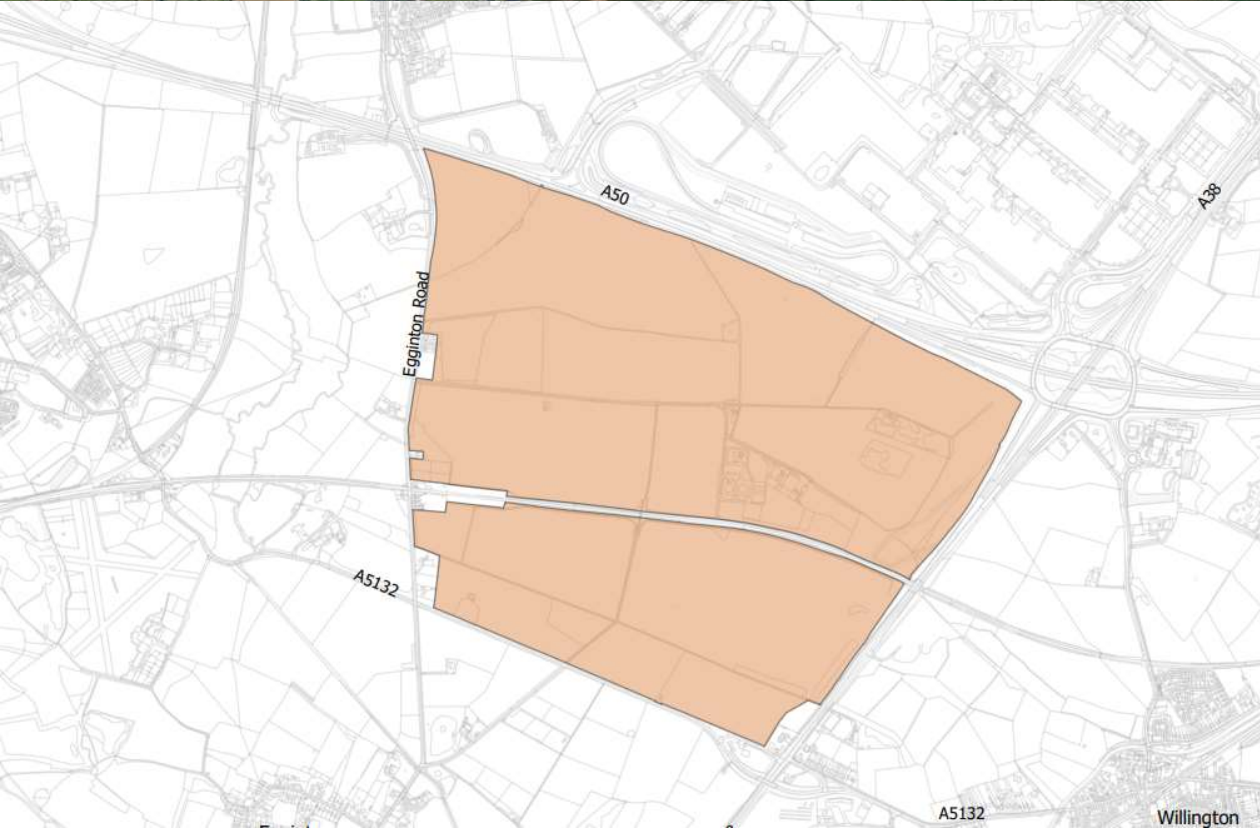




Image from Google Maps



Heritage Impact Assessment For the East Midlands Freeport Allocation

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Site Details – East Midlands Freeport Allocation

This Heritage Impact Assessment has been prepared by South Derbyshire District Council as part of the Local Plan Part 1 (2022-2024) review, specifically on matters regarding the East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport allocation.

This report assesses the potential impact that development of the sites in question would have on the significance of heritage assets either within the sites or in their vicinity. The findings of the assessment can be found in page 23 of this document

The East Midlands Freeport is within the South Derbyshire Local Plan Part 1 (2016), under policy INF3 (Strategic Rail Freight Interchange) as a safeguarded area. The South Derbyshire Local Plan Part 1 Review (2022 – 2041) will be putting this in the local plan as an allocation instead. Land shall be allocated for the development of an East Midlands Intermodal Park Strategic Rail Freight Interchange / East Midlands Freeport at Eggington Common and will represent a Nationally Significant Infrastructure Project (NSIP).

The East Midlands Freeport has been approved by the UK Government and has been operational since 2023. It aims to deliver a low carbon advanced manufacturing and logistics hub, with connectivity by rail, road and air. It will deliver through three major development sites: East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Ratcliffe-on-Soar Power Station and East Midlands Intermodal Park.

As detailed within the South Derbyshire Local Plan Part 1 Review (2022 – 2041), the development shall incorporate the following elements, which shall be completed before any business units on the site are occupied:

- i) an operational connection, to Network Rail track and signalling standards, to main trunk rail routes with sufficient available capacity and gauge capability of at least W8;*
- ii) railway wagon reception and inter-modal handling and container storage facilities capable of accommodating 775 metre freight trains carrying modern wagons.*
- iii) rail connected or rail accessible buildings'*

