

EREWASH BOROUGH COUNCIL

HERITAGE IMPACT ASSESSMENT (HIA)

JANUARY 2022

Erewash Borough Council – Local Plan review (draft Site Allocations)

Erewash Borough Council (EBC) have produced a Heritage Impact Assessment (HIA) for SGA21, Stanton Regeneration Site. SGA21 encompasses two separate strategic allocations; Stanton North (employment) and Stanton South (residential). The HIA has been conducted in accordance with guidance from Historic England, who have kindly supported EBC throughout the creation of this HIA.

Historic England informed EBC through their representation to the Local Plan Regulation 18 consultation of the requirement for HIA's for SGA21 and for West Hallam Storage Depot (SGA15). As SGA15 is no longer being pursued as an allocation, only SGA21 now requires a HIA, an outcome that was agreed with Historic England.

Methodology

Firstly, EBC identified any heritage assets that could be impacted by development at SGA21. The scope of the exercise was determined through site visits, establishing how far away from the development the impact would be felt. A hard boundary, such as

a 1-mile perimeter around the development, was not suitable as some impacted heritage assets lay outside of this boundary, whereas some within this boundary would not be impacted.

Following site exercises, it was determined that the impact of SGA21's development would not be felt as far away as Dale Abbey or Sandiacre Canal Side Conservation Areas. Although it was considered in the Stanton Supplementary Planning Document (adopted 2017) that the impact of the development of Stanton would be felt on the roads within Dale Abbey, this information is now considered out-of-date due to the significant changes in the number of dwellings proposed on SGA21. In total, 2,000 dwellings were proposed by the Stanton SPD; however, this figure has reduced to 1,000 dwellings with the northern half of the site being exclusively earmarked for industrial development. As a result, there will be less traffic movements as a result of 1,000 fewer homes, along with traffic calming measures preventing HGVs from using minor roads to access major travel routes such as the M1 and A52. Alongside the significant reduction in the number of proposed dwellings, the development of the Kirk Hallam Relief Road will further reduce the need for vehicles to travel through Dale Abbey to reach Ladywood Road (A6096).

The heritage assets assessed by EBC included:

- Listed buildings;
- Local Buildings of Interest; and
- Conservation Areas

In total, **22 assets** were assessed. These assets are listed below.

As part of the assessment, we identified all contributing elements to the significance of the heritage asset. We then assessed the impact of development on the significance of the heritage asset. This was completed using a combination of aerial photography, site visits and desktop research on the heritage asset itself.

Using this information, it was considered whether any impact as a result of development on the heritage asset was justified and capable of mitigation.

Potential enhancement methods were then considered, along with outlining any mitigation required to protect the heritage asset should development occur.

Heritage Impact Assessment (HIA) – Stanton Regeneration Site

SGA Reference:	21
SGA Address:	Stanton Regeneration Site
SGA Capacity:	1,000 homes

Site Information

SGA 21 is approximately 47ha in size. The site is brownfield land in its entirety and forms the southern part of the former location of the Stanton Ironworks.

SGA 21 has **2 Conservation Areas, 12 Listed Buildings and 12 Local List** items that could be impacted by development:

- Stanton-by-Dale Conservation Area
- Sandiacre Cloud Side Conservation Area
- Tower of Saint Bartholomew's Church (Grade II)
- Hallam Fields Lock (Grade II)
- Hallam Fields Bridge over the Erewash Canal (Grade II)
- Village Cross (Grade II) village
- Stanton Hall (Grade II) village
- 1-12 New Stanton Cottages (Grade II)
- 16-24 Stanhope Street (Grade II) village
- Middlemores Almshouses (Grade II)
- Church of St Michael & All Angels (Grade II*) village

- 29 Stanhope Street (Grade II) village
- Village Pump (Grade II) village
- Stanton-by-Dale War Memorial (Grade II) village
- 3&4 Lows Lane
- Main Offices, Lows Lane
- Air Raid Shelter, Seven Oaks Road
- 6-12 Dale Road Village
- Stanhope Arms Village
- Village Hall, Stanton-by-Dale Village
- Hall Farm, Stanton-by-Dale Village
- Chestnut Cottage, Stanton-by-Dale Village

Heritage Asset 1: Stanton-by-Dale Conservation Area

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Stanton-by-Dale Conservation Area (CA)
Distance from the centre of the allocated site	1 mile
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Red brick building material from the mid-18th century which has weathered and mellowed. There are numerous well-preserved examples including the

