

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement Volume 1: Main Statement

Appendix 13.7: Archaeological Mitigation Strategy

Document reference: 6.2.13.7

Revision: 01

November 2022

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:



The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate’s National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/>

Appendix 13.7 ◆ Archaeological Mitigation Strategy

INTRODUCTION

Background

- 1.1. This Archaeological Mitigation Strategy has been prepared by The Environmental Dimension Partnership Ltd (EDP), on behalf of Tritax Symmetry (Hinckley) Limited to inform a proposed Strategic Rail Freight Interchange (SRFI) (the Hinckley National Rail Freight Interchange) on land north-east of Hinckley (hereafter referred to as 'the HNRFI'), which is to be the subject of a Development Consent Order (DCO) application.
- 1.2. The Proposed Development within the DCO Site includes a new rail terminal, warehouse buildings and access road in the Main Order Limits, as well as off-site highways works beyond the Main Order Limits.
- 1.3. Figure 13.1 (document reference 6.3.13.1) illustrates the extents of the DCO Site. The Proposed Development is described in full within Chapter 3: Project Description (document reference 6.1.3) of the accompanying Environmental Statement (ES).
- 1.4. This Mitigation Strategy has been devised subsequent to the completion of a programme of archaeological and cultural heritage assessment and fieldwork across all available areas of the DCO Site.
- 1.5. This Mitigation Strategy has been reviewed and approved by the Leicestershire County Council Historic and Natural Environment Team.

Aims and Objectives

- 1.6. This document provides an outline of the mitigation strategy for archaeological and cultural heritage assets within the DCO Site. The mitigation works that are set out in this document are intended to be implemented as a DCO Requirement.
- 1.7. The principle aim of the Mitigation Strategy is to ensure the preservation by record of the significant archaeological remains and built form identified in the DCO Site, to place the recorded assets in the local and regional context and to make this record publicly available.

Completed Archaeological and Cultural Heritage Investigations

- 1.8. The historic environment background of the DCO Site and the investigations completed to inform the DCO application are reported in the following documents, which together

provide comprehensive baseline data for the DCO Site which should be read in conjunction with this Mitigation Strategy:

- Archaeological Assessment report (Appendix 13.1; document reference 6.2.13.1);
- Heritage Assessment report (Appendix 13.2; document reference 6.2.13.2);
- Geophysical Survey Report (Phase 1) (Appendix 13.3; document reference 6.2.13.3);
- Geophysical Survey Report (Phase 2) (Appendix 13.4; document reference 6.2.13.4);
- Evaluation Report (Phase 1) (Appendix 13.5; document reference 6.2.13.5); and
- Evaluation Report (Phase2) (Appendix 13.6; document reference 6.2.13.6).

ARCHAEOLOGICAL AND CULTURAL HERITAGE FEATURES REQUIRING MITIGATION

- 1.9. This section identifies the archaeology and cultural heritage assets subject to mitigation and identifies the appropriate programme of works that is to be implemented within the DCO Site, as well as their locations.
- 1.10. In summary, the available areas of the DCO Site have been subject to a phased programme of archaeological and cultural heritage investigation comprising desk-based assessment (including walkover surveys) and two phases of geophysical survey and two phases of archaeological trial trench evaluation across the Main Order Limits.
- 1.11. The following paragraphs set out those archaeological and cultural heritage features identified in the course of these investigations that require mitigation, or areas of the DCO Site where it is considered further mitigation is warranted on the basis of the completed investigations.
- 1.12. The programme of geophysical survey and trial trenching across the Main Order Limits identified two discrete areas of archaeological potential in the Main HNRFI Site, comprising a ring ditch (and associated features/finds) immediately west of Hobbs Hayes Farm (Excavation Area A); and a separate Roman settlement site defined by field enclosures located to the north of Aston Firs/Elmesthorpe Plantation (Excavation Area B).
- 1.13. No significant archaeological features are recorded by the Historic Environment Record (HER), geophysical survey or trial trenching in the A47 Link Road Corridor, located west of the Main HNRFI Site.
- 1.14. Three areas of ridge and furrow earthworks, deriving from medieval agricultural practice, were also identified during the course of the assessment of the Main Order Limits.