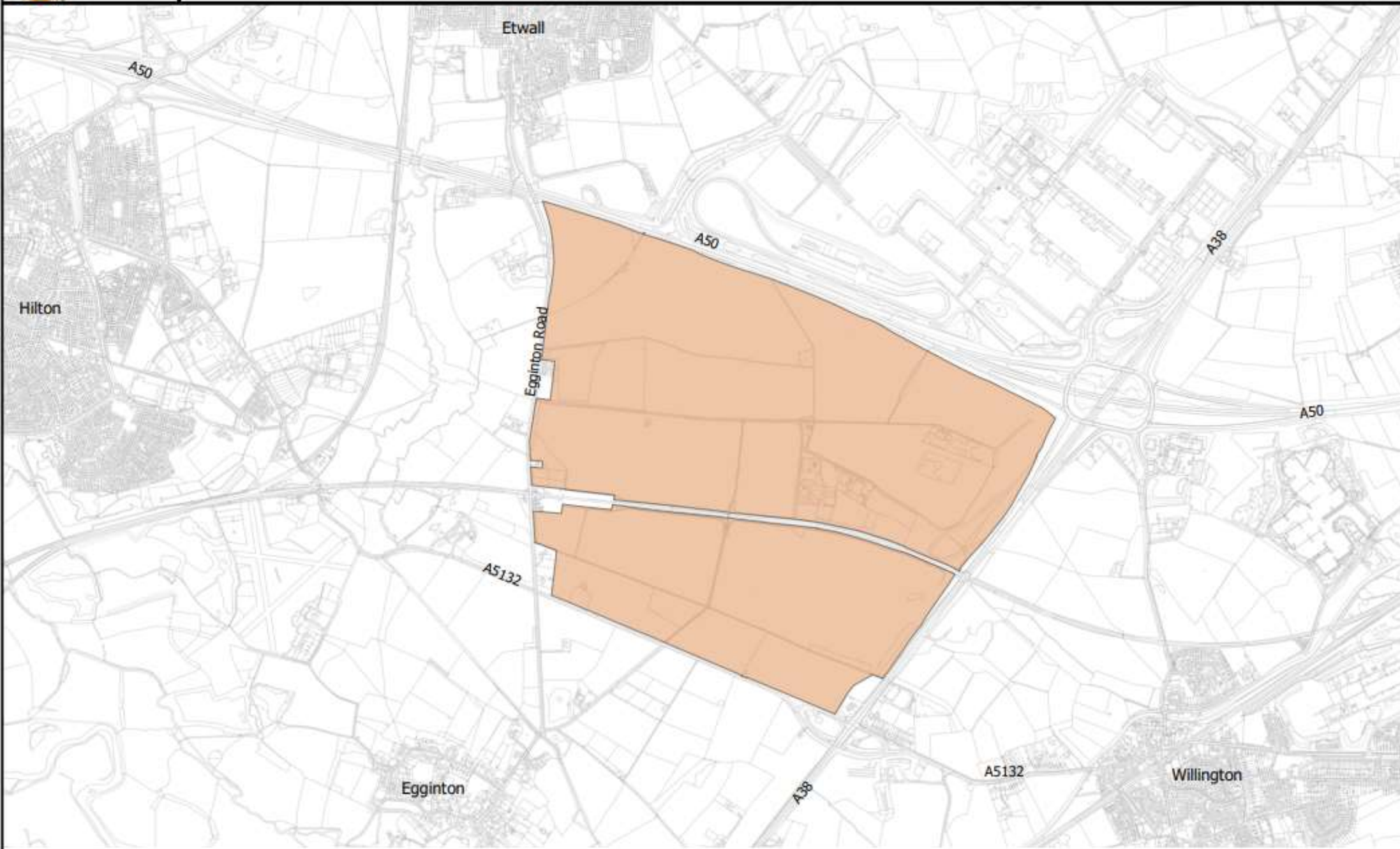
The Local Plan Part 1 review, details that the development shall meet the following criteria:

- i) An acceptable means of access to the trunk road network and parking and associated facilities for all goods vehicles shall be provided and operational arrangements shall Page 178 of 222 minimise the use of local highways by heavy goods vehicles; and*
- ii) there shall be no undue amenity, safety or highway impacts including noise, vibration, odours, light pollution and traffic generation; and*
- iii) the proposal shall be well designed and shall not cause undue harm to the character of the local landscape and shall contribute toward landscape scale enhancement in accordance with the Trent Valley Vision; and*

Site Details – East Midlands Freeport Allocation

- iv) the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and*
- v) the proposal shall not cause undue harm to features of ecological or environmental value and shall contribute toward the delivery of green infrastructure; and*
- vi) appropriate provision shall be made to meet biodiversity net gain requirements as part of a wider network in the Trent Valley; and*
- vii) the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and*
- viii) any new built development, other than that required for flood mitigation or recreation purposes, shall be limited to the area to the north of the Derby-Crewe railway line; and*
- ix) the area to the south of the Derby-Crewe railway line shall be reserved for blue and green infrastructure and shall be made publicly accessible for recreational purposes; and .*
- x) provision shall be made for convenient and safe access to the site on foot, by cycle and by public transport (potentially including passenger rail if feasible), including Key and Local Cycle Network routes connecting to population centres and bus services connecting to Willington railway station and population centres, including Swadlincote’.*






INF3: Location of Strategic Rail Freight Interchange/Freeport





Heritage Constraints


Image from Google Maps





-  1: Grade II listed building, Park Hill
-  2: Grade II listed building, White Farmhouse
-  3: Grade II structure, Village pinfold or pound
-  4: Grade II building, The Green Man
-  5: Grade II listed building, Willington Hill Farmhouse


 1: Historic Environmental Record (HER) – Post-Medieval arrow Ridge and furrow


 2: Historic Environmental Record (HER) – Crop marks


 3: Historic Environmental Record (HER) - Crop mark of ring ditch

 4: Historic Environmental Record (HER) – Crop mark of ring ditch

 5: Historic Environmental Record (HER) – Ridge and furrow

 6: Historic Environmental Record (HER) – Medieval ridge and furrow

 7: Historic Environmental Record (HER) – A cantilevered pillbox built during WW II

