Heritage Agreement Method Statement for The Stephenson Statue Relocation to Locomotion Museum

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STAKEHOLDER REVIEW REQUIRED (SRR)	PURPOSE OF SRR
☐COUNTY/DISTRICT/LONDON BOROUGH COUNCIL ☐LOV ☐LUL ☐NRL ☐TFL ☐UTILTIES COMPANY ☐OTHER	☐ACCEPTANCE ☐APPROVAL ☐NO OBJECTION ☐CONSENT

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This report takes into account the particular instructions and requirements of the Project as defined in SDSC Contract for the provision of design services Euston dated 13 February 2018 including any amendments to it.

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1 Introduction

1.1 Project Context

HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger, and freight services.

Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.

Powers to construct and operate the railway have been secured through the High Speed Rail (London – West Midlands) Act 2017 (the Act), which received Royal Assent on 23 February 2017.

The Secretary of State has appointed High Speed Two (HS2) Ltd as the Nominated Undertaker responsible for delivering Phase One of HS2. HS2 Ltd is an executive non departmental public body, sponsored by the Department for Transport.

Schedule 18 'Listed Buildings' to the Act concerns how legislation in respect of listed buildings under the Planning (Listed Buildings and Conservation Areas) Act 1990 ("the 1990 Act") applies to the Phase One works. Paragraph 1 of Schedule 18 disapplies some of this legislation, and in particular the requirement for listed building consent, from the Phase One works in respect of the listed buildings set out in Table 1 of Schedule 18[1], or which are listed on or after 30 September 2013.

Following Royal Assent, HS2 Ltd entered into Heritage Agreements with the London Borough of Camden (LBC) and with Historic England (HE) dated 05/05/2017 concerning the listed buildings identified in Schedule 18 to the Act, which are located within Camden. The Heritage Agreement requires HS2 Ltd to submit method statements concerning the relocation of the statue to the London Borough of Camden for approval. The Heritage Agreement requires Historic England and the relevant Amenity Societies (Ancient Monuments Society, the Victorian Society, the Council for British Archaeology and the Society for the Protection of Ancient Buildings) to be consulted on these submissions.

[1] https://www.legislation.gov.uk/ukpga/2017/7/schedule/18

The statue of Robert Stephenson is identified in Table 1 of Schedule 18 to enable the Grade II listed building to be removed and later re-erected elsewhere.

1.2 Purpose of the document

This Heritage Agreement Method Statement (HAMS) has been prepared to enable the Grade II listed Statue of Robert Stephenson to be removed from HS2 storage and temporarily relocated to the Locomotion Museum in Shildon, Durham for public display.

Pre-application advice has been sought from both Historic England and the London Borough of Camden during regular engagement sessions, including a dedicated meeting with the Locomotion Museum, Science Museum Group and High Speed Two on 19 November 2024.

1.3 Scope

Part 2 of Schedule 1C of the Heritage Agreement with London Borough of Camden and Historic England specifies the information that needs to be included in the method statements submitted to the Council for approval.

Section 1 requires a method statement to set out a specification for recording the statue and its constructional details in accordance with Historic England guidance for the recording of historic buildings.

Section 2 requires method statement(s) to detail:

a) how the statue is to be dismantled;
b) how the component parts of the statue will be protected, transported and stored;
c) the process for the identification of an appropriate site for re-erection; and
d) the process for re-assembly of the component parts during re-erection of the statue.

A Heritage Agreement Method Statement (HAMS) was prepared to address the requirements of Part 2, Section 1 and Section 2 a) and b) (1EW02-CSJ-HS-MST-S003-000562). The HAMS was approved by London Borough of Camden (2019/3205/HS2) and the statue was recorded, dismantled and removed from Euston Station Forecourt to a secure HS2 heritage storage facility in 2020.

This HAMS has been prepared to enable the statue to be removed from HS2 storage, transported, and re-erected at the Locomotion museum on a temporary basis – and then transported back to an HS2 storage facility at a later date (if required prior to its final re-

erection at Euston). This HAMS addresses the requirements of section 2c) and d) and outlines the proposed conservation work to be carried out prior to the statue's assembly. The HAMS also includes details of how the statue will be protected and transported (Section 2b), which are in accordance with the methodology set out in the approved HAMS (2019/3205/HS2) except for the use of a HIAB, rather than gantry, for lifting the statue.

