

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

**Hinckley NRFI Note on Archaeological Mitigation Strategy
for Non-designated Heritage Assets ~~Written Statement of
Oral Case ISH3 [Appendix H – Note on Archaeological
Mitigation Strategy for Non-designated Heritage Assets]~~**

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Planning Act 2008

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

Hinckley National Rail Freight Interchange (HNRFI) Cultural Heritage Note on Archaeological Mitigation edp3267_r070a

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1 INTRODUCTION

1.1 This note has been produced in response to a request from the Examining Authority (ExA) during *ISH3, Agenda item 7: Cultural Heritage* of the Examination. The ExA specifically requested a note to update on the current position in respect of the Archaeological Mitigation Strategy for archaeological remains within The DCO Site.

Effect on Archaeological Assets

1.2 The assessment of the effects on archaeological assets is set out within ES Chapter 13: Cultural Heritage (document reference 6.1.13, APP-122) and the following appendices:

- Appendix 13.1 – Archaeological Assessment (document reference 6.2.13.1, APP-201);
- Appendix 13.3 – Geophysical Survey Report (Phase 1) (document reference 6.2.13.3, APP-203 and APP-204);
- Appendix 13.4 – Geophysical Survey Report (Phase 2) (document reference 6.2.13.4, APP-205);
- Appendix 13.5 – Evaluation Report (Phase 1) (document reference 6.2.13.5, APP-206);
- Appendix 13.6 – Evaluation Report (Phase 2) (document reference 6.2.13.6, APP-207); and
- Appendix 13.7 - Archaeological Mitigation Strategy (document reference 6.2.13.7, APP-208).

1.3 The [Statement of Common Ground \(SoCG\)](#) between the Applicant and [Blaby District Council \(BDC\)](#) (document reference: 19.1) and [Leicestershire County Council \(LCC\)](#) (document reference: 19.3) confirm that the submitted Cultural Heritage ES Chapter 13 (document reference: 6.1.13, APP-122) includes a comprehensive assessment of the impact upon the historic environment and is supported by an adequate suite of completed archaeological and heritage surveys to inform the DCO Application.

1.4 ES Chapter 13 (document reference: 6.1.13, APP-122) and its accompanying appendices therefore provides an appropriately robust assessment of the likely presence of below-

ground archaeology across The DCO Site. It has found no evidence of features of such importance and value that constrain the Proposed Development.

- 1.5 In terms of the potential impact of the Proposed Development on known and unknown non-designated archaeological receptors, this is expected to be contained to within the Main HNRFI Site and A47 Link Road portions of The DCO Site.
- 1.6 Within the extents of the Main HNRFI Site and A47 Link Road, the archaeological investigations set out in ES Chapter 13 (document reference: 6.1.13, APP-122) recorded activity ranging from the late Iron Age to 20th centuries, including most notably evidence for dispersed rural settlement activity of Iron Age date within the Main HNRFI Site south of the railway.
- 1.7 The results of these investigations indicate that the remains that are present within the Main Order Limits [and A47 Link Road](#) are likely to be of no more than low to medium sensitivity.
- 1.8 The primary effect of the Proposed Development on the archaeological resource is likely to result from direct truncation and/or removal of remains during groundworks. All of the archaeological remains identified within the Main HNRFI Site [and A47 Link Road](#) – whether previously recorded or hitherto unknown - are potentially subject to direct impact during development. This is likely to result in substantial or total destruction of archaeological remains which is considered a large magnitude of change. Unmitigated, this will result in, at most, a moderate adverse effect, which is not significant.
- 1.9 Within the remainder of The DCO Site beyond the Main Order Limits [and A47 Link Road](#), including the off-site highways works, 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 result in any significant adverse effects in this respect.

Archaeological Mitigation

- 1.10 To mitigate the permanent direct effects of construction on buried archaeological remains within the Main HNRFI Site [and A47 Link Road](#), the Applicant will carry out a further programme of post-consent archaeological mitigation works to be undertaken in advance of site clearance, preparation and construction, in accordance with NPS policy, and secured by a DCO Requirement (Requirement 12).
- 1.11 The LCC Archaeologist has agreed the Archaeological Mitigation Strategy (AMS) (Appendix 13.7; document reference 6.2.13.7, APP-208) setting out the outline mitigation strategy for the identified known and unknown heritage assets in The DCO Site.
- 1.12 For the Main HNRFI Site the mitigation in respect of identified and hitherto unidentified archaeological remains will comprise targeted areas of archaeological excavation of two discrete areas of archaeological interest. These works will be carried out under Written Schemes of Investigation (WSI) that conform to recognised standards and guidance and which will be prepared in consultation with and approved by the LCC Archaeologist.

- 1.13 For the A47 Link Road ~~Corridor~~, the mitigation for the effects on any buried remains in this area of The DCO Site will comprise a programme of further trial trenching and targeted areas of archaeological excavation, as necessary. These works will be carried out under WSI that conform to recognised standards and guidance and which will be prepared in consultation with and approved by the LCC Archaeologist.
- 1.14 Within the remainder of The DCO Site beyond the Main Order Limits, including the off-site highways works, there is considered to be no potential for any works in these areas to interact with significant archaeological remains or result in any significant adverse effects in this respect. Accordingly, there is no requirement for any archaeological mitigation works across The DCO Site beyond the Main Order Limits.
- 1.15 The SoCG agreed with BDC (document reference: 19.1)/LCC (document reference: 19.3) confirms that the AMS (document reference 6.2.13.7, APP-208) and the phased approach which it establishes for further investigation, recording and dissemination of information as phases of the development proceed, sets out an appropriate strategy for the completion of required archaeological mitigation across The DCO Site. It is agreed that the provisions and procedures established within the AMS are sufficient to satisfactorily address the required archaeological programme in respect of known or previously unknown archaeological remains within The DCO Site, including field work, post-excavation analysis, reporting, dissemination and archive deposition.
- 1.16 As such, it is common ground between the Applicant and BDC/LCC that the AMS secured by Requirement 12 provides an appropriate response to the likely presence of archaeological features of value, and a sufficient safeguard to ensure that any archaeological discoveries that might be forthcoming would be adequately mitigated through preservation by recording.
- 1.17 Therefore, taking all relevant documents and policies into account, the impacts on the historic environment, including the potential archaeological resource, both known and unknown, have been sufficiently assessed and would be appropriately mitigated as part of the recommended DCO Requirements.