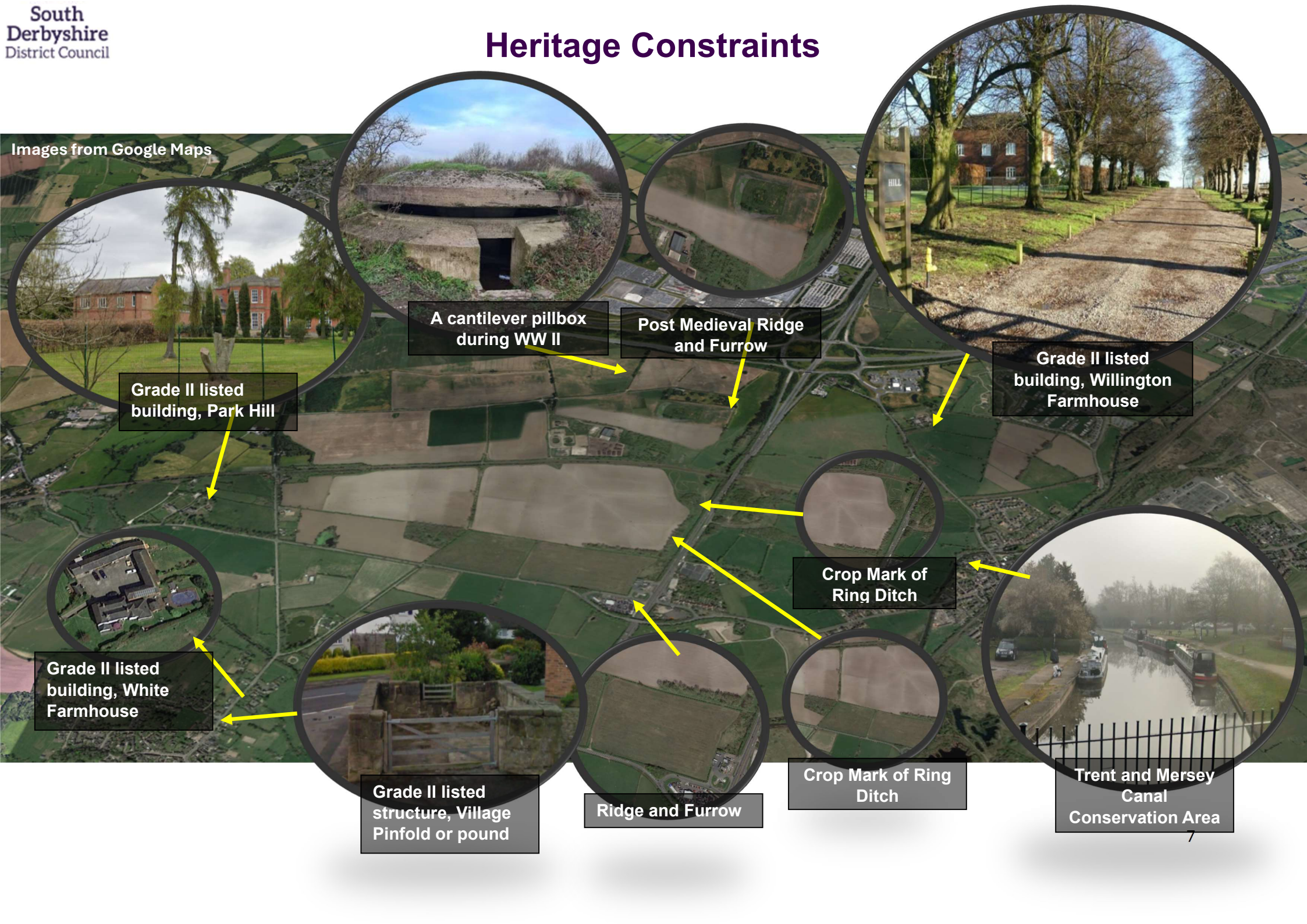
 Historic Environmental Record (HER) – A Roman Road which runs through Derbyshire

 Trent and Mersey Canal Conservation Area

 Site Boundary

Heritage Constraints

Images from Google Maps



A cantilever pillbox during WW II

Post Medieval Ridge and Furrow

Grade II listed building, Willington Farmhouse

Grade II listed building, Park Hill

Crop Mark of Ring Ditch

Grade II listed building, White Farmhouse

Trent and Mersey Canal Conservation Area

Grade II listed structure, Village Pinfold or pound

Ridge and Furrow

Crop Mark of Ring Ditch

Designated Heritage Assets

Trent and Mersey Side Canal Conservation Area



Image from Google Maps

Extract from the Trent and Mersey Side Canal Conservation Area Character Statement:

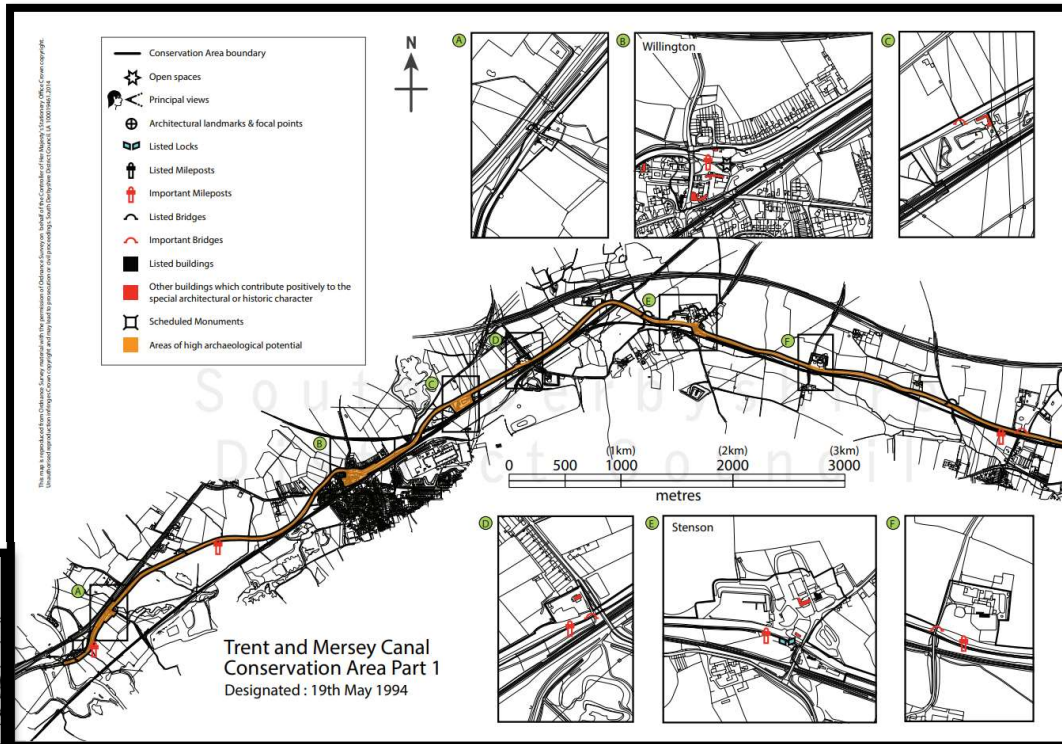
'The Trent and Mersey Canal is of national importance as part of the country's industrial heritage. It stretches from Shardlow in Derbyshire, where it meets the confluence of the rivers Trent and Derwent, to Preston Brook in Cheshire, where it meets the Bridgewater Canal. 14 miles of the canal fall within South Derbyshire and the whole of this stretch falls within the Trent and Mersey Canal Conservation Area.'

Designated Heritage Assets

Trent and Mersey Side Canal Conservation Area

Extract from the Trent and Mersey Side Canal Conservation Area Character Statement:

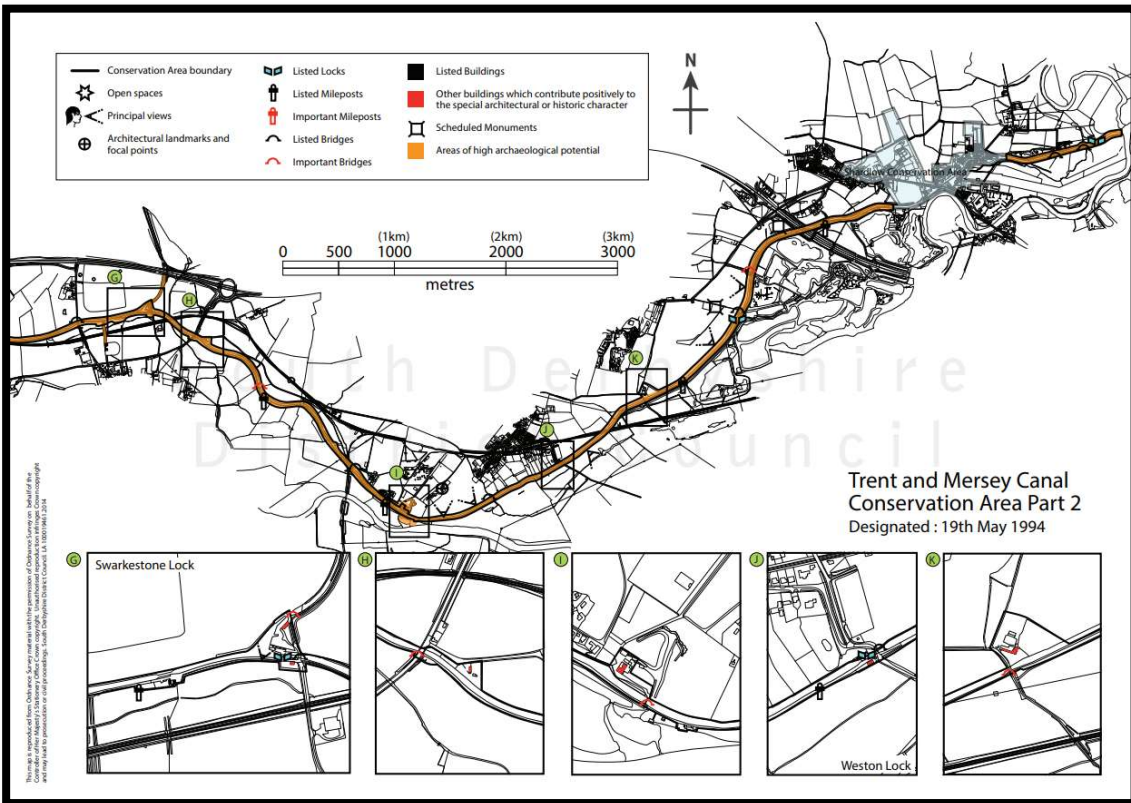
'The conservation area connects with two other conservation areas. At its east end is Shardlow, the terminal port of the Trent and Mersey Canal, completed in the 1770s and a large conservation area in its own right. A small section of the canal conservation area extends beyond Shardlow as far as Derwent Mouth Lock. The Derbyshire section of the canal connects to its west with the Staffordshire section of the canal at Clay Mills. The Staffordshire section of the canal is a separate conservation area in its own right that runs from Clay Mills as far as Kidsgrove.'