The HAMS assesses the significance of the Stephenson statue and provides details of the proposals for its relocation for approval by the London Borough of Camden (as required by Section 2c)) which have been established based on an understanding of the significance of the asset.

There is a possibility given the duration of the loan that the SMG may wish to move the statue to an alternative location within the Locomotion museum or to another SMG site during the loan period - therefore the HAMS has been written to provide for this eventuality. However, it is not anticipated at this time that any such moves will be required. Furthermore, London Borough of Camden and Historic England would need to be consulted on any proposals to change the location of the statue within the Locomotion Museum before the statue is moved and express agreement in writing from London Borough of Camden and Historic England will be required before any relocations within alternative SMG sites can take place.

At the end of the loan, there will need to be a further HAMS covering the relevant parts of section 2 to enable the statue to be returned to Euston Station for permanent display.

List of abbreviations

Abbreviation	Definition
GIS	Government Indemnity Scheme
HE	Historic England
HS2	High Speed 2
LBC	London Borough of Camden
LBR	London and Birmingham Railway
MDjv	Mace Dragados Joint Venture
OS	Ordnance Survey
RA	Royal Academy
SMG	Science Museum Group
TPA	Tripartite Agreement

2 Heritage asset description and history

2.1 Introduction

The Stephenson statue is designated as a grade II listed building (list entry no. 1342041) and was first inscribed on the list on the 14th of May 1974. It was designed by Carlo Marochetti of the Royal Academy. The statue was completed in the 1860s but not erected until 1871, remaining in storage until a suitable location was agreed.

2.2 Historic background – Robert Stephenson

Robert Stephenson (1803-1859) was the only son of George Stephenson (1781-1848), an engineer known as the 'Father of the Railways' who built the world's first inter-city railway line using steam locomotives between Liverpool and Manchester, which opened in 1830.

Building on the achievements of his father, following two unsuccessful planned routes for a railway line between London and Birmingham, Robert Stephenson was appointed as Chief Engineer of the L&BR and was responsible for achieving the construction of the railway line into Euston, despite many engineering challenges. He designed the company's line into central London and notably advocated for the terminus to be located at Euston rather than further north at Chalk Farm.

Stephenson worked both nationally and internationally and received several honours in recognition of his work. He was made Knight of the Order of Leopold (Belgium), Knight of the Legion of Honour (France), and Knight Grand Cross of the Order of St Olaf (Norway). Within England, he served as President of the Institution of Mechanical Engineers and of the Institution of Civil Engineers from 1855-57. Upon his death in 1859 Stephenson was buried in Westminster Abbey.

2.3 Setting

The Stephenson statue is currently divorced from its former setting at Euston Station due to being in storage. A description of the statue's former setting is recorded in the Historic Building Recording (Document number: 1EW02-CSJ-EV-REP-S003-000113. OASIS ID - hs2mottm1-429899).

2.4 Description of statue

The bronze statue, depicting Robert Stephenson in contemporary Victorian dress holding partly unfurled plans was commissioned by the memorial committee of the Institute of Civil Engineers after Stephenson's death. Designed by Carlo Marochetti of the Royal Academy, it was completed in the 1860s but not erected until 1871, remaining in storage until a suitable location was agreed. Prior to its disassembly, the figure stood on a red granite plinth, which is inscribed with the dates of Stephenson's birth and death. Though technically red granite, the plinth has a brown/pink appearance.

Figure 1 Statue in its most recent location at Euston in the forecourt

The plinth is formed of three blocks: a moulded base, a large block bearing the inscription, and a moulded cap upon which the bronze sculpture is mounted. The granite surfaces are worked to a smooth, polished finish. The masonry joints are very fine, and it seems that the joints were bedded with lead sheets. A fragment of lead sheeting protrudes from the bed joint between the lower two stones.

Spalls and chips are visible at the edges of the granite blocks, on mouldings and bed joints. This damage suggests that past attempts have been made to separate the granite blocks by levering, which possibly failed due to the presence of imbedded ties or simply due to the weight of the statue.

Four stainless steel bolts, one at each corner, projected above the bronze base, secured with modern hexagonal domed nuts. They are clearly modern additions. These were thought to secure the bronze figure to its plinth, however, during the dismantling of the statue in 2020 it was found that loosening the nuts did not detach the statue from the plinth.

As such, further measures were required to separate the bronze figure and plinth cap, as described in section 3.1. It is possible that the sculpture was originally fixed to its stone pedestal with concealed fixings, or relied solely on the weight of the statue, with no need for fixings.

