottage with a thatched roof.

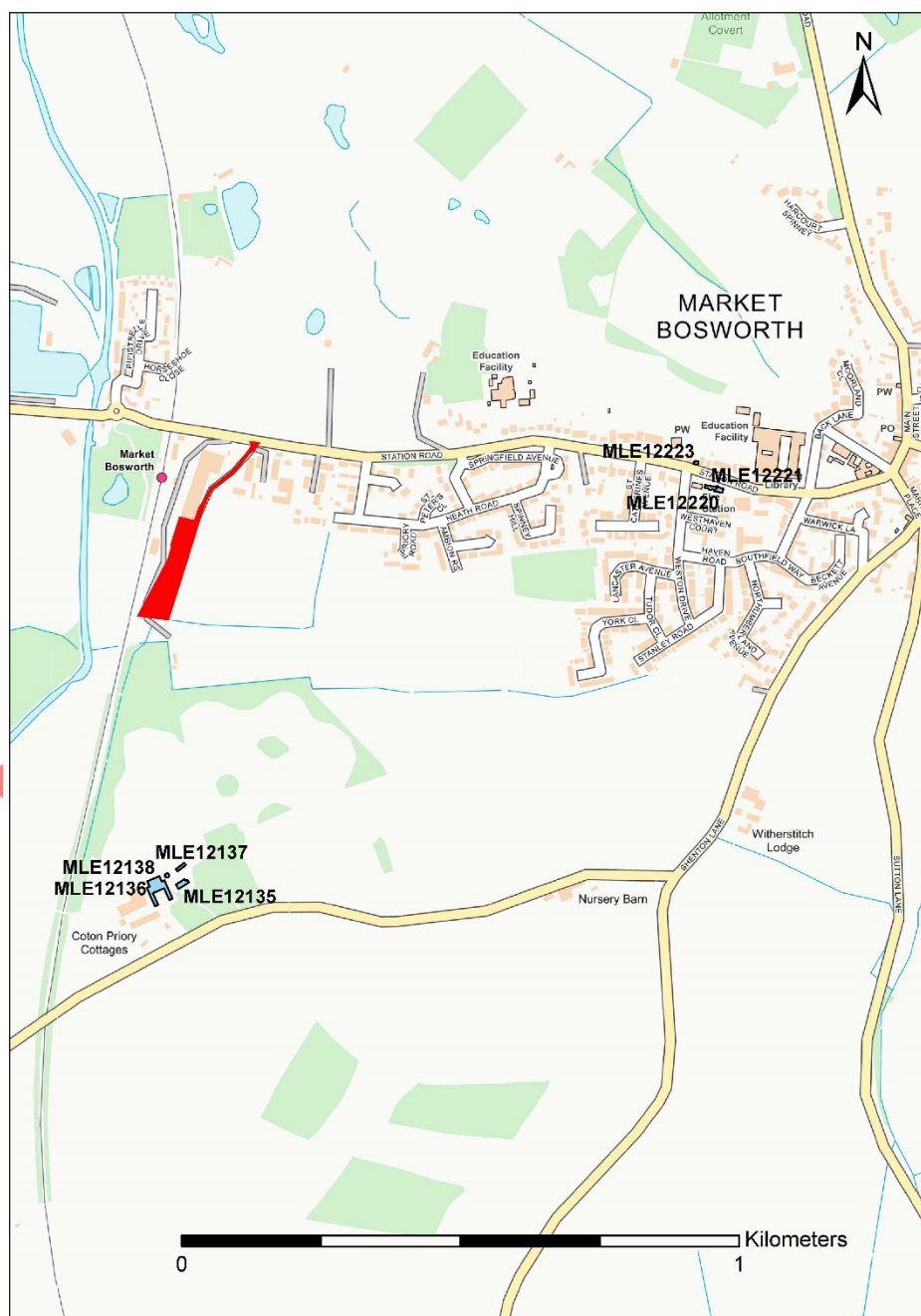


Figure 5: The site (highlighted red) and locations of the Listed Buildings. From HER for Leicestershire and Rutland. Data supplied by Leicestershire County Council.

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Non-Designated Heritage Assets

The Historic Environment Record (HER) for Leicestershire and Rutland records a number of non-designated heritage assets within the 1km radius of the assessment site although there are no known archaeological remains within the assessment area itself. A summary of the most relevant is provided below. The full list is shown in Appendix II and illustrated on Fig. 6. The HER reference numbers are shown in bold in the text.

Prehistoric - Roman

There are no known remains from the prehistoric or Roman periods within 1km of the proposed site.

Medieval

As the name indicates, Market Bosworth evolved as a market town, having been granted a Royal Charter for fairs and markets in 1285. Census records show a population of 543 in 1610, 618 in 1720, and 729 in 1911 growing from 1,608 in 1971 to around 2,100 today.

The town sits in an elevated position, on a spur of land amid woods between shallow valleys and the diversity of the landscape around adds favourably to this historic setting. Remains of a Roman villa-style structure has been discovered and the town encompasses several historic buildings including; The Dixie Grammar School, Bosworth Hall which dates from the 1670s and St Peter's Church. (Market Bosworth Society).

According to Nichols, in 1048 the land was divided in to two parts, belonging to a knight called Fernot, who was lord of the manor, and Allwin.

In the Domesday Book of 1086, the Anglo-Saxon manors and the village were part of the lands awarded by William the Conqueror to the Count of Meulan from Normandy, Robert de Beaumont, 1st Earl of Leicester. Subsequently, the village passed by marriage dowry to the English branching of the French House of Harcourt.

King Edward I gave a royal charter to Sir William Harcourt allowing a market to be held every Wednesday. The village took the name Market Bosworth from 12 May 1285, and on this day became a "town" by common definition.

The Battle of Bosworth took place south of the town in 1485 resulting in the death of King Richard III.