Extract from the Trent and Mersey Side Canal Conservation Area Character Statement:

'On its completion in 1777 the Trent and Mersey Canal was the greatest civil engineering project yet carried out in England. Along its length are the surviving bridges, locks and buildings, mileposts and canalside ephemera that were associated with the canal and its wharves. The development of the canal also led to the expansion of a few Derbyshire settlements in the late 18th and early 19th centuries, in particular Willington, Shardlow and Stenson. These contain buildings developed in association with, or influenced by, the presence of the canal, but often not built or owned by the canal company.'

- Conservation Area boundary
- Open spaces
- Principal views
- Architectural landmarks and focal points
- Listed Locks
- Listed Mileposts
- Important Mileposts
- Listed Bridges
- Important Bridges
- Listed Buildings
- Other buildings which contribute positively to the special architectural or historic character
- Scheduled Monuments
- Areas of high archaeological potential



Designated Heritage Assets

Park Hill, Hilton Road



Images from Google Maps

Grade II listed (List entry number 1372020)

Description:

'Small country house, built by the Every family of Egginton Hall, as a dower house. Early C19. Red brick with sandstone dressings. Machine tile hipped roof. Brick ridge stacks. Two storeys. First floor band, moulded cornice and blocking course, all in ashlar. L-plan. Symmetrical south elevation of five bays. Central Tuscan Doric porch with two steps up to a round-arched doorway. C19 door with semi circular overlight. Flanked on each side by tall plain sashes. Five glazing bar sashes above under wedge brick lintels. West elevation of six bays. The right hand part has to the ground floor two tripartite sashes flanking a glazing bar sash and the first floor has three glazing bar sashes under wedge lintels. The left hand part is stepped forward and has to the ground floor a broad canted bay with three glazing bar sashes, and to the first floor a pair of canted bays with a balustraded parapet between.'

Designated Heritage Assets

Whitehouse Farmhouse, Main Street, Eggington

Grade II listed (List entry number
1040052)

Description:

'Farmhouse. Early C19. Painted brick. Half hipped plain tile roof with three brick ridge stacks. Dentil eaves cornice. Two storeys. Three bay west elevation has a central moulded doorcase with panelled door and rectangular overlight with intersecting glazing bars. Flanked on each side by 2-light casement windows under shallow pointed arches. Three similar windows above. The south elevation has to the ground floor French doors, a 2-light casement and a 4-light casement, all with similar heads. A 2-light and a 4-light window above under flat arches..'

Designated Heritage Assets

Pinfold or Pound, Main Street, Eggington



OS mapping from National Scottish Library maps, dating 1879 – 1880 and shows the location of the Pinfold or pound



Images from Google Maps

Grade II listed (List entry number 1040052)

Description:

'Village pinfold or pound. Possibly C17. Coursed squared sandstone. Small rectangular enclosure with walls about 4ft high with flat stone copings. Partly open to east and open to the ground to west, with C20 gates and railings.'

Designated Heritage Assets

Grade II listed (List entry number 1040052)

Description:

'Public House. Mid C18 and early C19. Painted brick and render. Plain tile roof with brick gable and ridge stacks. Dentil cornice to C19 part. Two storeys. East elevation of six irregular bays. The ground floor from left to right has double doors to garage, a small segment headed window, segment headed doorway with plank door, doorway with wedge lintel and half glazed door. To the right, a pair of glazing bar sashes, doorway with wedge lintel and C20 door, a glazing bar sash, a flat roofed C20 porch, a glazing bar sash and a small square window. The first floor has five sashes, the left two with single bars. To the right is a small rectangular window. Return range to right has one small window. Rear elevation has to the older part an outshut under a catslide roof'.

Images from Google Maps



Designated Heritage Assets

Willington Hill Farmhouse



Images from Google Maps

Grade II listed (List entry number 1038328)

Description:

'Farmhouse. Mid C18 and mid C19. Red brick, Welsh slate hipped roof with three brick ridge stacks. Two and three storeys. West elevation of four bays has to the ground floor four 3-light segment headed casement windows. The right hand one is blind. Four similar windows above. Three bay symmetrical south elevation. Central C19 wooden porch on chamfered columns. Raised and fielded panelled door with rectangular overlight with margin lights. Flanked by C19 canted bay windows. Three single bar sashes above in C19 painted surrounds, with C18 segmental arches above. Three casement windows above, the centre one narrower in painted surrounds.'

Non-designated Heritage Assets

WW II cantilevered pillbox



Image from Google Maps

Description from Derbyshire Historic Environmental Record:

'One of a number of pill boxes designed and constructed in various parts of the country at the beginning of the last war by F C Construction Co. Ltd. This may be the only one of this type surviving in Derbyshire. They were of unique design, giving a 360 degree field of fire without any obstruction. (1) This cantilever-type pillbox is one of the last remainders of the defences of RAF Burnaston airfield, just outside Derby. The airfield was destroyed to build the Toyota factory and this pillbox is believed to be the only one left out of ten or so that were originally situated around the airfield'.