The statue has now been dismantled into three parts: the bronze figure; the pedestal cap; and the pedestal base. Photos of the statue in storage in its three parts are included in section 3.1.

2.5 Assessment of significance

In conservation terms, 'significance' encompasses a broad range of considerations about what may constitute the special value or 'interest' of a building or place, which may be referred to as 'heritage assets'. A combination of factors may contribute to this special value, such as a building's architectural quality and association with important people or cultural events. Sometimes, these factors may not be immediately apparent, such as the use of pioneering construction technology, fine craftmanship or the special social or economic role a building or place has within a community.

Historic England's Conservation Principles, Policies and Guidance[2] states that "The significance of a place embraces all the diverse cultural and natural heritage values that people associate with it, or which prompt them to respond to it. These values tend to grow

[2] https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesandguidanceapril08web/

in strength and complexity over time, as understanding deepens and people's perceptions of a place evolve." The significance of an asset is influenced by its heritage values. According to Historic England these are:

Evidential value: the potential of a place to yield evidence about past human activity.

Historical value: the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative.

Aesthetic value: the ways in which people draw sensory and intellectual stimulation from a place.

Communal value: the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

<u>As applied to the Stephenson statue:</u>

Historical value:
The significance of the statue of Robert Stephenson is derived principally from its depiction of, and historic association with, Stephenson himself, as the person responsible for the planning and construction of the London and Birmingham Railway (L&BR).

Stephenson was well-known during his lifetime for his bridge designs, and his obituary noted him as the 'inventor and first constructor of tubular plate-iron bridges'. He served as President of the Institution of Civil Engineers and was widely celebrated for his engineering achievements and pioneering railway works both in England and abroad.

The statue is of also of historic interest as a work of art by the celebrated sculptor Baron Carlo Marochetti RA (1805 – 1867). He was a well-respected sculptor whose work includes the equestrian statue of Richard Coeur de Lion, outside the Palace of Westminster and the lions of Trafalgar Square.

Marochetti was reportedly a favoured sculptor of Queen Victoria, being commissioned to sculpt the figure of Prince Albert for the Albert Memorial. Unfortunately, the design was rejected by the memorial's architect, Sir George Gilbert Scott. In 1866, he was elected a full academician of the Royal Academy.

Evidential value

The statue is of evidential interest within the context of Victorian commemorative structures. The production of public statuary was particularly prolific during the Victorian period and demonstrates the value placed on memorialisation of public figures in artistic forms which in turn aesthetically contributed to their setting.

Aesthetic value:

The statue is of aesthetic value as a striking piece of art, skilfully depicting Stephenson as though at work with plans in hand. The materials (bronze and granite) and the scale of the sculpture lead to an overall sense of prominence which befits such a distinguished public figure.

Communal value:
The statue exhibits communal value due to its financing by members of the Institute of Civil Engineers, as well as engineers overseas. This communal desire from within the engineering community to immortalise Stephenson in art, is evidence of their admiration and respect. His death was perceived as a great loss for the nation and for the engineering world.

His funeral was significantly large in scale, with over two thousand invitations issued. The funeral cortege was permitted to pass through Hyde Park on its way to Westminster Abbey, where his remains were interred.

Robert Stephenson, and by extension his statue, remains relevant to the engineering community today and indeed to railway history enthusiasts.

3 Summary of Works and Rationale

3.1 Summary of works to date

The Statue of Robert Stephenson was partially dismantled and removed from Euston station forecourt in October 2020, following historic building recording of the heritage asset to Historic England Level 3 (Analytical Record). (Document number: 1EW02-CSJ-EV-REP-S003-000113. OASIS ID - hs2mottm1-429899)

The statue was stored in the Victoria Industrial Estate, Acton. It was subsequently moved to the MTEC storage complex in Royston on 11 March 2024 and then temporarily to Rupert Harris Conservation's premises from 27 January, following written notification to LBC and HE as per the requirements of the previous HAMS. The address of the Royston storage complex is: MTEC Royston, 3, 4 Orchard Rd, Royston SG8 5HA.

Four stainless steel bolts, one at each corner, were thought to secure the statue to its pedestal. However, during the dismantling of the statue at Euston Station, it was found that loosening the bolts did not separate the statue and the plinth cap and that additional fixings of some kind existed between the granite cap and bronze figure. (Figure 2).