Criterion	Site Information
	<p>Wesleyan Chapel (1860), numbers 6-12 Dale Road and The Manor House on Stanhope Street;</p> <ul style="list-style-type: none"> - Small out-buildings, original pig sties and log/coal stores to the rear of dwellings made from red brick or stone; - Individual dwellings and plots are often enclosed with either red brick or stone walls with long, continuous expanses of solid traditional materials running alongside the narrow pedestrian footways of the village; - Earlier buildings (the Church of St Michael and All Angels, the Village Hall and the worker's cottages) are built out of dressed gritstone with Welsh slate or tile roofs; - Timber plank doors are common to the small cottages and outbuildings. The doors to many properties are covered by the Article 4 - Direction preventing their replacement for alternative designs without permission from the Local Planning Authority; - Prevalent flush fitting windows with a timber casement and no storm seals. These windows are covered by the Article 4 Direction preventing their replacement for alternative designs without permission from the Local Planning Authority. - 6 Listed buildings within the Conservation Area
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 is unlikely to lead to any loss or degradation of the above elements that contribute to the significance of the Conservation Area due to the distance between the SGA and the CA (which at its closest point is 0.6km) and due to the contributing

Criterion	Site Information
	<p>elements of the CA being predominantly building materials of historic buildings. The CA stands apart from the wider historic landscape due to its physical separation from the wider historic landscape. The land surrounding the CA is obscured from vision due to the positioning of dense trees and foliage surrounding the CA, meaning that the historic value of the CA can only truly be appreciated from within it.</p> <ul style="list-style-type: none"> - There is an interrelationship between the CA and SGA21 via public rights of way at the northern edge of the CA. There are some views of SGA21 from these rights of way. Any development on SGA21 south of Low's Lane will be partially visible from just outside the CA to the north. It is worth noting, however, that this view is currently of an industrial nature. Should development occur, it is likely to lead to a much-altered view from the CA into SGA21. - Development of SGA21 will lead to a significant increase in vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the CA as a route to Junction 25 of the M1. This would lead to increased air and noise pollution within the CA and could cause a negative visual impact on the CA if any of the heritage assets in the CA become damaged as a result of increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - Due to the seclusion and separation of the CA from the proposed development site, it is considered that there would be no impact on the CA's historic value because

Criterion	Site Information
	<p>of development - therefore no mitigation is required. The visual relationship between the northern edge of the CA and SGA21 can be mitigated through policy provision that states development shall provide suitable pedestrian links to Stanton-by-Dale Footpaths 5, 7 and 9 to link the new development to the wider countryside.</p>
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Desk-based review of the Conservation Area Appraisal and look to update any heritage at risk, although there is none presently. Presently, there is a weak interrelationship between SGA21 and Stanton-by-Dale CA. The development of SGA21 could lead to an improved relationship between the built environment and the heritage asset as a result of sympathetic design and positive landscaping to improve the setting of the CA. - The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21, these traffic-calming measures will be pursued to further reduce the number of vehicles travelling through Stanton-by-Dale and enhance the asset's setting as a result.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - The maintenance of the green buffer between the northern boundary of the CA and SGA21 to reduce noise levels and a physical separation between new development and the historic CA. - Improve integration between SGA21 and the CA through public rights of way and green corridors by continuing public rights of way into SGA21.

Criterion	Site Information
	<ul style="list-style-type: none"> - Ensure the density and landscaping of the development of SGA21 is sympathetic to the CA setting. - To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short-cut to the M1.

Heritage Asset 2: Sandiacre Cloud Side Conservation Area (CA)

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Sandiacre Cloud Side Conservation Area (CA)
Distance from the centre of the allocated site	1 mile
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Two small and uniform character groups – Church Street and Lawrence Street – interspersed with freestanding buildings of architectural and historic interest. - Church Street houses a small group of post-medieval buildings in residential use. The buildings are of uniform age (preceding 1885). They include a lace maker's cottage. Church Street displays low-density development with buildings positioned behind shallow

Criterion	Site Information
	<p>forecourts. Soft landscaping makes a substantial contribution.</p> <p>Buildings are aligned with the east-west pattern rather than following the organic street pattern. The render is uniform and plain tile is used for roofs.</p> <ul style="list-style-type: none"> - Lawrence Street is formed of a group of mid-Victorian buildings in residential use. Like Church Street, the greater part of the group appears on the OS 1885 map and there is a uniformity of residential use. Unlike Church Street, building density is high - however similarities can be drawn with the shallow forecourts to the north side. Buildings are simple gabled and linear, with a diversity of walling materials, including red brick and render. There is also diversity of roofing materials, including slate and concrete tile.
Assessment of impact of development on significance of the asset	<p>Development of SGA21 is unlikely to lead to any loss or degradation of the above elements that contribute to the significance of the CA due to the distance between the SGA and the CA and due to the contributing elements of the CA being predominantly the building materials of historic buildings. It is not anticipated that any noise arising as a result of development will have a negative impact on the significance of the asset due to the distance between the CA and the development site. In addition, there will be no changes to the urban form of the CA as a result of SGA21's development. There will be an increase in traffic passing by the CA along Ilkeston Road due to the traffic calming measures to be implemented around Stanton-by-Dale CA. It is not anticipated that any of this additional traffic will pass through Cloud Side</p>

