

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

SoCG between the Applicant and Historic England

Document reference: 19.11

Revision: 01

24 October 2023

Planning Act 2008

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

October 2023

Planning Act 2008

TRITAX SYMMETRY (HINCKLEY) LIMITED

**PROPOSED HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE
OFF M69 JUNCTION 2, LEICESTERSHIRE**

**Statement of Common Ground between
Tritax Symmetry (Hinckley) Limited and Historic England**

Version	Date	Issued by
01	July 2023	TSL
02	11 October 2023	HE
03	18 October 2023	TSL

**PROPOSED HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE
OFF M69 JUNCTION 2, LEICESTERSHIRE**

**Statement of Common Ground between
Tritax Symmetry (Hinckley) Limited and Historic England**

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2. AGREEMENT ON THIS SoCG

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Matters agreed.

Ref.	Matter agreed	Record of agreement
1.	The submitted Cultural Heritage ES includes a comprehensive assessment of the impact upon the historic environment, including the setting of nearby designated heritage assets.	Agreed through this SoCG
2.	An appropriate methodology has been employed to assess relevant heritage assets and impacts of the Proposed Development.	Agreed through this SoCG
3.	The Assessment of the DCO Site has covered the agreed study areas including the Main Order Limits, extending to the A47 Link Road, Junction 2 works as well as other offsite highways works. The assessment has included up to date searches of the Historic Environment Record (HER) and the NHLE for the DCO Site.	Agreed through this SoCG
4.	The designated heritage assets within the study area around the DCO Site that are of relevance to Historic England's consultation response are the following: 1) Elmesthorpe Church ruins scheduled monument (List Entry No. 1005076); 2) Grade I Listed Church of St Mary, Barwell (List Entry No. 1074229); 3) Grade II* listed Church of St Catherine, Burbage (List Entry No. 1295212); and 4) Grade II* listed Church of St Simon and St Jude, Earl Shilton (List Entry No. 1074259).	Agreed through this SoCG
5.	The assessment of relevant heritage assets includes a proportionate narrative in respect of the significance of heritage assets affected and does not rely solely on a tabular matrix.	Agreed through this SoCG

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6.	Sufficient detail has been provided in Chapter 13: Cultural Heritage (Document reference: 6.1.13) to describe and evidence the impact of the Proposed Development upon the setting of the identified designated heritage assets.	Agreed through this SoCG
7.	Sufficient heritage specific photographs and annotated visualisations have been provided in the ES at Figure 13.6 (document reference 6.3.13.6) and Figure 11.10 (document reference 6.3.11.10) to allow an understanding of the level to which the settings of relevant heritage assets would be affected by the Proposed Development.	Agreed through this SoCG
8.	Any identified 'adverse effects' on heritage assets in EIA terms translates to 'harm' in terms of the National Planning Policy Framework (NPPF) and National Policy Statement (NPS).	Agreed through this SoCG
9.	The conclusions of the Cultural Heritage ES in respect of the potential effects of the Proposed Development on heritage assets have been informed by the conclusions of the Landscape and Visual Effects Chapter (document reference 6.1.11), Lighting Strategy (document reference 6.2.3.2), Noise and Vibration Chapter (document reference 6.1.10) and Air Quality Chapter (document reference 6.1.9), and as such is not limited to only visual considerations.	Agreed through this SoCG
10.	Sufficient detail on the embedded mitigation incorporated into the Proposed Development has been provided in in Chapter 13: Cultural Heritage (Document reference: 6.1.13), to demonstrate how the landscaping strategy will seek to screen development and minimise its visual impact and change to the settings of surrounding heritage assets. It is agreed that the	Agreed through this SoCG

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	proposed mitigation is however not capable of reducing the impact of the Proposed Development on heritage assets of relevance to Historic England’s consultation response.	
11.	It is agreed that the assessment of the impact of HNRFI on the significance of relevant designated heritage assets is within the category of ‘less than substantial harm’ (NPS paragraph 5.134).	Agreed through this SoCG
12.	It is agreed that on-site archaeological considerations fall within the remit of LCC’s Historic & Natural Environment Team, given that no nationally significant archaeological remains are identified within the DCO Site.	Agreed through this SoCG
13.	No environmental management plans, either during construction or operation, are considered necessary to address effects on heritage assets within the remit of Historic England	Agreed through this SoCG
14.	Historic England have no objection to the DCO application and dDCO, providing the scheme retains the embedded mitigation to help reduce visual impact / impacts on setting (as per Chapter 13: Cultural Heritage (Document reference: 6.1.13)	Agreed through this SoCG

Matters not agreed.

Ref.	Matter not agreed	Any actions arising
1.	None	None

STATEMENT OF COMMON GROUND ♦ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

1. AGREEMENT ON THIS SOCG

This Statement of Common Ground has been jointly prepared and agreed by:

Name: _____
Signature: Sinead Turnbull
Position: _____
On behalf of: Tritax Symmetry (Hinckley) Limited
Date: 11/10/23

Name: Nick Carter
Signature: _____
Position: Inspector of Ancient Monuments
On behalf of: Historic England
Date: 11/10/23