- 1.15. The assessments completed to inform the DCO application have identified four buildings of historic interest within the Main Order Limits. They comprise a former farmhouse at Woodhouse Farm, a converted barn at Hobbs Hayes, a former stable range at Freeholt Lodge and the Burbage Common Road bridge over the railway line.
- 1.16. Within the locations of off-site works within the DCO Site, a number of these are located in proximity to areas of archaeological potential, such as highways works within the historic cores of the settlements of Stoney Stanton and Sapcote. However, in reality, the proposed changes within these areas are so limited; involving only additional signage, occasional road calming measures and minor adjustments to the existing highway or railway network, that there is considered to be no potential for any works in these areas to interact with significant archaeological remains or require any form of mitigation.
- 1.17. None of the known archaeological or cultural heritage features identified within the DCO Site is considered to represent an 'in-principle' constraint to development. However, the features identified above are expected to be lost as a result of the construction of the Proposed Development and therefore the following mitigation is proposed to record these archaeological and cultural heritage features in advance of their destruction.

Historic Building Recording

- 1.18. The assessments completed to inform the DCO application have identified four buildings of historic interest within the Main Order Limits. They comprise a former farmhouse at Woodhouse Farm (HB1), a converted barn at Hobbs Hayes (HB2), a former stable range at Freeholt Lodge (HB3) and the Burbage Common Road bridge over the railway line. The locations of these buildings are each identified on Image 13.6.1 below, which is an extract from Figure 13.3; Document Reference 6.3.13.3.
- 1.19. These buildings will be demolished as a result of the construction of the Proposed Development. Mitigation in the form of historic building recording is therefore proposed for these four assets (HB1, HB2, HB3 and Burbage Common Road Bridge), undertaken in advance of site clearance and construction activity.
- 1.20. Each asset will be subject to Building Recording, at Level 3, in line with Historic England guidance *Understanding Historic Buildings: A Guide to Good Recording Practice*.
- 1.21. Prior to the implementation of the historic building recording works, the appointed contractor will produce a detailed Written Scheme of Investigation (WSI) specifying the methodology. This WSI will be agreed with and approved by the Leicestershire County Council Historic and Natural Environment Team, prior to commencement.