Criterion	Site Information
	CA, although it may lead to an increase in noise pollution on the edge of the CA adjacent to Ilkeston Road at peak times.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - Yes – the modest level of impact is justified but it is also capable of being mitigated.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement arise as a direct result of SGA21's development.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - Use policy wording to ensure traffic created by development is routed onto appropriate roads. Mitigation methods can be found in the Stanton SPD

Heritage Asset 3: Tower of Saint Bartholomew's Church

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Tower of Saint Bartholomew's Church (Grade II)
Distance from the centre of the allocated site	0.6 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Redundant Church tower built in 1895 by P.H Currey. - Red brick with gritstone dressings with 3 chamfered stringcourses; - Saddleback pantiled roof and battered gritstone plinth

Criterion	Site Information
	<ul style="list-style-type: none"> - Decorative machicolation-like motif above with tiny round-arched bell-openings at the top.
Assessment of impact of development on significance of the asset	<p>Development of SGA21 is unlikely to lead to any loss or degradation of the above elements that contribute to the significance of the heritage asset due to the distance between the site and the heritage asset. There is no relationship between this asset and the wider historic landscape and other heritage assets in this area. The current setting of the asset is very low quality and is highly industrialised, with several very large buildings within the vicinity that obstruct any views to and from SGA21.</p> <ul style="list-style-type: none"> - Importantly, the asset is grade II listed due to the materials and design of the asset, therefore the site will not have a negative impact on the setting of the heritage asset.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - No impact therefore no requirement for mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement arise as a direct result of SGA21's development.
Potential mitigation measures for identified harm	No mitigation measures required to protect the setting of the heritage asset.

Heritage Asset 4: Hallam Fields Lock

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Hallam Fields Lock (Grade II)
Distance from the centre of the allocated site	0.6 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Lock chamber and leat built in 1779 by John Varley (the engineer to the Erewash Canal); - Red brick and gritstone, partly rebuilt in engineering brick and concrete; - Timber and iron gates; - Brick and gritstone side walls with gritstone copings; - Iron steps with tubular rails and a pair of wooden gates at either end with iron reinforced balance beams and tubular iron handrails; and - Rack and pinion operated paddle mechanism
Assessment of impact of development on significance of the asset	Development of SGA21 is unlikely to lead to any loss or degradation of the above elements that contribute to the significance of the heritage asset due to the distance between the site and the heritage asset. The heritage asset is located on the Erewash Canal, to the north-east of the proposed development site. Importantly, the asset is Grade II listed due to the materials and design of the asset, therefore the site will not have a negative impact on the setting of the heritage asset.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - Development will have no impact on the heritage asset.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement arise as a direct result of SGA21's development.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - No mitigation measures required to protect the setting of the heritage asset.

Criterion	Site Information

Heritage Asset 5: Hallam Fields Bridge over the Erewash Canal

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Hallam Fields Bridge over the Erewash Canal (Grade II)
Distance from the centre of the allocated site	0.6 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Built in 1779 by John Varley, with later repairs; - Gritstone and red brick repairs in brick and concrete; - Single segmental arch; - Walls curved to end piers; - Gritstone copings partly replaced with concrete listed for group value only.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 is unlikely to lead to any loss or degradation of the above elements that contribute to the significance of the heritage asset due to the distance between the site and the heritage asset. - The heritage asset is located on the Erewash Canal, to the north-east of the proposed development site.

Criterion	Site Information
	<ul style="list-style-type: none"> - Importantly, the asset is Grade II listed for group value only.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - Development will have no impact on the heritage asset.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement arise as a direct result of SGA21's development.
Potential mitigation measures for identified harm	No mitigation measures required to protect the setting of the heritage asset.

Heritage Asset 6: Village Cross

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Village Cross (Grade II)
Distance from the centre of the allocated site	1.1 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Medieval village cross dated 1632; - Square plinth approximately 3ft high, surmounted by two steps and a pyramidal upper part; - Square cross base and plain shaft

Criterion	Site Information
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past the village cross. This could cause a negative visual impact on the asset and there is a risk that the asset becomes damaged as a result of increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21 occur, these traffic calming measures or similar interventions will be pursued to further reduce the number of vehicles using Stanton-by-Dale and enhance the asset's setting as a result.
Potential mitigation measures for identified harm	To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Heritage Asset 7: Stanton Hall

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Stanton Hall (Grade II)
Distance from the centre of the allocated site	1.2 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none">- Small country house, most recently in use as a nursing home, but now vacant and advertised for sale;- Built mid-18th Century and sympathetically enlarged in mid-19th Century;- Red brick with stone dressings;- Hipped welsh slate roofs partially hidden behind parapets;- Two and three storeys;- North elevation of three bays;- South elevation has a tall round arched staircase window;- Several mid-late 19th century chimneypieces.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none">- Stanton Hall is set back away from Main Street at the end of a long, private driveway. Stanton Hall is surrounded by mature trees, meaning there is little to no noise pollution from within the grounds of the Hall. Development of SGA21 would not have a negative impact on the significance of the asset due to the assets seclusion away from the main road and surrounding area.