Figure 2 Statue in storage showing the plinth cap and statue attached.

Figure 3 Plinth in storage tagged and labelled

As such, further work was undertaken in December 2024 to separate the statue and the plinth cap following discussions with London Borough of Camden and Historic England (Figure 4). During this, it was found that the statue and plinth had been joined using a combination of cement and chemically fixed threaded rods (Figure 5).

Figure 4 Statue in storage showing the statue separated from the plinth cap.

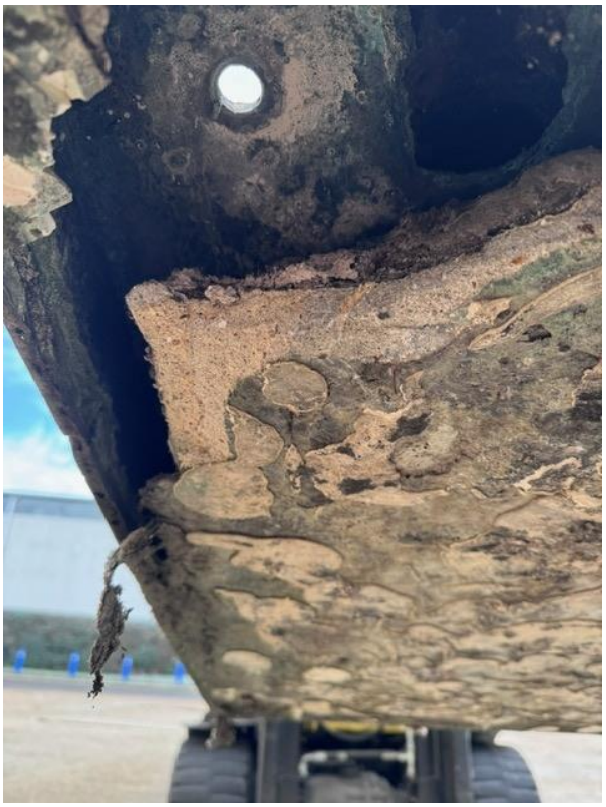


Figure 5 Underside of statue, showing cement infill

Following the separation of the statue and the plinth cap, the plinth cap has joined the rest of the plinth for ongoing storage.

3.2 Outline Proposal for temporary relocation

It is proposed that the statue is temporarily relocated to the Locomotion Museum in Shildon, Durham for public display. Locomotion is a museum which is part of the Science Museum Group (SMG). The statue would be temporarily separated from the existing granite plinth and instead re-erected on a new concrete pad base designed by the Science Museum Group to correspond with the existing display at Locomotion.

It is proposed that the existing plinth (currently in two parts) that forms part of the listing would be relocated to the secure heritage storage area at DeepStore with other HS2 assets during the statue's time in Shildon, following written notification to LBC and HE.

Upon the completion of HS2 related works at Euston, it is anticipated that the statue and plinth would be reunited when the statue is reinstated in the public realm. The details of this move will be subject to further HAMS approval.

3.3 Rationale for the proposed relocation of the statue without the plinth

The museum wishes to borrow the bronze statue only, without the existing plinth. The rationale for this is to facilitate engagement with the statue by making it more visible and accessible to look at, by placing it at a height closer to eye level. In addition, the reduced height would ensure the statue is at a similar level to the Gaunless Bridge, which would be displayed close by (Figure 6). This would enhance the ability to appreciate both assets simultaneously. Further details of the location and proposed display are set out in section 4.6.

Figure 6 Photograph of proposed location (blue arrow) and its surrounding context, including the Gaunless Bridge (right, outlined in red)

4 Methodology

The relevant sections of this methodology would be adopted for moving the statue in any of the following circumstances:

- The statue's move from HS2 storage to Locomotion;
- The statue's move back to HS2 storage at the end of the loan period (if required prior to its re-erection at Euston); and
- Any currently unforeseen relocations within SMG sites that may occur during the loan period.

If the statue is returned to HS2 storage at the end of the loan period, London Borough of Camden and Historic England must be informed in writing in advance of the move.

Express agreement in writing would need to have been received from London Borough of Camden and Historic England before any relocations within the Locomotion Museum or other SMG sites can take place.