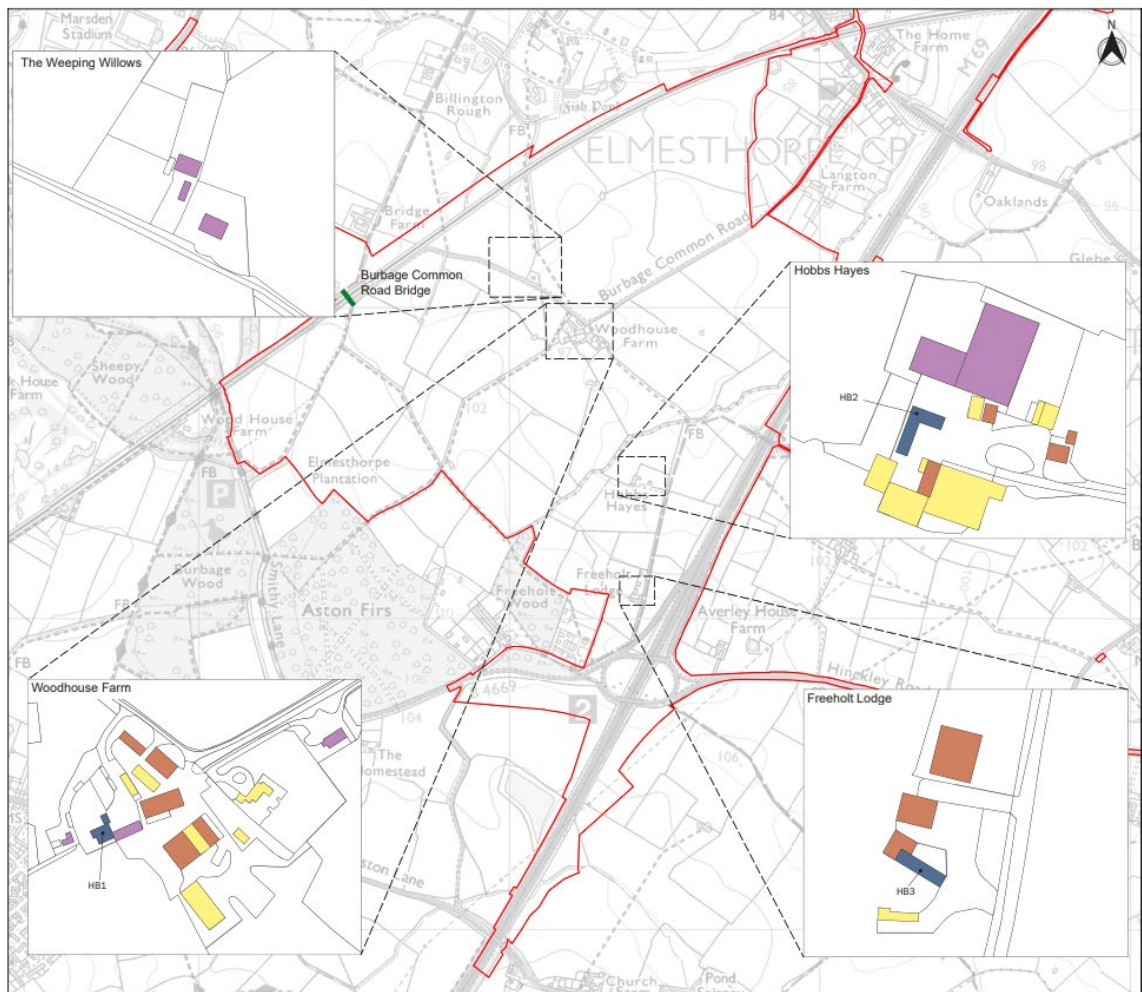


Image 13.6.1: Location of Built Form within the Main HNRFI Site

Archaeological Mitigation by Record

A47 Link Road Corridor

- 1.22. A staged programme of archaeological mitigation is required across the extents of the A47 Link Road Corridor and adjoining land north of the railway. This mitigation work will commence with trial trenching, with the aim of establishing the need for any further mitigation, in the form of discrete areas of excavation, across this area of the DCO Site. This required mitigation will extend to the completion of any appropriate archaeological excavation, recording and full post-excavation analysis and reporting, should such measures be necessary.
- 1.23. The programme of archaeological works, both the trenching and any follow-up excavation, for the A47 Link Road Corridor and adjoining land north of the railway will be undertaken in advance of site clearance and construction activity. Each necessary stage of works will be completed in accordance with a detailed Written Scheme of Investigation (WSI) produced by the appointed contractor and approved by the Leicestershire County Council Historic and Natural Environment Team, prior to commencement. The WSI will include,

inter alia, the on-site recording methodology, sampling, analysis and reporting strategy, as well as monitoring arrangements and details of timetable and personnel.