Criterion	Site Information
Is impact justified and capable of mitigation?	- There is no impact therefore no mitigation is required.
Potential opportunities for enhancement	- No opportunities of enhancement arise as a direct result of SGA21's development.
Potential mitigation measures for identified harm	There is no impact therefore no mitigation is required.

Heritage Asset 8: 1-12 New Stanton Cottages

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Nos. 1-12 New Stanton Cottages (Grade II) (known locally as Twelvehouses)
Distance from the centre of the allocated site	0.5 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Terrace of 12 workers' cottages built by the Stanton Ironworks company; - Built in 1848; - Red brick with stone lintels; - Welsh slate roof with brick gable stacks and five brick ridge stacks; - Three storeys; - North elevation of 12 symmetrical bays; - Central round-arched through passageway;

Criterion	Site Information
	<ul style="list-style-type: none"> - Wooden cross windows; - Stone lintels of concave profile.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 has the potential to affect the heritage asset, due to the heritage asset's frontage onto the junction of Sowbrook Lane, Lows Lane and Ilkeston Road. Development would lead to a significant increase in traffic accessing the site, leading to an increase in vehicles passing close-by to the heritage asset through the neighbouring junction. This could have a negative impact on the heritage assets' setting, especially as the route is already used by HGVs and as a shortcut to the M1 from Kirk Hallam. -
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - In the Stanton SPD (p.18), a new roundabout with two lane entry on each arm at the termination of Littlewell Lane, connecting directly to a diverted Ilkeston Road is included as a junction improvement as part of the masterplanning proposals. This roundabout would divert traffic, both existing and new traffic generated by development, away from the heritage asset, therefore improving the heritage assets' setting. - The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21 occur, these traffic-calming measures will be pursued to further reduce the number of vehicles using Stanton-by-Dale and enhance the asset's setting as a result.

Criterion	Site Information
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - In the Stanton SPD (p.18), a new roundabout with two lane entry on each arm at the termination of Littlewell Lane, connecting directly to a diverted Ilkeston Road is included as a junction improvement as part of the masterplanning. This roundabout would divert traffic, both existing and new traffic arising as a result of development, away from the heritage asset, therefore improving the heritage assets' setting.

Heritage Asset 9: 16-24 Stanhope Street

Criterion	Site Information
Name of Heritage Asset affected by allocated site	16-24 Stanhope Street (Grade II)
Distance from the centre of the allocated site	1.2 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Terrace of 5 cottages; - Dated 1790; - Coursed square gritstone with gritstone dressings and quoins; - Plain tile roof, central gable has stone coped gable with plain kneelers; - Two storeys; - West elevation of 8 bays;

Criterion	Site Information
	<ul style="list-style-type: none"> - Panelled door; - Raised stone panels above like half aprons, inscribed 'Stanhope Street'.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past the village cross. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset becomes damaged as a result of increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Stanton SPD (p.18), a new roundabout with two lane entry on each arm at the termination of Littlewell Lane, connecting directly to a diverted Ilkeston Road is included as a junction improvement as part of the masterplanning. This roundabout would divert traffic, both existing and new traffic arising as a result of development, away from the heritage asset, therefore improving the heritage assets' setting. - The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21, these traffic-calming measures will be pursued to further reduce the number of vehicles

Criterion	Site Information
	using Stanton-by-Dale and enhance the asset's setting as a result.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Heritage Asset 10: Middlemores Almshouses

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Middlemore Almshouses (Grade II)
Distance from the centre of the allocated site	1.1 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Terrace of seven almshouses, now five; - Built in 1711, extended in 1735, 1829 and 1904; - Built by the charity founded by the will of Joseph Middlemore; - Red brick; - Plain tile roof with five brick ridge stack; - Gabled dormers with brick copings and plain kneelers; - Single storey;

Criterion	Site Information
	<ul style="list-style-type: none"> - South elevation of fourteen bays;
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past the village cross. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset becomes damaged due to increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Stanton SPD (p.18), a new roundabout with two lane entry on each arm at the termination of Littlewell Lane, connecting directly to a diverted Ilkeston Road is included as a junction improvement as part of the masterplanning. This roundabout would divert traffic, both existing and new traffic arising as a result of development, away from the heritage asset, therefore improving the heritage assets' setting; - The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21, these traffic-calming measures will be pursued to further reduce the number of vehicles using Stanton-by-Dale and enhance the asset's setting as a result.