While safe in storage, the natural setting of the statue is within the public realm. During the process of identifying an appropriate temporary location for displaying the statue, HS2 Ltd was approached by a key stakeholder with the suggestion that the statue is temporarily relocated to the Locomotion Museum, Shildon to coincide with the Museum's bicentenary celebrations of the Stockton & Darlington Railway. To determine the appropriateness of the site, initial discussions were held with the Head Curator of the National Railway Museum to better understand the historic connections between Robert Stephenson (and his father) and the Stockton and Darlington Railway – as well as the other items originating from Euston station that are currently held within the museum. The proposal was subsequently discussed with Network Rail, Historic England and the London Borough of Camden, who expressed support.

The relocation to the Locomotion Museum in Shildon, Durham would enable the statue to be seen and enjoyed by the public while it awaits eventual reinstatement in Euston.

The Locomotion Museum (Figure 7 and 8) is a museum of railway history. It was built in 2004 as a purpose-built collections / museum space, all at ground floor level to house large rail vehicles. Shildon has strong connections to the beginnings of the rail industry and is known as the "cradle of the railways". Locomotion No.1, an early steam locomotive designed in 1825, was designed by father and son, George and Robert Stephenson. The

train ran on the Stockton and Darlington Railway (designed by George Stephenson) which was the first locomotive-hauled public railway in the world. While the line officially opened on the 27th September 1825, a trial journey, departing from Shildon, was undertaken on the 26th September. Locomotion No.1 is on display in the museum.

The museum has had a significant programme of investment, improvement and change, with new buildings, galleries, visitor attractions and outdoor spaces. The New Hall building to the north of the proposed site opened to the public in May 2024, significantly expanding the museum's collection; while the George Stephenson's Gaunless Bridge was brought to Locomotion in 2023 and is now on display on the approach to the New Hall, opposite the proposed location for the statue. The statue's relocation and unveiling in 2025 would coincide with the bicentenary of the Stockton & Darlington Railway and would be a highlight in the Museum's programme of celebrations.

Figure 7 Exterior of the Locomotion Museum

Figure 8 Interior of the Locomotion Museum

4.1 Conservation

The statue would be subject to a program of conservation works. The purpose of the conservation work is to restore the bronze to a sound structural and surface condition that is maintainable for the long term.

The conservation work is to be undertaken by Rupert Harris Conservation Ltd. The proposed methodology and extent of works may be adjusted during the process of conservation, in accordance with conservation best practice. However, the conservation work is anticipated to comprise the following:

Inspection – a photographic record of the condition of the statue and an inspection of the bronze for structural problems or any casting flaws.

Surface Cleaning – surface cleaning trials of the bronze to establish the most suitable technique to adopt for the full surface cleaning. The initial cleaning technique to be trialled will be high-pressure steam (Doff) cleaning with a water soluble and environmentally safe solvent-based paint stripper to remove previous wax and paint coating residues and allow the condition of the underlying bronze to be assessed. Hand tools, solvent poultices, and micro air abrasive techniques may then be trialled in small areas where required to remove pollutant crusts.

Structural Works – Condition surveys to date have not identified any structural issues so it is not currently anticipated that any structural works will be required. However, if significant issues are identified during inspection and cleaning, structural works would be undertaken once the surface cleaning is complete. This would follow consultation with London Borough of Camden and Historic England.

Patination – Following cleaning, Ferric Nitrate would be used for the treatment of the bronze surface, to unify the sculpture's appearance, while retaining the look of age

Protective Coatings – following patination, the statue will be waxed using a minimum of three, thin coats of clear micro-crystalline wax (Renaissance Wax) applied to the bronze and gently heated into the porous patina surface to provide maximum protection.

Fixings – the stainless-steel modern nuts and bolts which were thought to attach the statue and plinth cap will be removed, and these holes filled in, to restore the base to its original condition. Corner bracing will be added diagonally across the corners within the base of the statue to allow future fixings to be invisible.

A condition report of the statue will be produced following the conservation work.

4.2 Statue lifting and packing methodology

The methodology for lifting and packing set out below has already been approved under 2019/3205/HS2, with the exception of a change to specification of lifting equipment. The full lifting and packing methodology is included in this section, along with the proposed lifting equipment.

All lifting of the statue would be carried out using polyester fabric slings, HIAB crane, and block and tackle. All lifting equipment and accessories would be of appropriate capacity for the weights to be lifted, and certified and tested.

The specialist subcontractor would be required to produce a Lift Plan, setting out details of the exact equipment to be used.