The historic village core of Market Bosworth (**MLE2935**) as deduced from landscape maps lies 745m to the east of the proposed development. In 2017 a series of test pits were dug around the village which suggested Market Bosworth did not develop into its current position until the 10th century. The earliest activity was found along Park Street on the eastern side of the village. Activity began spreading westwards in the 13th century and by the 16th century the village appears to have not spread much beyond the medieval limit.

The shrunken medieval village of Coton (**MLE2911**) is 410m south of the site and is divided into three parts. Near Coton (Coton Farm) and Far Coton are still occupied, but 'Middle Coton' only exists as earthworks. The village is known to have had a windmill from historic texts and the location has been suggested as 725m south-east from the proposed development (**MLE2910**).

Earthworks are located 330m north-east from the site and a survey in 2003 revealed a possible medieval Holloway (**MLE9606**) associated with the ridge and furrow. Medieval ridge and furrow have also been recorded off Barton Road to the north of Market Bosworth (**MLE25060**) 661m north-east from the site. Another area is located on the southern side of the village (**MLE25061**) west of Shenton Lane, 897m south-east from the proposed development.

Several findspots are also located in the vicinity of the assessment area. A medieval scabbard (**MLE9780**) dating from the late 13th to early 16th century was found during metal detecting 615m east of the site. A medieval copper-alloy fitting (**MLE9801**) was also found 607m south-west from the site which may be a part of a key.

Post-Medieval

In 1509 the manor passed from the Harcourts to the Grey family. In 1554, following the beheading of Lady Jane Grey, the manor of Bosworth was confiscated in the name of Mary I of England and her husband Philip II of Spain. They awarded the manor to the Catholic nobleman Edward Hastings. In 1567, his heirs sold it to Sir Wolstan Dixie, Lord Mayor of London. The first Dixie to live in Bosworth was his grand-nephew, Sir Wolstan Dixie of Appleby Magna, who moved to the town in 1608. Bosworth Hall, was the work of Sir Beaumont Dixie, 2nd Baronet (1629–1692).

In 1885 the 11th Baronet 'Beau' Dixie sold Bosworth Hall to pay debts. It was bought by Lady Agnes Tollemache, whose husband Charles Tollemache Scott enlarged the estate, planted woodlands and rebuilt the lodges and farms. Lady Agnes' daughter sold the estate in 1913.

There are 14 non-designated heritage assets dating to the post-medieval period within a 1km radius of the assessment area. Several relate to 19th century Industrial activity and transport routes occurring on the western edge of Market Bosworth.

The Ashby & Nuneaton Joint Railway (**MLE16051**), Market Bosworth Station (**MLE21425**), Signal Box (**MLE21426**), Station Master's house (**MLE21427**) and Goods Shed (**MLE21428**) are all immediately to the west of the proposed development.

The railway opened in 1873 and connected the colliery and mining areas in the Midlands to the southern part of the country (Hinckley & Bosworth Council). It is famous for being the first to use a double expansion engine 'Medusa' in 1878. It was closed to passengers in 1931 and goods trains in 1971. Following this the track was removed but parts were slowly purchased throughout the 1970's and 1980's by a group of enthusiasts. The track was relayed between Market Bosworth and Shenton in 1990 and now forms part of the heritage railway 'Battlefield Line'. Current work on the railway includes the restoration of The Signal Box which had been vandalised in 2008 (Hinckley & Bosworth Council).

A late 19th century Brick Yard (**MLE21429**) is on the western side of the railway, 93m from the proposed development. On the opposite side of Station Road is a late 19th century Gasworks (**MLE21430**).

The Ashby Canal (**MLE8916**) had been built to primarily transport coal and was opened in 1804. The holdings were transferred to Midland Railway in 1846 and it's use declined following the opening of the nearby railway in 1873. It was left in a state of disrepair and by 1957 parts were described as being an 'open sewer'. Today it is a Conservation Area (**DLE565**) and known for its beauty.

Station Road was the location of a Toll Road in 1759-1872 known as Turnpike Road (**MLE20918**). The road connected Market Bosworth to Tamworth, Hinckley and Measham.

The 19th century Freizeland Farm (**MLE25058**) is located 880m north-west of the development. It is a U-shaped arrangement of buildings and rebuilt in 1890 to show how a modern farm should function. A barn (**MLE20507**) located 705m north of the development area, to the north of Godsons Hill Farm is also recorded. The structure re-uses timbers from an earlier building and could be a late 18th century barn recorded on the Coton Lordship map of 1786.

The Market Bosworth Union Workhouse (**MLE17009**) is located 836m east of the site. It was built in 1836 and turned into an old people's home during the 20th century. Most of buildings were demolished in 1979 and the two surviving structures are Listed.

Modern

The church of Our Lady and St Gregory (**MLE26117**) is located on the northern side of Station Road. It is 735m to the east of the development and was opened in 1931.

The Crescent (**MLE25049**) is also on the northern side of Station Road, 432m east from the site. It comprises 24 semi-detached properties built as Council houses during the 1930's.

Undated

There is one non-designated heritage assets of an unknown date. This comprises an undated mound (**MLE2928**) at Dixie Grammar School, located 630m north-east from the development.

Historic Landscape Character

The Leicestershire, Leicester and Rutland Historic Landscape Characterisation Programme (HLC) was carried out between 2006 and 2009 and is available at: https://archaeologydataservice.ac.uk/archives/view/leicester_he_2019/).

The programme is “a method of identification and interpretation of the varying historic character within an area that looks beyond individual heritage assets” (Historic England HLC).

The HLC for the area indicates that the assessment area lies within an area designated as ‘Post 1880’s Industrial Complex’ (**HLE6031**) (Fig. 8).

Post-1880 Industrial Complexes are defined as industrial complexes type unidentified. Included in this HLC Type are industrial estates and large factories which appear after the publication of the OS 1st edition 6” maps. Most will date from the second half of the 20th century although some buildings may have a 19th century date.