Criterion	Site Information
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Heritage Asset 11: Church of Saint Michael and All Angels

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Church of Saint Michael and All Angels (Grade II*)
Distance from the centre of the allocated site	1.1 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Early 14th Century. Restored heavily in the 19th Century; - Coursed squared gritstone with gritstone dressings; - Welsh slate roofs with stone coped gables; - West tower, nave with north aisle and south porch, chancel and north vestry; - West tower of two unequal stages divided by a moulded stringcourse; - Clasp buttresses to west; - Moulded plinth; - West window of two lancet lights under a square head and set in a deep chamfered surround;

Criterion	Site Information
	<ul style="list-style-type: none"> - Returned hoodmould; - To the south a single chamfered lancet; - 2 light-bell openings in all directions, of two lancets within a four-centered arch; - Moulded stringcourse above; - Battlements and four crocketed pinnacles; - South side of nave has a gabled porch with plain chamfered entrance and 20th Century doors; - Small rectangular windows to the sides; - 2-light Dec style 19th Century window to the left; - 3 light window with cusped intersecting tracery to the left; - To the right a double chamfered priest's doorway and a 3 light window with steep triangular head; - East end angle buttresses and east window of three stepped lancet lights within a single pointed arch; - 19th Century north vestry has small Dec style windows; - Gabled north aisle of two bays divided by buttresses; - Two 3-light windows of three lancet lights within a single arch; - Single west lancet is probably 13th Century but much restored; - In the east gable are two small trefoiled lancets; - The south porch has stone seats and a stone vaulted roof on two transverse ribs; - Square headed south doorway has a crudely round-arched tympanum with incised cross in a circle, possibly 12th Century; - Three bay north arcade has octagonal piers and abaci and double chamfered arches;

Criterion	Site Information
	<ul style="list-style-type: none"> - Double chamfered tower arch, the inner order on corbels; - Double chamfered 19th Century chancel arch, the inner order on foliage capitals, colonnettes and head corbels; - Plain 19th Century roofs, the cancel painted with stars; - 19th Century choir stalls and organ case with coving and painted pipes; - Trefoiled piscine; - A second piscine in the former north aisle chapel, now behind the organ; - Trefoiled arch and a relief carving above of a head beneath a pinnacles gable; - 14th Century octagonal font with tracery panels and curved underside of the bowl; - East window of c.1896 by C E Kempe.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - The Church is set back away from the main road (Stanhope Street) at the end of a private driveway. The Church is surrounded by mature trees, meaning there is little to no noise pollution from within the grounds of the Church. Development of SGA21 would not have a negative impact on the significance of the asset due to the assets seclusion away from the main road and surrounding area.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - There is no impact therefore no mitigation is required.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement to arise as a direct result of development of SGA21.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - There is no impact therefore no mitigation is required.

Criterion	Site Information

Heritage Asset 12: 29 Stanhope Street

Criterion	Site Information
Name of Heritage Asset affected by allocated site	29 Stanhope Street (Grade II)
Distance from the centre of the allocated site	1.1 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Dates from 1632; - Altered in the early 19th Century; - Coursed Square gritstone and red brick; - Plain tile roof with a central brick ridge stack; - Two storeys; - Tall chamfered plinth; - Ground floor to east and north constructed with massive blocks of gritstone, the rest is red brick; - East elevation has one 20th Century casement window to the ground floor; - To the left is a blocked window, and there are two blocked windows above;

Criterion	Site Information
	<ul style="list-style-type: none"> - North elevation has a recessed and chamfered single light window to the ground floor and two 19th Century casements above; - The south elevation has a 3-light segment headed casement window to the ground floor and a similar 2-light window above; - The return wall to the west has the remains of a large gritstone external stack; - Exposed beams in the north room, the main one chamfered; - Winder staircase behind the stack; - Listed for group value only.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past the village cross. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset becomes damaged as a result of increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Stanton SPD (p.18), a new roundabout with two lane entry on each arm at the termination of Littlewell Lane, connecting directly to a diverted Ilkeston Road is included as a junction improvement as part of the masterplanning. This roundabout would divert traffic,

Criterion	Site Information
	<p>both existing and new traffic arising as a result of development, away from the heritage asset, therefore improving the heritage assets' setting.</p> <ul style="list-style-type: none"> - The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21, these traffic-calming measures will be pursued to further reduce the number of vehicles using Stanton-by-Dale and enhance the asset's setting as a result.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - To mitigate the potential impacts because of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Heritage Asset 13: Village Pump

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Village Pump (Grade II)
Distance from the centre of the allocated site	1.1 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - 1897 by the Coalbrookdale Company;

Criterion	Site Information
	<ul style="list-style-type: none"> - Cast iron; - In the form of a square pier consisting of a base with moulding, panelled sides with egg and dart motif, moulded cornice and ogee pyramidal top with finial; - Water outlet to south and plinth for standing the receptacle on; - Corbel and drinking fountain to west; - Plaque on the west side inscribed "Erected in loyal commemoration of the beneficent reign of Queen Victoria June 22nd 1897 the gift of the women of Stanton".
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past the village cross. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset becomes damaged as a result of increased vehicular usage. -
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement to arise as a direct result of development of SGA21.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA. Any traffic that does go

Criterion	Site Information
	through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Heritage Asset 14: Stanton by Dale War Memorial