Non-designated Heritage Assets

WW II cantilevered pillbox



Image from Google Maps

Description from Derbyshire Historic Environmental Record:

'The cantilevered pillbox is circular in shape, and comprises a roof that is detached from the walls, and is instead supported by a central pillar. This leaves an embrasure that allows a 360 degree field of fire. Below the embrasure is a curved rail on which machine guns would have been mounted. (2) The pillbox can be seen on Bing Maps aerial photographs within a strip of rough grassland running parallel with the A50, which sits within a field currently used for arable farming. (3)'

Non-designated Heritage Assets

WW II cantilevered pillbox



Description from Derbyshire Historic Environmental Record:

An application for Listed Building status was submitted to English Heritage in 2013, but it was rejected. The pill box was identified as an Oakington model, which are only generally assessed for designation when displaying group value. However, English Heritage does recognise the pillboxes' local historic importance, by demonstrating the utilisation of this defence circuit method outside of RAF Oakington, and because the Oakington pillbox is a relatively rare design in England.

Non-designated Heritage Assets

Narrow ridge and furrow (site of) north-east
of Round House, Etwall



Image from Derbyshire County Council
Historic Environmental Record



Image from Google Maps

Description from Derbyshire County Council Historic Environmental Record:

Post-medieval narrow ridge and furrow earthworks have been identified at this location on aerial photographs taken in 1945. (1) The construction of the A50 will have since destroyed most, if not all, of these earthworks'. (2)

Non-designated Heritage Assets

Cropmarks south of Boundary Road, Etwall



Image from Derbyshire County Council
Historic Environmental Record



Image from Google Maps

Description from Derbyshire County Council Historic Environmental Record:

'SK 285 297. Cropmarks of a rectangular enclosure and two linear features are visible on an NMR aerial photograph. (1, 2) Nothing visible on OS air photographs of 1967. (3) Features likely either to have been scraped away or else have had waste dumped on them'

Non-designated Heritage Assets

Cropmark of ring ditch, Egginton Common

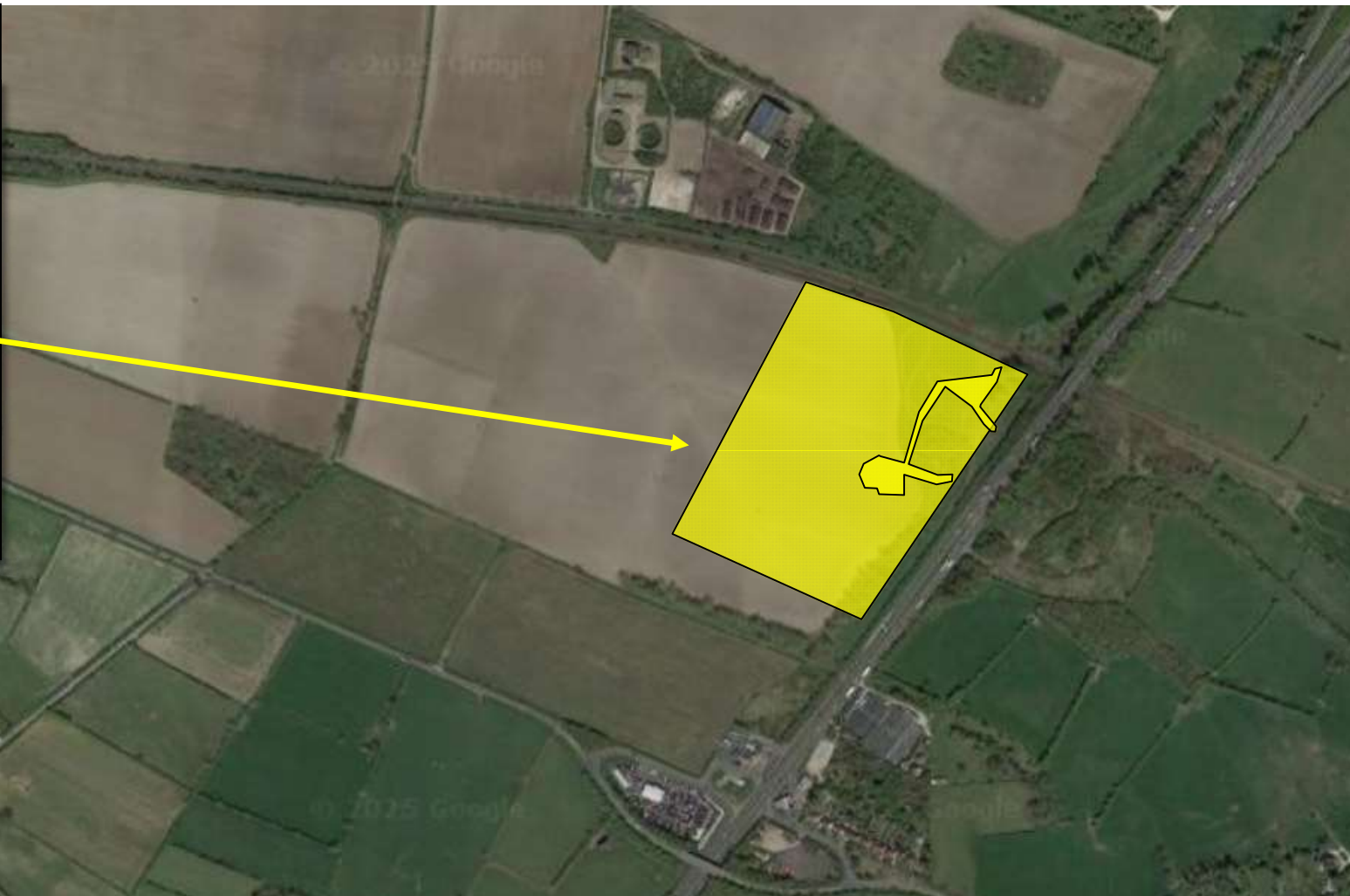
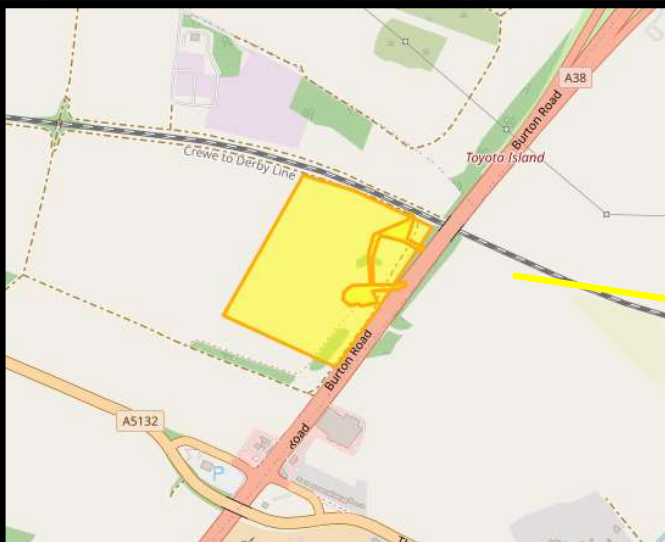