1.24. The extents of this area are identified on Image 13.6.2 below.

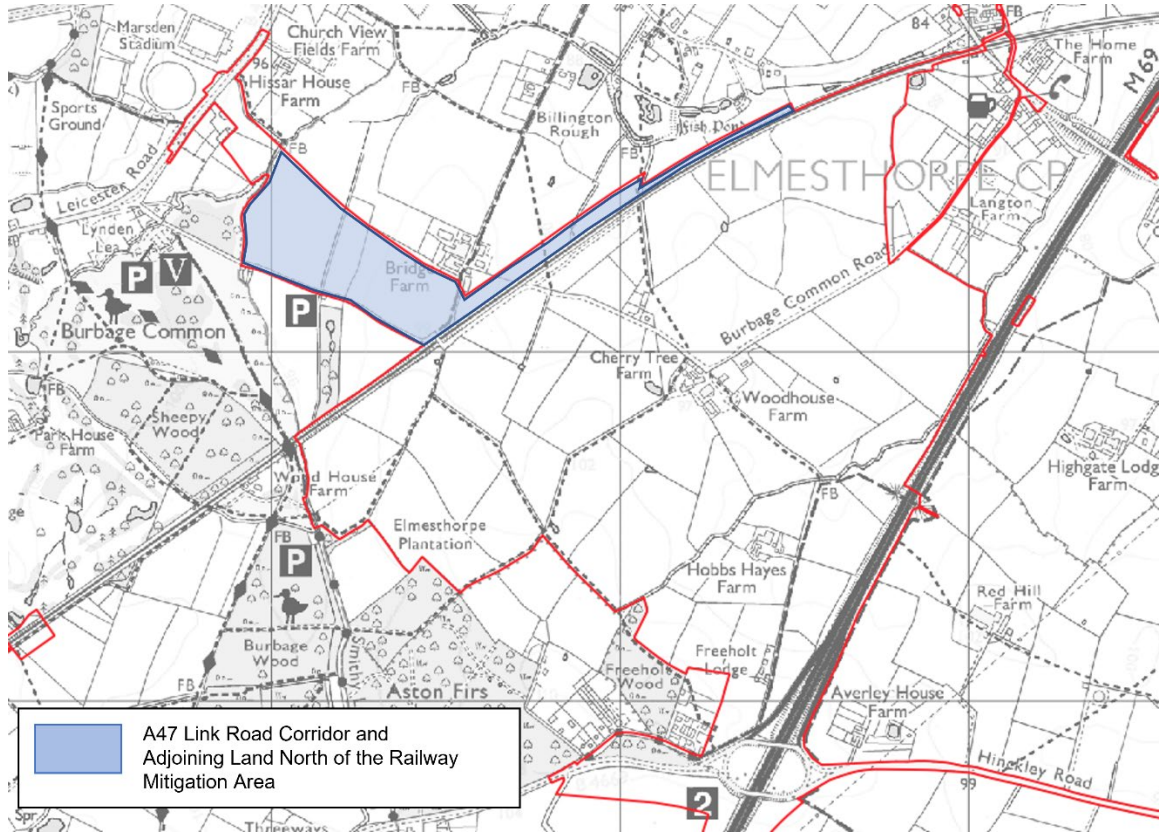


Image 13.6.2: Extents of the A47 Link Road Corridor and Adjoining Land North of the Railway Mitigation Area

Main HNRFI Site

1.25. A programme of archaeological investigation and recording is required within the Main HNRFI Site, where geophysical survey and trial trenching has identified two foci of archaeological interest which will require two discrete areas of mitigation by excavation. Excavation Area A comprises an area focused on the Iron Age to Romano-British settlement remains, west of Hobbs Hayes Farm. Excavation Area B focusses on Late Iron Age to Romano-British field systems to the east of the Elmesthorpe Plantation. The indicative extents of these areas, drawn to include the archaeological remains identified during investigation of the Main HNRFI Site, are identified on Images 13.6.3 and 13.6.4 below. The exact extents of each area will be determined through the agreement of detailed Written Scheme of Investigation (WSI) produced by the appointed contractor and approved by the Leicestershire County Council Historic and Natural Environment Team.

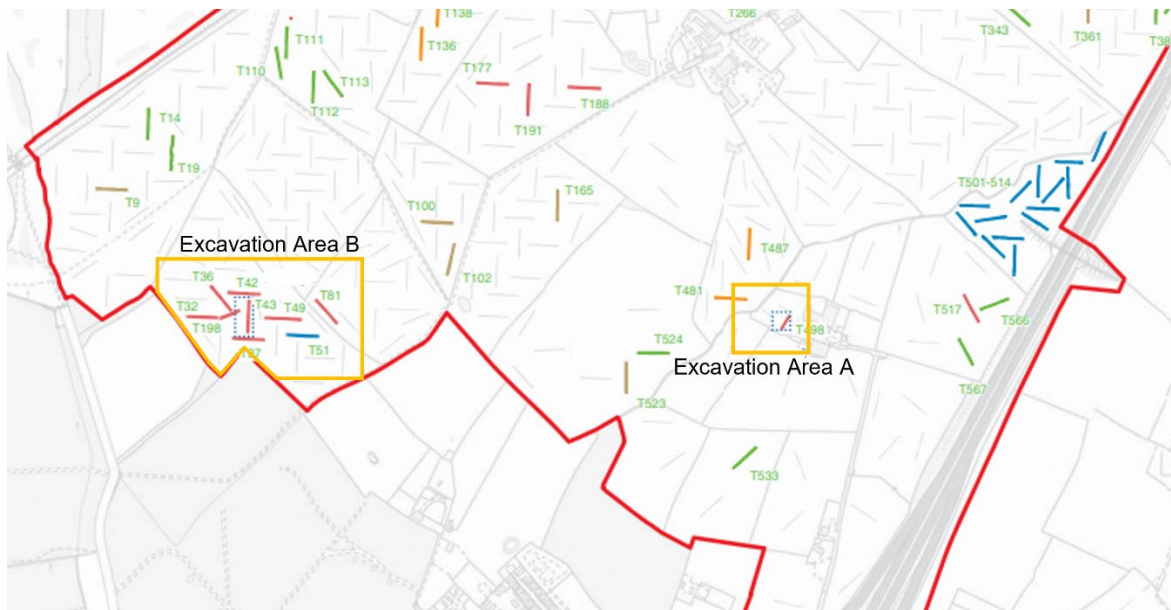


Image 13.6.3: Location of Areas of Archaeological Interest based on the results Trial Trenching in the Main HNRFI Site