Below ground archaeology of this HLC Type are likely to be low with archaeological remains likely to have been completely destroyed or, at best, significantly truncated. Older industrial buildings can represent important components of the industrial heritage of a town and its surrounding area and may be listed or historically significant. Where there are to be significant alterations to a building or the development process involves demolition of buildings a programme of recording prior to change is often desirable.

Individually most modern industrial sites will offer little in terms of research potential with many modern industrial units being large structures of limited architectural interest. Areas characterised as belonging to this HLC Type should be viewed within the wider context of a settlement’s historic and economic development.

This HLC Type has a low amenity value and are generally designed for the production of goods or processing of materials. These spaces are places of work and will tend to have little if any recreational value.

To the immediate west, the train line is recorded as Train Stations/Sidings/Cuttings.

The area is surrounded by fields with Reorganised Piecemeal Enclosure to the east and north-west (**HLE6223**) Large Irregular Fields to the west (**HLE6231**), Small irregular fields (**HLE6220**) to the north as well as settlement areas along the road.

The landscape ridge and furrow map from the HER (Fig. 8), which was hand-drawn from aerial photos taken during the 1980’s shows ridge and furrow was clearly visible in the surrounding fields at this time.



Figure 7: The Historic Landscape Characterisation (HLC) for the area. Data provided by Leicestershire County Council.

Contains OS data © Crown copyright [and database right] 2023.



Figure 8: Detail from the landscape and ridge & furrow map (based on air photos from the 1980's) from the Leicestershire and Rutland HER.

LiDAR Data

There is Light Detection and Ranging Data (LiDAR) for the area available (Fig. 9). Much of the ridge and furrow shown on the landscape map (Fig. 8) is now only faintly visible, although there are clearly earthworks immediately west of the Railway that are not shown on the 1980s map.

A faint line is visible extending southwards from the assessment area and joining the Ashby & Nuneaton railway. Apart from this the LiDAR adds little information to the assessment area.



Figure 9: LiDAR data for the assessment area.
From: <https://www.lidarfinder.com/>



Cartographic Evidence

The earliest map of the assessment area found at the Record Office for Leicestershire, Leicester and Rutland was the Tithe map of 1849 (Fig. 10). This shows the Ashby canal, but was produced before the Ashby & Nuneaton Joint railway was constructed. The assessment area is shown to be an open arable field called 'Middle Dust Hill'. It was owned by Sir Dixie and occupied by Mary Rawlings.



Figure 10: 1849 Tithe Map. Scale 10 chains to 1 inch.

The next available map is the First edition OS map from 1885 (Fig. 11). This shows that the railway has been built with a siding branching off it behind the back of the Goods Shed. The assessment area occupies the open field to the east of the siding.

There is slightly more detail on the next available map from 1886 (Fig. 12), but no change in the assessment area.