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Stanton by Dale War Memorial (Grade II)
Distance from the centre of the allocated site	1.1 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - A 20th Century war memorial in the form of a tapered stone obelisk set upon a stepped plinth, located in the churchyard of the Church of St Michael and All Angels, Stanton by Dale, Derbyshire; - Historic interest as an eloquent witness to the tragic impacts of world events on this community and the sacrifices it has made in the conflicts of the 20th Century; - Architectural interest as the memorial was created in the great age of memorial building in the aftermath of the First World War, when simple, dignified designs such as the Stanton by Dale memorial eloquently conveyed the massive sense of loss felt in so many parts of the country;

Criterion	Site Information
	<ul style="list-style-type: none"> - Group value as the memorial has group value with the Church of St Michael and All Angels, listed at Grade II*.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - The memorial is set back away from the main road (Stanhope Street) at the end of a private driveway. The Memorial is located within the churchyard of the Church of St Michael and All Angels, which is surrounded by mature trees, meaning there is little to no noise pollution from within the grounds of the Church. Development of SGA21 would not have a negative impact on the significance of the asset due to the assets seclusion away from the main road and surrounding area.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - There is no impact therefore no mitigation is required.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement arise as a direct result of SGA21's development.
Potential mitigation measures for identified harm	There is no impact therefore no mitigation is required.

Heritage Asset 16: 6-12 Dale Road

Criterion	Site Information
Name of Heritage Asset affected by allocated site	6-12 Dale Road (Building of Local Interest)

Criterion	Site Information
Distance from the centre of the allocated site	1.2 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Terrace of 4 houses built before (or shortly after) the accession of Queen Victoria; - Two storeys; - Red brick; - Natural slate roof; - Plank doors beneath a segment head and, to the left, a square window opening with a bell-rendered head; - The appearance of this building on an early Victorian parish map indicates that it may have qualities of age that would justify its inclusion in the Local List; - The building is unlikely to date before c.1700 (the brick threshold);
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. Whilst it is unlikely that many of the extra vehicles will travel along Dale Road due to alternative, and quicker, routes leading to Ladywood Road, it is always a possibility that some vehicles will opt for this route. In the event of any road closures or accidents, this route would serve as an alternative to Ladywood Road. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset's setting becomes damaged as a result of increased vehicular usage in the area.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.

Criterion	Site Information
Potential opportunities for enhancement	- No opportunities of enhancement to arise as a direct result of development of SGA21.
Potential mitigation measures for identified harm	To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA, therefore also away from Dale Road. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short-cut to the M1 or an alternative route to Ladywood Road.

Heritage Asset 16: Stanhope Arms Public House

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Stanhope Arms (Building of Local Interest)
Distance from the centre of the allocated site	1.1 miles from the centre of the site.
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Public house built in the late 18th Century; - Faced in smooth render beneath a gabled plain tile roof; - There is a central ridge stack; - The front elevation is two storeys;

Criterion	Site Information
	<ul style="list-style-type: none"> - Doorcase with a projecting canopy, flanked by square window openings. There are similar window openings above; - Buildings that predate the reign of Queen Victoria are considered to have qualities of age that justify their inclusion on the Local List.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past the Stanhope Arms. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset and/or its' setting become damaged as a result of increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Stanton SPD (p.18), a new roundabout with two lane entry on each arm at the termination of Littlewell Lane, connecting directly to a diverted Ilkeston Road is included as a junction improvement as part of the masterplanning. This roundabout would divert traffic, both existing and new traffic arising as a result of development, away from the heritage asset, therefore improving the heritage assets' setting; - The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21, these traffic-calming measures

Criterion	Site Information
	will be pursued to further reduce the number of vehicles using Stanton-by-Dale and enhance the asset's setting as a result.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA, therefore also away from Stanhope Arms. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Heritage Asset 17: Stanton-by-Dale Village Hall

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Village Hall (Building of Local Interest)
Distance from the centre of the allocated site	1.1 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - An Oddfellows Hall, built for the Stanton Club (a Friendly Society) in 1789; - Built of stone beneath a gabled plain tile roof; - The front elevation is single storey; - There is a central doorcase with quoins and a large rusticated wedge lintel;

Criterion	Site Information
	<ul style="list-style-type: none"> - To either side are tall window openings with similar lintels; - There is a second, plainer door opening to the left; - Buildings that predate the reign of Queen Victoria are considered to have qualities of age that justify their inclusion on the Local List.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate 1000 new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past the Village Hall. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset and/or its' setting become damaged as a result of increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Stanton SPD (p.18), a new roundabout with two lane entry on each arm at the termination of Littlewell Lane, connecting directly to a diverted Ilkeston Road is included as a junction improvement as part of the masterplanning. This roundabout would divert traffic, both existing and new traffic arising as a result of development, away from the heritage asset, therefore improving the heritage assets' setting; - The Stanton SPD outlines traffic calming measures through the historical restoration of road layouts. Should development of SGA21, these traffic-calming measures will be pursued to further reduce the number of vehicles