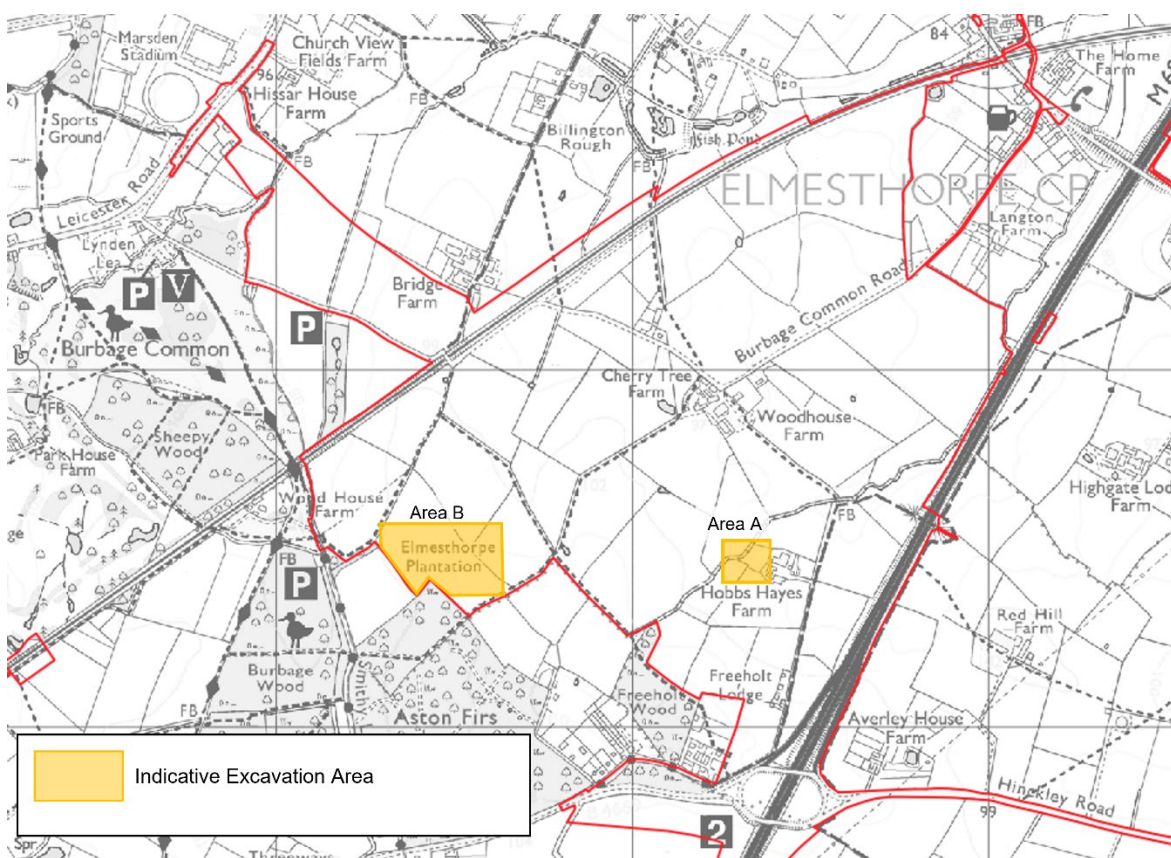


Image 13.6.4: Location of Excavation Area A and Excavation Area B

- 1.26. A programme of archaeological investigation and recording is required within the Main HNRFI Site in respect of the identified fragmentary remains of medieval ridge and furrow earthworks in three locations. These earthworks will be subject to a topographic survey to record their form and extents. In addition, the earthworks will be subject to limited intrusive investigation to gather information on their chronology and soil profiles, in advance of their destruction. The extents of these areas are identified on Image 13.6.5 below.