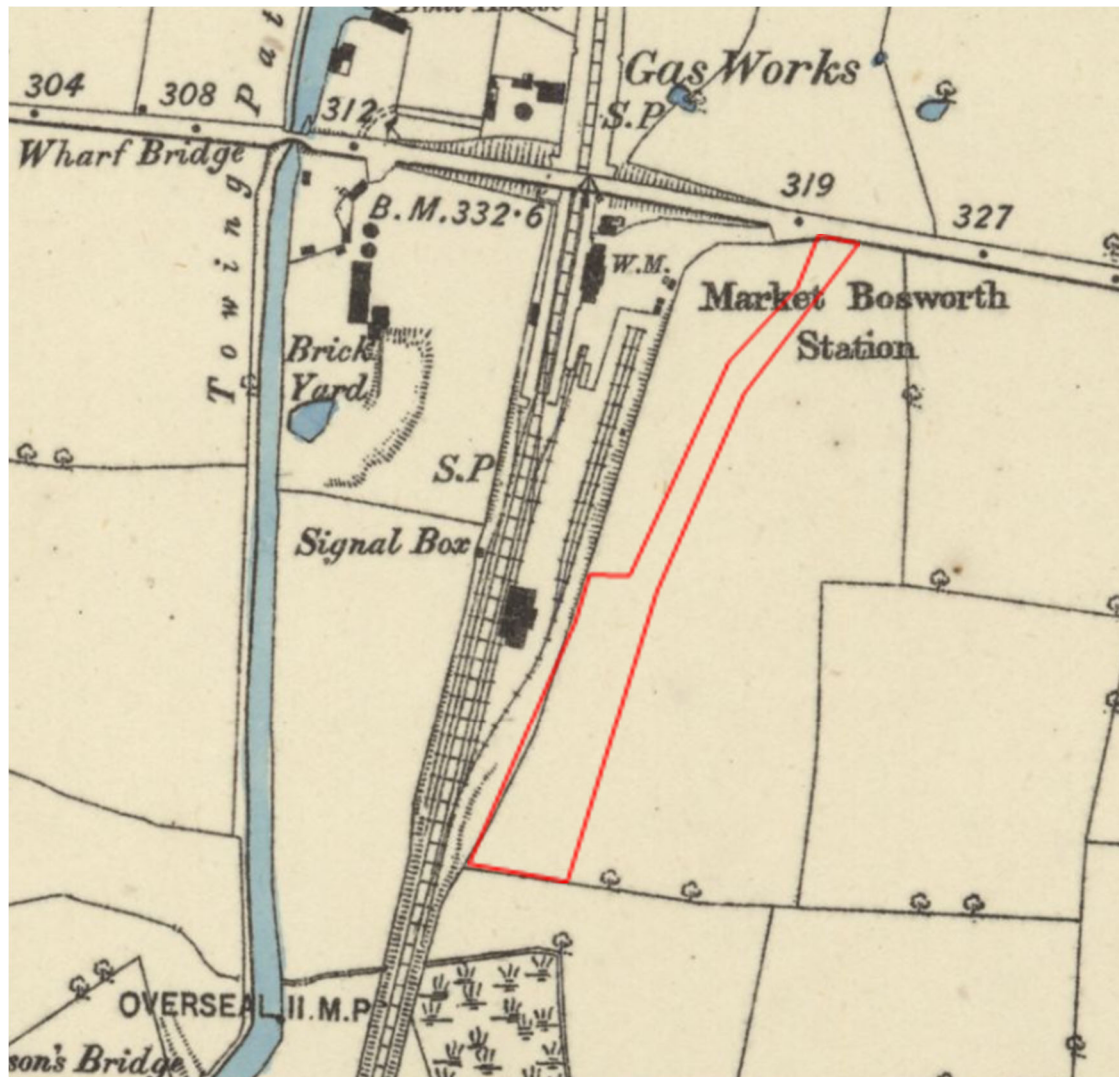


Figure 11: First edition 1885 OS map. Scale 6 inch to 1 mile

The 1903 OS map (Fig. 13) shows part of the assessment area now contains a narrow wooded or overgrown strip that has been separated from the rest of the field. Other than that, there was no change and this continues with the next available map, the 1949 OS map (not reproduced).

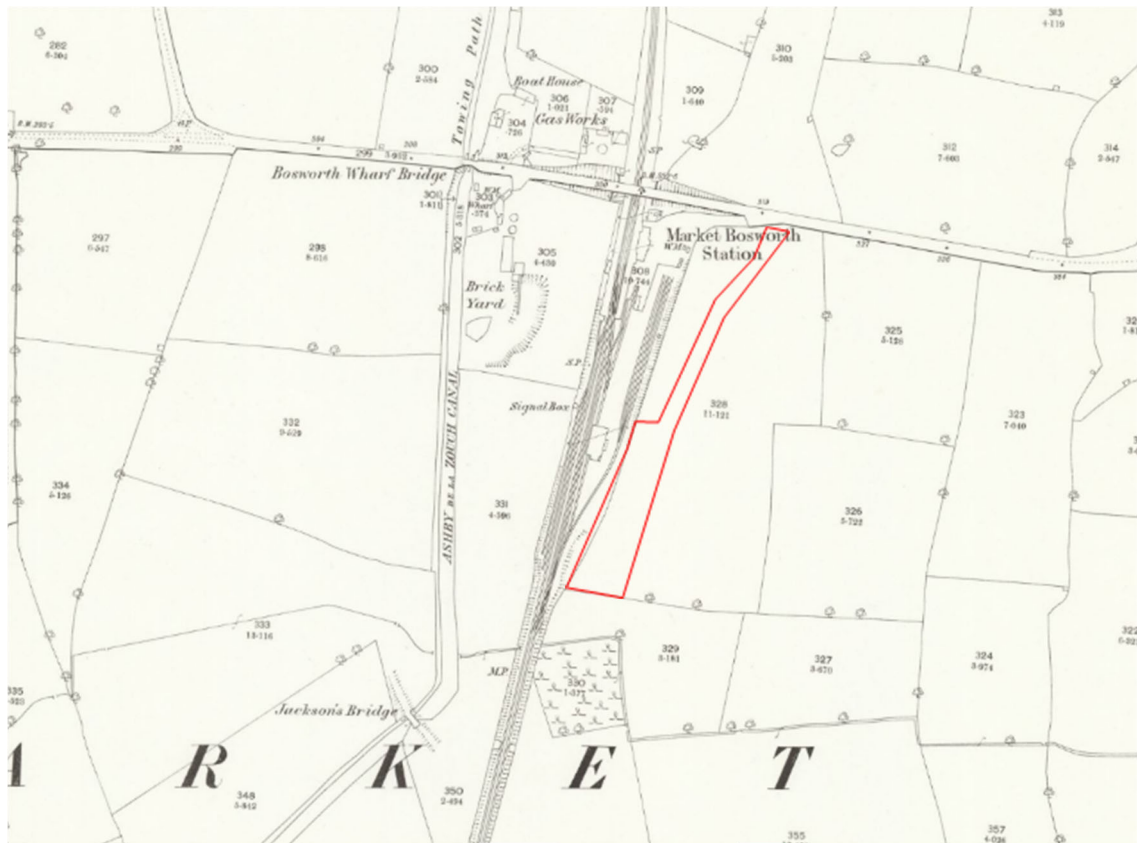


Figure 12: 1886 OS Map. 25 inches to 1 mile.