Criterion	Site Information
	using Stanton-by-Dale and enhance the asset's setting as a result.
Potential mitigation measures for identified harm	To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA, therefore also away from the Village Hall. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Heritage Asset 18: Hall Farm

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Hall Farm (Building of Local Interest)
Distance from the centre of the allocated site	1.2 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - A farmstead, built before, or shortly after, the accession of Queen Victoria; - The farmhouse is H-shaped in plan and the front elevation is two storeys tall; - The main range and the left hand cross wing are of red brick; - The right hand cross wing is of coursed dressed stone;

Criterion	Site Information
	<ul style="list-style-type: none"> - It features a paired sash beneath a segmental head; - There are contemporary farm buildings to the rear, in residential use; - The appearance of this farmstead on an early Victorian parish map indicates that it may have qualities of age that would justify its inclusion on the Local List. The farmstead is unlikely to date fore c.1700 (the brick threshold).
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. There is the risk that vehicles will use Littlewell Lane and the roads through the Stanton-by-Dale as a route to Junction 25 of the M1, directly past Hall Farm on Main Street. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset and/or its' setting become damaged as a result of increased vehicular usage.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement to arise as a direct result of development of SGA21.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - To mitigate the potential impacts as a result of increased traffic, policy wording will be created to ensure traffic is diverted away from the CA, therefore also away from the Hall Farm. Any traffic that does go through the village will be subject to further traffic calming measures to discourage the route as a short cut to the M1.

Criterion	Site Information

Heritage Asset 19: Chestnut Cottage

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Chestnut Cottage (Building of Local Interest)
Distance from the centre of the allocated site	1.1 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - A 20th Century war memorial in the form of a tapered stone obelisk set upon a stepped plinth, located in the churchyard of the Church of St Michael and All Angels, Stanton by Dale, Derbyshire; - Historic interest as an eloquent witness to the tragic impacts of world events on this community and the sacrifices it has made in the conflicts of the 20th Century; - Architectural interest as the memorial was created in the great age of memorial building in the aftermath of the First World War, when simple, dignified designs such as the Stanton by Dale memorial eloquently conveyed the massive sense of loss felt in so many parts of the country; - Group value as the memorial has group value with the Church of St Michael and All Angels, listed at Grade II*.

Criterion	Site Information
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - The Church is set back away from the main road (Stanhope Street) at the end of a private driveway. The Church is surrounded by mature trees, meaning there is little to no noise pollution from within the grounds of the Church. Development of SGA21 would not have a negative impact on the significance of the asset due to the assets seclusion away from the main road and surrounding area.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - There is no impact therefore no mitigation is required.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - No opportunities of enhancement to arise as a direct result of development of SGA21.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - There is no impact therefore no mitigation is required.

Heritage Asset 20: 3-4 Lows Lane

Criterion	Site Information
Name of Heritage Asset affected by allocated site	3-4 Lows Lane (Local Building of Interest)
Distance from the centre of the allocated site	0.4 miles from the centre of the site

Criterion	Site Information
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Early or mid-Victorian pair of houses; - Built of red brick in Flemish bond, beneath a gabled slate roof; - Two storeys tall; - Gabled porches with bargeboards; - Tall window openings with squared lintels; - 3 Lows Lane was the home of Hugh Oswald Short (1883-1969), an aeronautical engineer. An account of his life can be found in the Oxford Dictionary of National Biography; - This building is considered to have special historic interest due to its close historic association with Hugh Oswald Short, a figure of national interest.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. It is likely that many of these vehicles will use Lows Lane as a route to Junction 25 of the M1, directly past 3-4 Lows Lane. This could cause a negative visual impact on the asset and its setting and there is a risk that the asset becomes damaged as a result of increased vehicular usage. The asset itself lies to the north of Lows Lane, where industrial usage is proposed. Recently, planning permission has been granted for a new dwelling in the curtilage of 3-4 Lows Lane. The assets' current setting is not of high quality due to the surrounding industrial units, therefore, further development provides an opportunity to improve the setting of the heritage asset through master planning and high quality design.

Criterion	Site Information
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Development of SGA21 provides the opportunity to improve the setting of the heritage asset. The assets' current setting is of low quality, surrounding by industrial use buildings. Should the development of SGA21 go ahead, there will be a requirement to protect the heritage assets' long-term future and to enhance the assets' setting. This could be through the use of landscaping around the asset to act as a barrier from the industrial uses that have long surrounded the asset.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - Mitigating the issues surrounding traffic volume will be difficult to overcome due to Lows Lane's connectivity to the M1. However, mitigation such as traffic calming methods along Lows Lane can be used to slow vehicles down through measures such as mini roundabouts. Such traffic calming measures will mitigate impacts two-fold: firstly, through implementing traffic calming measures, some motorists may be encouraged to find alternative routes to their destination; secondly, traffic calming will slow vehicles down past the asset itself, therefore minimising the risk of physical harm that could come to the asset as a result of increased vehicular movements passing by. A central roundabout is proposed in current iterations of master planning along Lows Lane to allow access to both industrial and

Criterion	Site Information
	residential aspects of SGA21, slowing traffic down in both directions to and from Sandiacre.