The slings would be positioned to minimise stress on surfaces and to distribute the weight as evenly as possible. Protective cushioning material, composed of flexible polyethylene or similar foam, would be used at the interface between slings and the bronze.

The statue would be packed in a transport crate, specifically designed to fit the sculpture by specialists in the transport and handling of finely detailed, heavy objects of this kind (heritage fabric, artifacts, sculpture). The transport crate would be constructed of a timber frame, with timber or marine grade plywood base, sides and cover, with cross bracing and

reinforcement as required to support the weight of the statue. The transport crate would be ventilated and lined with structural polystyrene, cut to fit and secure the bronze figure sculpture in position during transit, depending on its shape, dimensions, and weight. Additional support would be provided by polyethylene foam rods and wedges.

The transport crate would be designed with provision for ventilation on at least two vertical faces, to permit air movement and prevent condensation and a damp microclimate within the case during transport. The crate would be marked – to indicate the correct orientation during transport with the top labelled as 'TOP', along with the instruction 'DO NOT STACK' (Figure 8).

Figure 9 Transport case illustrating construction and appropriate labelling.

4.3 Transport methodology

The crate containing the statue would be handled and transported only by contractors who are qualified and experienced in lifting and handling equipment, including using gantries

and forklifts. The packed crate would be lifted onto a flatbed truck of appropriate loading capacity, following the orientation indicated by labelling, covered with waterproof tarpaulin, and secured in place using ratchet straps, in preparation for transport.

All transporting of the statue would take place within its crate, or on a pallet base where possible, using a pallet truck. The crate would be loaded using a tail-lift at the rear of a fine art vehicle and strapped/secured against the side of the vehicle transported on a fine art vehicle to GIS (Government Indemnity Scheme) museum specifications.

4.4 Process for the re-erection of the statue

Prior to the re-erection of the statue at Locomotion, a site visit was undertaken by an MTEC project manager to assess the proposed display location of the statue and confirm the methodology for its re-erection is appropriate.

A concrete pad base, comprising a concrete foundation 2700 x 2700 x 150mm and a block 1000 x 1000 x 500mm would be created for the statue to be situated on, as indicated by Figure 10. This would be precast off-site.

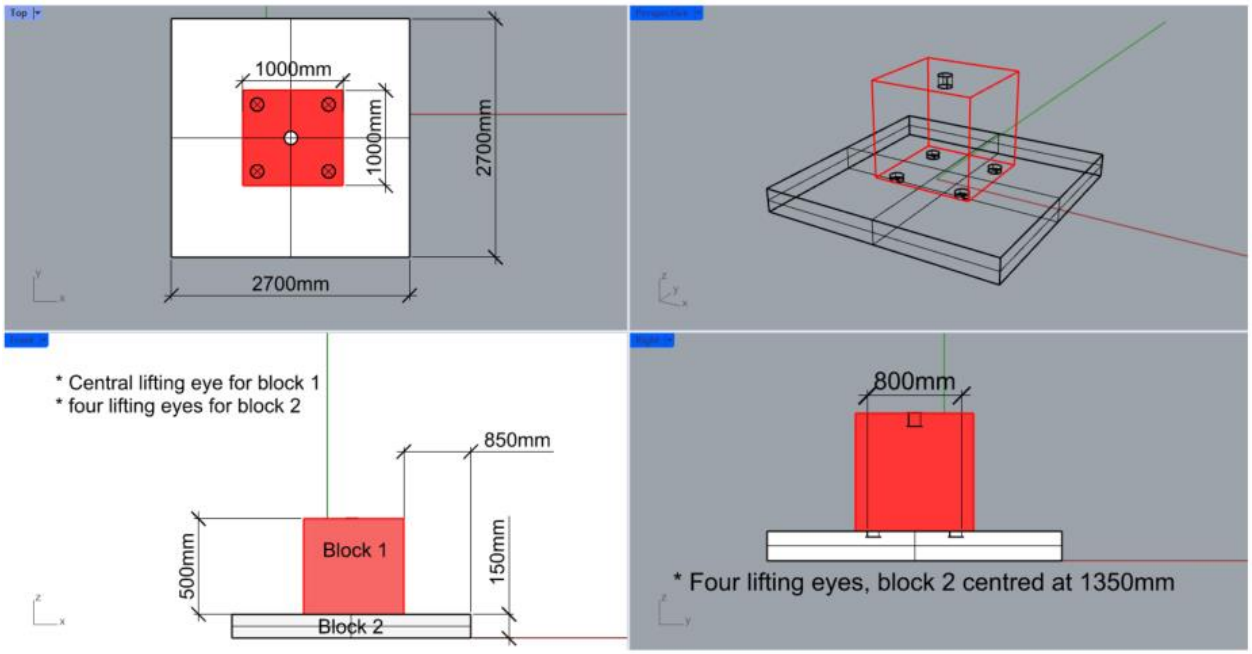


Figure 10 Drawings showing the proposed concrete pad base with the threaded fixings to secure the statue.