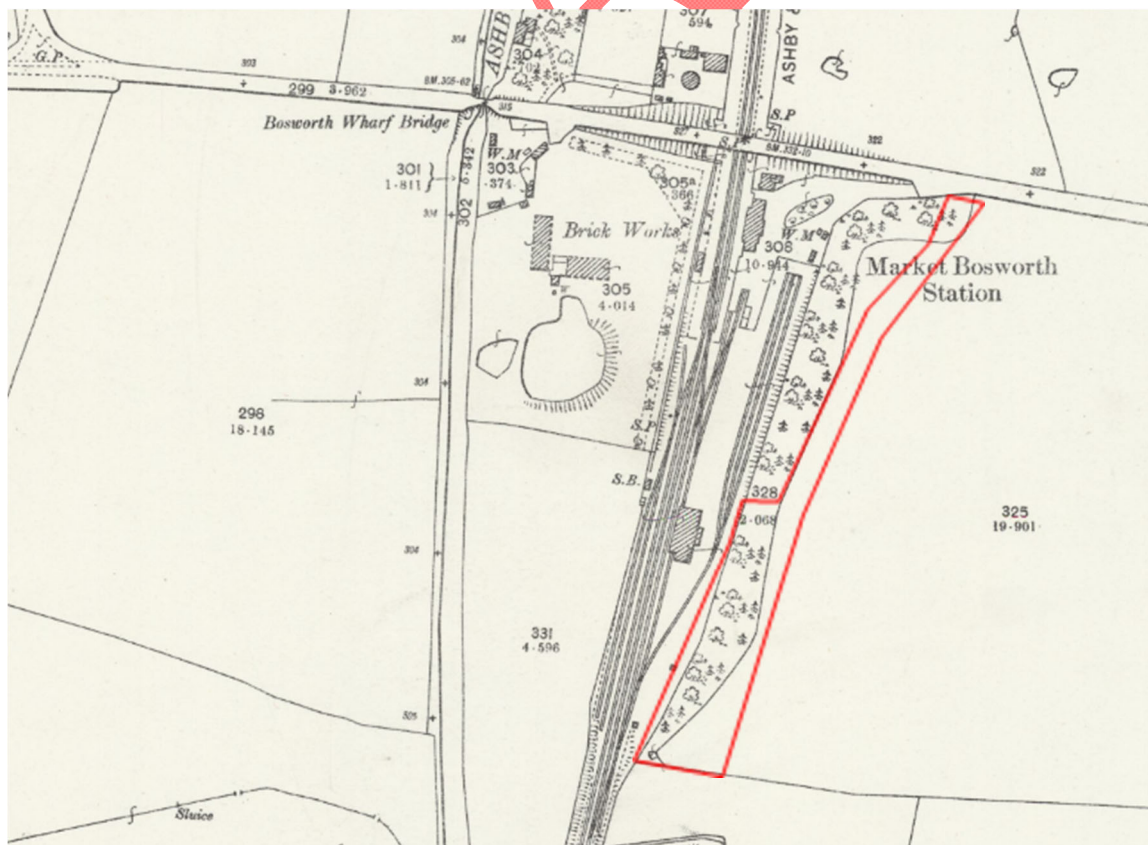


Figure 13: 1903 OS Map. 25 inches to 1 mile.

By the time the 1951 OS map was drawn (Fig. 14) the overgrown or wooded area that occupied most of the assessment area has been cleared. The railway has extended into the assessment area and a new siding comprising two railway lines has been constructed. The siding branches off the Ashby & Nuneaton railway and extends into the assessment area. The easternmost line extends almost as far as Station Road along the line of the current concrete path. A new building has also been built close to the ends of both sidings.



Figure 14:1951 OS Map. 2.5 inches to 1 mile

The 1955 map (Fig. 15) shows the new siding in greater detail. By this point a new boundary has been instated between the two sidings, which is likely to be the current site boundary. The building that was constructed at the ends of the sidings has been reduced and is now located on the eastern side of the new boundary. The Market Bosworth Station is now marked as being for the transportation of Goods.



Figure 15: 1955 OS Map. 6 inches to 1 mile



Figure 16: 1966 Map. 6 inches to 1 mile.

The final OS map available is dated 1966 (Fig. 16) and this shows the new siding has been mostly removed. The only remaining portion appears to be a short section of track that is detached from the mainline. The current site boundaries appear to have been instated. The building at the end of the siding is marked as 'Works' and has been extended southwards.

The modern Google image (Fig. 17) shows the current concrete path following the same route of the siding shown on earlier maps. The lower part of the site is covered in trees and vegetation while the northern part is an open concrete yard.



Figure 17: 2D Google Earth image of current state of the assessment area.
Google Earth ©2023

Site Visit

The site was visited by an archaeologist on 07/03/2023 in order to assess the present state of the proposed development area.

The site is a roughly rectangular parcel of land to the rear of the JJ Churchill Ltd factory. The area is divided into two sections and is linked to Station Road by a concrete path. The path slopes to the south as you enter an open concrete and gravel yard which forms the northern part of the development area (Fig. 18). Storage containers are located along the eastern and western edges and an overhead electric cable runs across the southern side of the area. A large fence surrounded the area with mature trees and hedges along the eastern and western boundaries.

The northern section was fenced off from the southern part of the development (Fig.19), but a gate and concrete path allow access between the two areas. The path extended straight through the centre of the area (Fig. 20), but turned to the south-west. As it exited the southern boundary the path abruptly turned to the south-east (Fig. 21).



Figure 18: The northern section of the assessment area looking south-west down the concrete path (the Goods Shed for the railway is visible in the background).



Figure 19: The northern section of the assessment area looking north-west (with the concrete path visible in the foreground).



Figure 20: The concrete path extending into the southern section (looking south).

There was no physical boundary between the site and the neighbouring railway line in the south-western corner (Fig. 21). A small stream runs along the boundary in the south-eastern corner and low wire fences formed the remaining eastern and western boundaries.

Two large embankments were found on either side of the path (Fig. 22) and these were covered in overgrown bramble, trees and shrubs. The embankments appeared to be more formalised to the north and small walls measuring approximately 1m in height flanked the path (Fig. 23).



Figure 21: The south-western corner of the development looking south-west towards the railway line.



Figure 22: The eastern boundary in the southern section of the site showing the large embankment found to the east of the concrete path (looking north).



Figure 23: The overgrown eastern wall flanking the path (looking north-east).

The western wall was the longest extending along the majority of the path, while the eastern was roughly half the size. Unfortunately, the eastern side of the site was so overgrown with brambles it could not be thoroughly explored (Fig. 23). However, the western side could be accessed through the vegetation (Fig. 24).

Exploration to the west of the path showed the longest wall comprised the side of a flat platform measuring approximately 5m wide (Fig. 25). Fragments of collapsed brick walls and concrete rubble were found along the edges (Fig. 26).

The opposite side of this platform was supported by similar brick wall (Fig. 27) and the structure extended as far as the fence which surrounds the factory (Fig. 28). The structure appeared to be an abandoned train platform.



Figure 24: The western wall flanking path (looking south-west).



Figure 25: The top of the flat platform found to the west of the concrete path (looking north).