Image from Google Maps

Description from Derbyshire County Council Historic Environmental Record:

'The dry summer of 1959 accentuated crop-marks in the well-drained area of the Trent floodplan, and Dr St Joseph was able to obtain aerial photographs of a number of unsuspected sites. These included a cropmark of a ring ditch on Egginton Common, at approx. SK 284291. (1, 2) Under crop, no visual evidence on the ground.'

Non-designated Heritage Assets

Ridge and furrow, Egginton Common,
Egginton

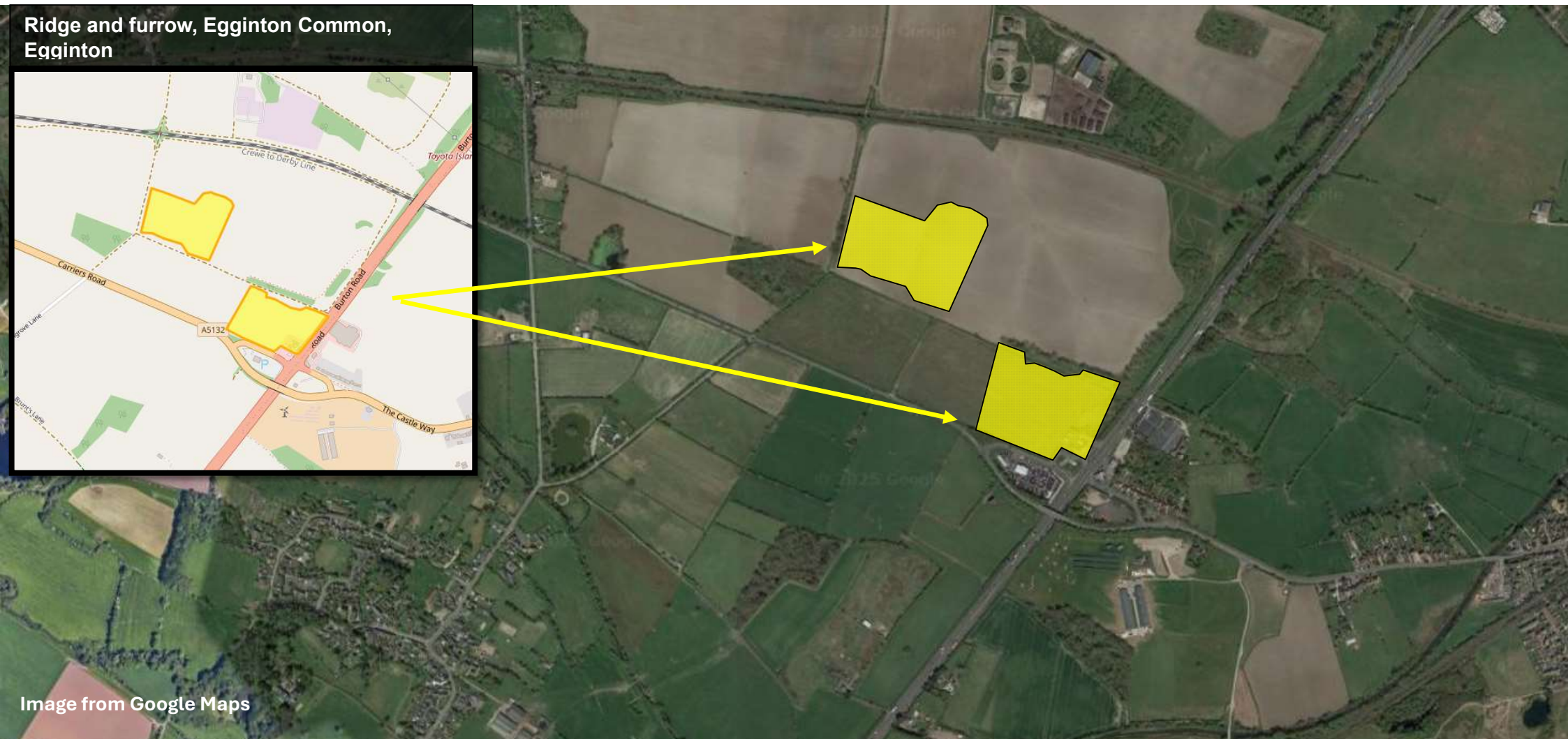
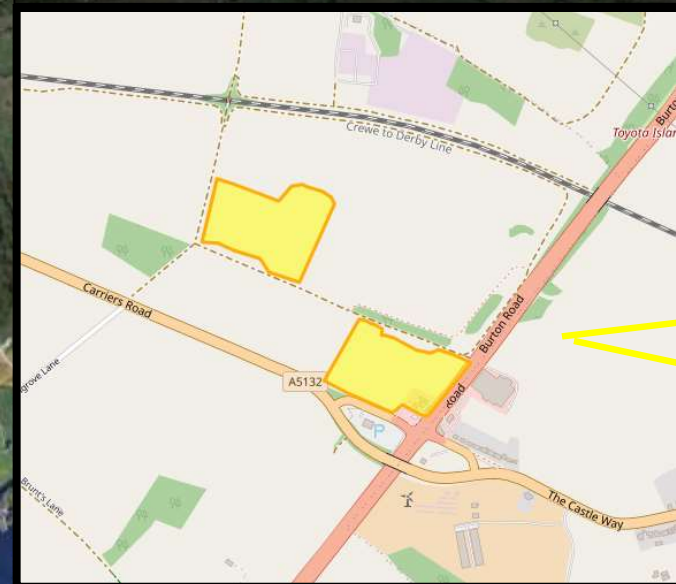