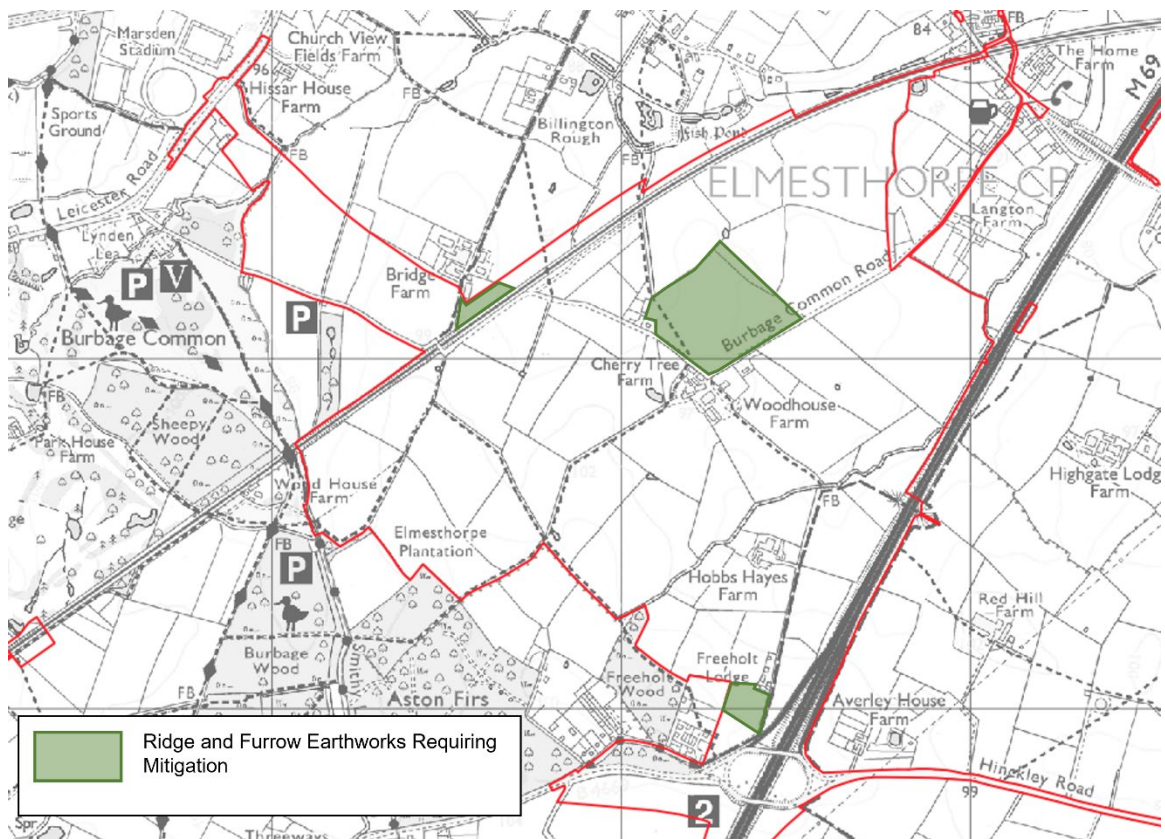


Image 13.6.5: Location of Ridge and Furrow Earthworks Requiring Mitigation

- 1.27. In each case the programmes of archaeological works set out above for archaeological mitigation by record in Excavation Area A and Excavation Area B and in respect of the ridge and furrow earthworks will be undertaken in advance of site clearance and construction activity. The works will be completed in accordance with a detailed Written Scheme of Investigation (WSI) produced by the appointed contractor and approved by the Leicestershire County Council Historic and Natural Environment Team, prior to commencement. Each WSI will include, inter alia, the on-site recording methodology, sampling, analysis and reporting strategy, as well as monitoring arrangements and details of timetable and personnel.
- 1.28. No further archaeological mitigation is expected to be required within any other area of the DCO Site.

REFERENCES

English Heritage, 2008, Conservation Principles, Policies and Guidance

Historic England, 2015, Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment: Historic England Guidance

Historic England, 2016, Preserving Archaeological Remains: Decision-taking for Sites under Development

Historic England, 2019, Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets

Historic England, 2019, Heritage: The Foundation for Success - Modern Infrastructure and the Historic Environment

Historic England, 2019, Piling and Archaeology Guidance and Good Practice

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