Figure 26: Collapsed walls and rubble found on the western side of the platform.



Figure 27: The western side of the platform (looking north).



Figure 28: The northern end of the platform (looking south-west).

Appraisal of Development Impact

This assessment has been carried out prior to any planning proposal being submitted for development of the site for a new warehouse. An initial sketch plan has been supplied (Fig. 29), which shows the warehouse in the southern section of the site. The neighbouring land comprises open fields and the railway line.

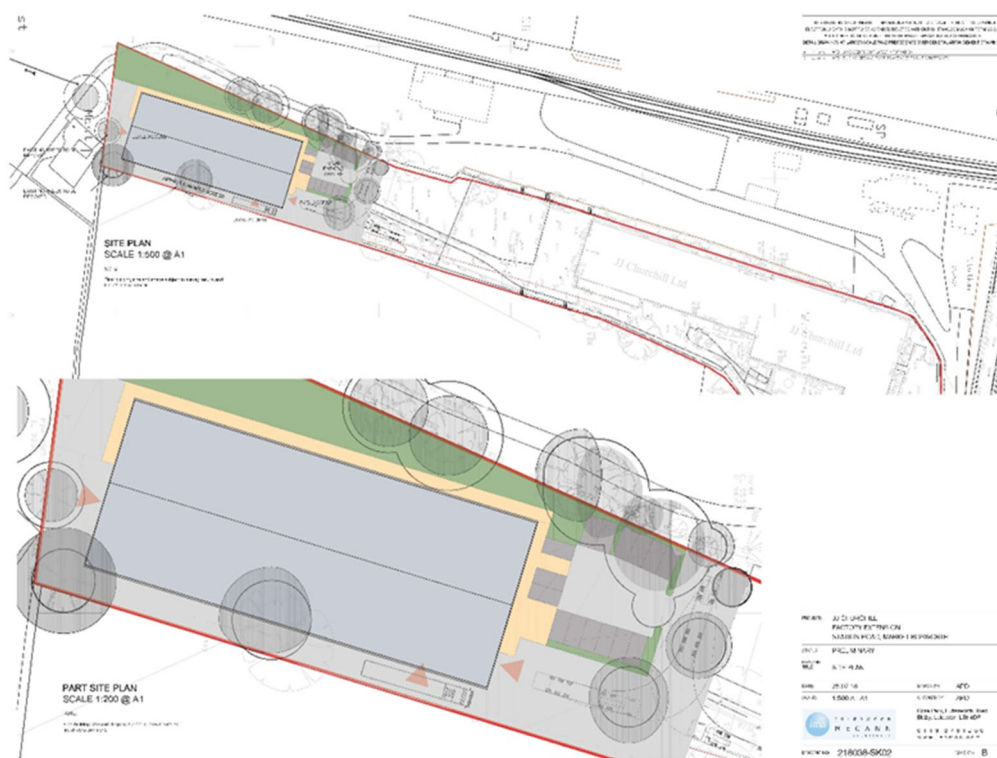


Figure 29: Initial sketch plan (Provided by client).

The location of the warehouse is where the railway siding was located. It is also where the remains of the platforms were found during the site visit. The construction of the building would result in the destruction of any surviving structures.

Any foundation trenches for the warehouse are likely to be at least 1m deep and will have a detrimental effect on any underlying archaeological remains that might be present on the site. Trenches for new services and landscaping can also have a negative effect on buried archaeological remains.

Designated Assets

Listed Buildings

All of the listed buildings are on the periphery of the 1km radius of the site either within the historic cores of Market Bosworth or at Coton Farm. None of the buildings are visible from the site. The location does not contribute to the setting of the Listed Building and the effect will be **Neutral**.

Conservation Area

The proposed site lies close to the Conservation Area of the Ashby Canal but is separated from it by the railway line. It does not contribute to it's setting other than as part of the overall industrial background beyond the railway line. There will be no effect on this from the proposed development. The effect will be therefore be **Neutral**.

Non-Designated Assets

Archaeology

The HER identifies no known archaeological sites within the site and there will be no impact on archaeological remains outside the proposed development area. A few medieval findspots represent the earliest activity identified in the area and these all occur around the edges of Market Bosworth and Coton Historic Core.

The early OS maps show the site to be in an area of open fields and is likely to be agricultural during the medieval and early post-medieval periods. During the later post-medieval period the Ashby & Nuneaton Joint Railway was constructed adjacent to the site and between 1949-1951 was extended into the assessment area. As no archaeological work has been undertaken within the assessment area, there is a risk of previously unknown archaeology to also be present on the site, however, it is likely that activity associated with the railway as well as the previous woodland on the site will have truncated any earlier remains.

Visible remains in the form of platforms are present on the site and the potential for late post-medieval and modern archaeology is high, especially associated with the railway. These remains will be destroyed and the effect will be **Slight – Moderate Adverse**. It is likely that the Planning Archaeologist will require a programme of clearance and recording to be undertaken prior to the destruction of these structures. Given the potential for further remains associated with the railway in the area a watching brief may also be required during construction to record any further evidence.

There are likely to be buried services on site. An overhead electric cable was also found extending across the assessment area close to the fence that divided the site into two sections.

Historic Buildings

There are a number of historical buildings associated with the railway close by. Given that the proposed site already forms a background industrial setting to the railway, the proposed development is unlikely to change this setting. The effect will therefore be **Neutral – Slight Adverse**.

Historic Landscape Character

The historic character of the site is recorded as 'Post 1880's Industrial Complex' and this will not this will not change with the new development. Therefore, there will be no change to the historic landscape character of the site and the effect will be **Neutral**.

Conclusion

This document provides an assessment of the heritage assets potentially affected by a proposed development at JJ Churchill Ltd, Station Road, Market Bosworth and describes the heritage assets potentially affected by the proposed development of the site in accordance with the Government's National Planning Policy Framework.