Heritage Asset 21: Main Offices, Lows Lane

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Main Offices, Lows Lane (Local Building of Interest)
Distance from the centre of the allocated site	0.4 miles from the centre of the site
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Commercial office built in 1914 for the Stanton Ironworks company; - Red brick with a moulded stone cornice beneath a gabled slate roof; - The office is 'E' shaped on plan; - Two storeys above a basement; - Central stone doorcase with a projecting segmental porch, beneath a shaped gable; - 5 tall window openings with flat arches to either side; - Beyond, each projecting cross wing has a Venetian window at the first floor; - The basement lightwell is bounded by a red brick wall with a stone coping; - There are lamp columns at each corner;

Criterion	Site Information
	<ul style="list-style-type: none"> - This is a much cherished landmark building that reflects the commercial prominence of the Ironworks Company at the time that it was built.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. It is likely that many of these vehicles will use Lows Lane as a route to Junction 25 of the M1, directly past the Main Offices. Although the asset is set back from the road with parking spaces acting as a buffer between the asset and the road, this could cause a negative visual impact on the asset and its setting and there is a risk that the asset becomes damaged as a result of increased vehicular usage. The asset itself lies to the south of Lows Lane, where residential usage is proposed. The assets' current setting is not of high quality due to the surrounding industrial units, therefore, further development provides an opportunity to improve the setting of the heritage asset through master planning and high quality design.
Is impact justified and capable of mitigation?	<ul style="list-style-type: none"> - The impact is both justified and capable of mitigation.
Potential opportunities for enhancement	<ul style="list-style-type: none"> - Development of SGA21 provides the opportunity to improve the setting of the heritage asset. The assets' current setting is of low quality, surrounding by industrial use buildings. Should the development of SGA21 go ahead, there will be a requirement to protect the heritage assets' long-term future and to enhance the assets' setting. This could be through the use of landscaping

Criterion	Site Information
	around the asset to act as a barrier from the industrial uses that have long surrounded the asset.
Potential mitigation measures for identified harm	<ul style="list-style-type: none"> - Mitigating the issues surrounding traffic volume will be difficult to overcome due to Lows Lane's connectivity to the M1. However, mitigation such as traffic calming methods along Lows Lane can be used to slow vehicles down through measures such as mini roundabouts. Such traffic calming measures will mitigate impacts two-fold: firstly, through implementing traffic calming measures, some motorists may be encouraged to find alternative routes to their destination; secondly, traffic calming will slow vehicles down past the asset itself, therefore minimising the risk of physical harm that could come to the asset as a result of increased vehicular movements passing by. A central roundabout is proposed in current iterations of master planning along Lows Lane to allow access to both industrial and residential aspects of SGA21, slowing traffic down in both directions to and from Sandiacre.

Heritage Asset 22: Air Raid Shelter, Seven Oaks Road

Criterion	Site Information
Name of Heritage Asset affected by allocated site	Air Raid Shelter (Local Building of Interest)
Distance from the centre of the allocated site	0.6 miles from the centre of the site

Criterion	Site Information
Contributing elements to significance of the heritage asset	<ul style="list-style-type: none"> - Constructed in 1940; - Manufactured by the Stanton Ironworks Company for itself; - The shelter is a sectional concrete structure and it is partially sunken; - Externally, the shelter forms a linear earthwork about 95 metres long, punctuated by six tubular concrete exit points; - The Stanton Ironworks Company was one of the main producers of sectional concrete shelters. From the late 1930's all new factories were obligated to provide purpose-built air raid shelters, so their survival is not unusual. However, this shelter may be a prototype and its presence on the manufacturer's site makes it exemplary.
Assessment of impact of development on significance of the asset	<ul style="list-style-type: none"> - Development of SGA21 will generate a significant number of new vehicles on the roads around the development. It is unlikely that many of these vehicles will use Seven Oaks Road as a route to Junction 25 of the M1 due to other alternative routes, however it will still be a suitable option for some. The asset is on private land and is set back from the road within a farmer's field, making it difficult to see the asset from public land. It is highly unlikely that development will have any impact on this asset due to its hidden setting by design and the lack of visibility to and from the asset due to established, mature hedgerows around the private land. The land that the asset sits on is not included in SGA21, therefore

Criterion	Site Information
	will remain protected beyond the development of SGA21.
Is impact justified and capable of mitigation?	- There is no impact therefore no mitigation is required.
Potential opportunities for enhancement	- No opportunities of enhancement to arise as a direct result of development of SGA21.
Potential mitigation measures for identified harm	- There is no impact identified, therefore no mitigation measures are necessary.