

Heritage Sub-Group

Assessment process for Built heritage

Scope and methodology

Area of survey

Baseline data

Other data sources

Approach

Significance

18th April 2013



Scope and methodology report

The SMR was

- i. Prepared in March 2012 , out to consultation during April
- ii. Revised and finally published on HS2 website 3rd Sept 2012.

The SMR outlines the proposed approach to the EIA and the methodology proposed for determining the likely environmental impacts and effects; and for assigning values of magnitude and significance to them.

- **Spatial scope** - defined by the ZTV
- **Temporal scope** - temporary and permanent impacts, baseline at current conditions, construction 2017 and operation 2026
- **Technical scope** - assessment of impacts on fabric and setting of all heritage assets that affect significance

Spatial scope – area of survey

Area of survey defined by ZTV.

- ZTV currently being finalised for 2013 scheme consultation
- ZTV being prepared to show construction and operation
- Within ZTV data on all designated assets collected
- Data on all non-designated assets collected only within the areas of land take required including buffer zones (for setting purposes)

In absence of final ZTV current assessment work on designated assets being undertaken based on 3km either side of centre line

Final ES based on finalised scheme ZTV

Baseline data

Data gathering

- Desk top baseline data gathering
- Initial 'drive' through to gain understanding of significance, setting and relationship to scheme
- Identification of assets for further detailed assessment
- Visit to individual assets, appreciation of setting, significance and options for mitigation

Limitations

- No internal access
- General access to assets and land around assets but some access has been refused

Other data sources

- Key viewpoints have been identified in collaboration with landscape team and in consultation with key stakeholders
- Data also obtained from other disciplines such as
 - Noise
 - Traffic
 - Vibration
 - Light

Approach to assessment

- Identify the baseline heritage assets and their setting;
- Assess the significance/value of the baseline assets and their settings;
- Identify and define the magnitude of impact and the severity of the effects;
- Identify mitigation required and
- Assess the development impact and its effect on the significance of the asset taking into consideration any mitigation proposed.

Impacts assessed for construction and operation

Collaborative approach to scheme evolution regular design and mitigation workshops leading to a fully mitigated scheme for final assessment in the ES

Significance

Assessment based on EH guidance and practice

- **High**
Grade I and II* assets
- **Moderate**
Grade II assets, conservation areas, locally listed buildings
- **Low**
non-designated assets of modest quality and of low heritage value
- **Not significant**
assets of no heritage value

Heritage Sub-Group

Heritage Agreements

Hybrid Bill powers
Process of preparing an Agreement
Purpose
Content

18th April 2013



Hybrid Bill powers

- The Hybrid Bill will seek powers to dis-apply the need for LBC or CAC
- This is in common with other Hybrid Bills eg Crossrail and CTRL
- Extract from The Crossrail Bill

'The bill will grant deemed planning permission for the construction of Crossrail and other associated and enabling works. The Bill will also remove the need for listed building consent under section 8 of the Planning (Listed Building and Conservation Areas) Act 1990.

The Bill will provide for the demolition, alteration or extension of the listed buildings specified in the Bill where this is necessary to construct the scheme and it removes the need to obtain conservation area consent under section 74 of the 1990 Act, for the demolition of buildings and other structures specified in the Bill within designated conservation areas where this is necessary to construct Crossrail and the other associated and enabling works. '

Process of preparing an Agreement

- The Bill will include a schedule of all LBs where a physical impact has been identified
- Undertakings in the Bill will require HS2 to provide **Heritage Deeds** for each of those buildings included in the schedule
- Draft Heritage Deeds will be prepared outlining the proposed terms and works
- The Deed becomes an enforceable **Heritage Agreement** on being signed by all parties
- Under the terms of the Heritage Agreement HS2 must seek the approval of the relevant local planning authority (and others where relevant) of the details of works as set out in the deed

Purpose

The Bill seeks deemed planning permission for the scheme, as part of the Bill Heritage Deeds (Agreements) therefore:

- Provide HS2 flexibility of scheme prior to detail design
- Allow petitions to be heard and terms to be discussed

After Royal Assent, the Heritage Deeds

- Enable HS2 to deliver the scheme as set out in the Bill (Act)
- Allow Local authorities proper opportunity to comment on detailed design
- Allow proper approval of works

Content

- The Heritage Agreement (based on Crossrail examples) is in three parts
 - i. Terms and provisions, time frames, disputes etc
 - ii. Requirements for submission of Heritage Method statement – what the statement should contain, scope and specification of the works for which approval is required
 - iii. Factual description of the asset (list description), significance, description of proposed works (referenced to schedules within the bill including drawings)
- The content of the deed can be varied by further agreement (section 3), allows HS2 flexibility during detail design without loss of LPA control

[Xrail heritage deed-example.pdf](#)