The proposed development site consists of an open yard used for storage, with an overgrown section to the rear containing brick walls that are supporting raised platforms. It lies outside the village core of Market Bosworth and Coton. The site is also outside of the Ashby Canal Conservation Area and not visible from any of the Listed buildings. The effect of these Designated heritage assets will be **Neutral**.

No remains dating to the prehistoric or Roman periods have been found nearby and due to the site's location outside the village cores, there is also a low potential for remains of these periods. The land use would also suggest that later industrial activity on the site is likely to have truncated any earlier remains. However, the proximity to the railway suggests that the potential for later post-medieval and modern industrial activity occurring in the assessment area is high.

The Ashby & Nuneaton Joint Railway lies immediately to the west. This was closed to passengers in 1931, but continued to be used for the transportation of goods until 1971. OS mapping shows that the railway extended into the assessment area between 1949 and 1951 and the remains of platforms were found in the southern part of the site beneath the trees and bushes. These may be of local interest and a separate phase of recording may be necessary prior to their demolition. The effect on these structures is likely to be **Slight – Moderate Adverse**.

Since the site will continue to be used for Industrial activity there will be no impact on nearby historical buildings associated with the railway or the historic landscape character and the effect will be **Neutral**.

Table 4: Summary of impacts

Heritage Asset	Significance (value)	Impact	Effect
Designated Assets			
Listed Buildings	Grade II - Medium	No Change The buildings cannot be seen from the site and it does not contribute to its setting.	Neutral
Conservation Area	Medium	No Change The site is close to the Conservation Area, but does not contribute to its setting	Neutral
Non Designated Assets			
Archaeology in the vicinity of the proposed development area.	Low – Medium	No Change	Neutral - The proposed development will have no impact on archaeology outside the proposed area
Unknown archaeology within the proposed development area.	Unknown, but potentially Low-Medium There is a <i>high</i> potential for late post-medieval or modern Industrial archaeology associated with the railway. There is a <i>low</i> potential for earlier remains.	Unknown	Unknown -There is low potential for previously unknown archaeology within the site.
Platforms associated with the Ashby & Nuneaton Railway	Low-Medium The platforms were built between 1949 and 1951, but may be of local interest.	Major The platforms and any other structures on the site will be completely destroyed during the development.	Slight-Moderate Adverse An additional phase of recording may be necessary prior to the development.
Nearby historical buildings associated with the Ashby & Nuneaton Railway	Low-Medium	Negligible The assessment area will only slightly change the setting.	Neutral-Slight Adverse
Historic Landscape Character	Low	Negligible The new warehouse will not change the HLC	Neutral The HLC will not change

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Soilscapes website, <http://www.landis.org.uk/soilscapes>

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Appendix I: Archaeology ‘events’ listed on the Historic Environment Record for Leicestershire and Rutland within a 1km radius of the assessment area

Event No	Name	Location	Organisation	Grid Ref
ELE11915	2022 geophysical survey, land to west of Shenton Lane, Market Bosworth, Leicestershire	West of Shenton Lane, Market Bosworth, Leicestershire	Pre-construct Geophysics	SK 4019 0263
ELE5093	1997 desk-based assessment for land at Nutswood Pastures, Market Bosworth, Leicestershire	Nutswood Pastures, Market Bosworth, Leicestershire	University of Leicester Archaeological Services	SK 40314 03332
ELE6462	2002 geophysical and earthworks surveys at Godsons Hill Farm, Station Road, Market Bosworth, Leicestershire	Godsons Hill Farm, Station Road, Market Bosworth, Leicestershire	Northamptonshire Archaeology	SK 3969 0375
ELE6477	2003 impact assessment of the outbuilding complex at Coton Priory Farm, near Coton, Market Bosworth, Leicestershire	Coton Priory Farm, near Coton, Market Bosworth, Leicestershire	TR Projects	SK 3931 0238
ELE8722	2013 desk-based assessment for proposed development at Manor Farm, Main Street, Market Bosworth	Manor Farm, Main Street, Market Bosworth	University of Leicester Archaeological Services	SK 3944 0323
ELE6476	2003 impact assessment and historical analysis in respect of proposed works to the Listed Building known as Coton Priory Farm	Coton Priory Farm, near Coton, Market Bosworth, Leicestershire	TR Projects	3932 0237
ELE6471	2002 desk-based assessment, land adjacent to Godsons Hill Farm, Station Road, Market Bosworth	Godsons Hill Farm, Station Road, Market Bosworth, Leicestershire	Northamptonshire Archaeology	SK 3969 0375
ELE6474	2003 trial trenching, land adjacent to Godson's Hill Farm, Station Road, Market Bosworth, Leicestershire, stage 4	Godsons Hill Farm, Station Road, Market Bosworth, Leicestershire	Northamptonshire Archaeology	SP 74189 86193

Appendix II: Known archaeological monuments listed on the Historic Environment Record for Leicestershire and Rutland, within a 1km radius of the assessment area