Image from Google Maps

Description from Derbyshire County Council Historic Environmental Record:

'Medieval ridge and furrow was identified as earthworks and cropmarks on aerial photographs taken on August 23rd 2007'.

Non-designated Heritage Assets

Ryknield Street Roman Road

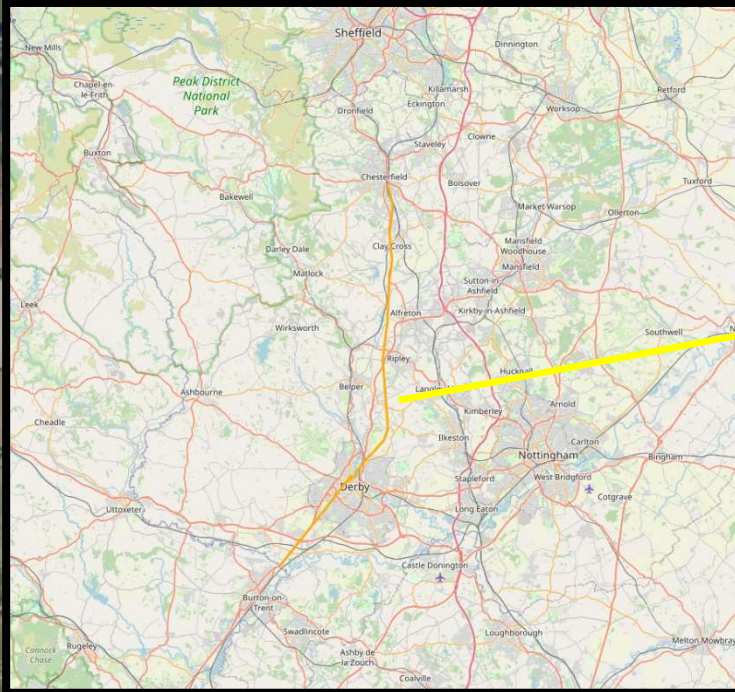


Image from Google Maps



Description from Derbyshire County Council Historic Environmental Record:

'The Roman road known as Ryknield Street seems to have been an important route running nearly due south-north through the Midlands, to give direct access from the Foss Way north-east of Cirencester to settlements at Alcester, Wall (at the junction with Watling Street), Derby and Templeborough in Yorkshire. Its route is described by Margary (Authority 1), with the relevant Derbyshire sections being his Roman road nos. 18c, 18d and 18e. In summary, the road would have crossed the River Dove into Derbyshire at Stretton, somewhere near its junction with the Trent. Although the present road curves westward, it is likely that the old road made a direct crossing which has long since been destroyed. From here it ran north-east to the Roman site at Little Chester on the northern edge of Derby. It then ran in a more northerly direction towards Chesterfield, its course being visible in some areas and uncertain in others. It probably passed just to the east of the modern core of Chesterfield, and then continued northwards towards the Roman site at Templeborough (Rotherham), although its exact route is less certain in north-east Derbyshire.'

Contributing elements of significance

The heritage significance is largely former transport networks and archaeological sites. The proximity of the Trent and Mersey Side Canal Conservation Area, whilst being mindful of its heritage designation, is a positive association; the original national network to move goods and a potential relationship with a new system of moving freight.

Designated Heritage Assets

There are no Designated Heritage Assets located within the site boundary, and therefore there is no direct impact. The setting of Designated Heritage Assets should also be assessed, with particular note to those within closest proximity, as shown on the maps above;

- 1: Grade II listed building, Park Hill
- 5: Grade II listed building, Willington Hill Farmhouse

Based on the analysis of the impact to the Designated Heritage Assets, it is concluded that development would result in less than substantial harm (low), to the setting of Designated Heritage Assets.

Non-Designated Heritage Assets

The majority of the Non-Designated Heritage Assets within the site area related to the former use of the land; evidenced by ridge and furrow. Mitigation is required to minimise impact or total loss of land evidence, and archaeological advice should be sought.

The built form surviving within the site that is of note is a World War II Pillbox. As this is now threatened with loss, and its significance will be explored again with Historic England for potential Listing.

Based on the analysis of the impact to the Non-Designated Heritage Assets, it is concluded that development would result in less than substantial harm medium to high, with potential for substantial harm if there is total loss of the Non-Designated Heritage Assets.

The assessment is based on policy mitigation that:

- iv. the proposal shall preserve the character or setting of any listed buildings, conservation areas of other heritage assets;