HER Ref	Name	Type	Period	Grid Ref
ANGLO-SAXON AND MEDIEVAL				
MLE2910	Medieval windmill near Coton	WINDMILL	Medieval 1067 AD to 1539 AD	SK 398 023
MLE2911	Shrunken medieval village of Coton	CHAPEL, ENCLOSURE, HOLLOW WAY, SHRUNKEN VILLAGE, TOFT	Medieval 1067 AD to 1539 AD	SK 390 021
MLE2935	Historic settlement core of Market Bosworth	TOWN	Late Anglo Saxon to Late Post-medieval - 850 AD to 1899 AD	Centred SK 405 031
MLE9606	Earthworks north-west of Godsons Hill Farm, Market Bosworth	HOLLOW WAY	Medieval 1067 AD to 1539 AD	SK 397 035
MLE9780	Medieval scabbard chape from south of Spinney Hill, Market Bosworth	FINDSPOT	Early Medieval to Late Medieval - 1267 AD to 1539 AD	SK 399 029
MLE9801	Medieval find from south-east of Coton Bridge, Market Bosworth	FINDSPOT	Medieval 1067 AD to 1539 AD	SK 388 023
MLE25060	Medieval ridge and furrow, spring, Silk Hill, off Barton Road, Market Bosworth	RIDGE AND FURROW; SPRING	Early Medieval to Modern - 1067 AD to 2050 AD	SK 4030 0337
MLE25061	Medieval ridge and furrow earthworks, two fields west of Shenton Lane, Market Bosworth	RIDGE AND FURROW	Early Medieval to Late Post-medieval - 1067 AD to 1899 AD	SK 4020 0253
POST-MEDIEVAL				
MLE8916	Ashby Canal	CANAL	Late Post-medieval to Modern - 1804 AD to 2050 AD	SK 35 04
MLE16051	Ashby & Nuneaton Joint Railway	RAILWAY	Late Post-medieval to Modern - 1873 AD to 1971 AD	SK 35 05

HER Ref	Name	Type	Period	Grid Ref
MLE17009	Market Bosworth Union Workhouse	WORKHOUSE	Late Post-medieval to Modern - 1836 AD to 1930 AD	SK 402 030
MLE20507	Field barn north of Godsons Hill Farm, Market Bosworth	FIELD BARN	Late Post-medieval to Modern - 1767 AD? to 2050 AD	SK 396 038
MLE20918	Turnpike Road, Market Bosworth to Measham, Burton on Trent & Hinckley	TOLL ROAD	Late Post-medieval - 1759 AD to 1872 AD	SK 3619 0320
MLE21425	Market Bosworth Station, Station Road, Market Bosworth	RAILWAY STATION	Late Post-medieval to Modern - 1873 AD to 2050 AD	SK 3930 0314
MLE21426	Signal box, Market Bosworth Station, Market Bosworth	SIGNAL BOX	Late Post-medieval to Modern - 1899 AD to 2050 AD	SK 3927 0313
MLE21427	Station Master's house, Station Road, Market Bosworth	STATION MASTERS HOUSE	Late Post-medieval to Modern - 1873 AD? to 2050 AD	SK 3931 0317
MLE21428	Goods Shed, Station Road, Market Bosworth	GOODS SHED	Late Post-medieval to Modern - 1873 AD to 2050 AD	SK 3926 0297
MLE21429	Brick Yard between railway and canal, Station Road, Market Bosworth	BRICKWORKS	Late Post-medieval to Modern - 1850 AD? to 1920 AD?	SK 3919 0310
MLE21430	Gasworks, Station Road, Market Bosworth	GAS WORKS	Late Post-medieval to Modern - 1870 AD? to 1930 AD?	SK 3927 0323
MLE25042	Barn on south side of Priory Lane (east end), Market Bosworth	BARN	Late Post-medieval to Modern - 1701 AD? to 2050 AD	SK 4006 0236
MLE25048	Signal box opposite (west) the goods shed, Station Road, Market Bosworth	SIGNAL BOX	Late Post-medieval to Modern - 1873 AD to 2050 AD	SK 3924 0300
MLE25058	Freizeland Farm, Wellesborough Road, Market Bosworth	CART SHED, FARMHOUSE, FARMSTEAD, HORSE ENGINE, WATER PUMP	Late Post-medieval to Modern - 1701 AD? to 2050 AD	SK 3859 0347
MODERN				
MLE25049	The Crescent, 122-168 Station Road, Market Bosworth	SEMI DETACHED HOUSE	Modern - 1930 AD? to 2050 AD	SK 3998 0319
MLE26117	Our Lady and St Gregory Church, Station Road, Market Bosworth	ROMAN CATHOLIC CHURCH	Modern - 1931 AD to 2050 AD	SK 4020 0316
UNDATED				
MLE2928	Undated mound, Dixie Grammar School Playing Fields, Market Bosworth	MOUND	Unknown date	SK 400 033

Appendix III: Listed buildings and other historic buildings recorded on the Historic Environment Record for Leicestershire and Rutland, within a 1km radius of the assessment area

HER No	Name	Type	Date	Grid Ref
MLE12135	COTON PRIORY FARMHOUSE, COTON LANE (NORTH-WEST SIDE), MARKET BOSWORTH	TIMBER FRAMED HOUSE	Early Post-medieval to Modern - 1540 AD to 2050 AD	SK 393 023
MLE12136	FORMER DAIRY AT COTON PRIORY FARM, COTON LANE (NORTH-WEST SIDE), MARKET BOSWORTH	DAIRY	Late Post-medieval to Modern - 1885 AD? to 2050 AD	SK 392 023
MLE12137	OUTBUILDING AT COTON PRIORY FARM, COTON LANE (NORTH-WEST SIDE), COTON	TIMBER FRAMED BUILDING	Late Post-medieval to Modern - 1701 AD? to 2050 AD	SK 393 024

MLE12138	FARMBUILDINGS AT COTON PRIORY FARM, COTON LANE (NORTH-WEST SIDE), COTON	BARN, CART SHED, GRANARY	Late Post-medieval to Modern - 1867 AD to 2050 AD	SK 392 023
MLE12220	WESTHAVEN COURT, 18, STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	WORKHOUSE, HOUSE	Late Post-medieval to Modern - 1836 AD to 1930 AD?	SK 402 030
MLE12221	WESTHAVEN COURT, 20 & 21 STATION ROAD (SOUTH SIDE), MARKET BOSWORTH	WORKHOUSE, HOUSE	Late Post-medieval to Modern - 1836 AD to 1930 AD?	SK 402 030
MLE12223	AYLESBROOK COTTAGE, STATION ROAD (NORTH SIDE), MARKET BOSWORTH	HOUSE	Late Post-medieval to Modern - 1701 AD to 2050 AD	SK 402 031

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