Four M16 stainless steel studs 200mm would be threaded into the diagonal plates on the base of the statue, to attach it to the concrete pad base. Hilti HY200 resin would be injected into drill holes in the concrete pad base and on to the top of the concrete pad base before the statue is lowered into place. The resin and bolts would anchor the statue in place on

the concrete pad base. The statue would be shimmed to create c.3mm gap to facilitate the removal of the statue in future. The c. 3mm gap may be covered with silicone or left as it is. The same lifting and packing methodology as set out in section 4.1 would be used to lift the statue into place.

If an alternative method of fixing is identified that is secure and in keeping with the significance of the statue, this would be agreed in advance of any installations in consultation with HE/LBC.

A heritage professional from HS2 would be in attendance at the installation to oversee the works.

4.5 Display of the statue

The proposed location of the statue would be adjacent to the pathway to the New Hall building from the Main Hall. George Stephenson's Gaunless Bridge would be situated opposite the statue to the north-west (Figure 10). This is a prominent location within the site as you pass from building to building within the museum. The statue would be set back from the path with a metal fence surrounding it to match the fence for the Gaunless bridge (Figure 5). This provides additional security and would mitigate the risk of touch, while keeping the statue accessible. In addition, locating the statue close to the Gaunless Bridge would allow for the curation of displays that emphasise the importance of George Stephenson and his son Robert within the overall experience of the museum.

The statue would be situated on a concrete pad base, as set out in Figure 8 and Section 4.4. The lower plinth would mean that the statue is highly visible and better appreciated by visitors and at a scale that would be more in balance with the adjacent bridge.

Figure 11 Layout plan of the museum site showing proposed location of statue.

Assessing all other options, the chosen location proved to be most suitable in terms of visibility, safety and access. Having been located outdoors at Euston for many years, it was considered appropriate for the statue to remain outdoors. In addition, the prominence of the proposed location would ensure the maximum number of visitors are able to see and engage with the statue.

If for any unforeseen reason the location of the statue within the Locomotion museum needs to change, Historic England and London Borough of Camden would be consulted on the proposal prior to any relocation taking place. Similarly, if it is decided to relocate the statue to an alternative museum site within the SMG, or to SMG storage, express agreement in writing will be required from HE and LBC before any relocations within alternative SMG sites can take place and any further approvals sought if required. If the loan period is concluded early, and the statue is returned to HS2 storage, HE and LBC would be notified of this change.

4.6 Monitoring of the statue

A condition survey will be undertaken following the conservation work, prior to the relocation of the statue.

During the loan period, the sculpture will be inspected annually by a Science Museum Group Conservator as part of their standard conservation management of all items within the Science Museum Group's care. Science Museum Group would provide updated condition reports and photographs, which will be shared with London Borough of Camden where possible. Any changes in the condition of the bronze surfaces, evidence of active corrosion, or other defects, would be reported to HS2 Ltd with recommendations for remedial measures, where appropriate. These remedial measures would be discussed with London Borough of Camden and Historic England, and any approvals sought where required, prior to work commencing.

The Science Museum Group has also undertaken work to ensure that the Locomotion Museum site would offer a safe and secure home for the statue. The statue would be visible on CCTV and the site has a security guard who undertakes night patrols.

4.7 Process for removing the statue

In order to separate the statue from the concrete pad base, it is proposed that the resin and stainless-steel bolts joining the statue and concrete pad base will be cut using a reciprocating saw. Appropriate controls will be used to ensure there is no damage to the bronze statue. If an alternative method is identified, this will be discussed and agreed with LB Camden and HE in advance. The concrete pad base is not proposed for reuse.

4.8 Eventual reinstatement at Euston

Assurance that the statue shall be returned to HS2's care at the end of the loan period is secured in a Tri-Partite Agreement (TPA) between HS2, the Science Museum Group, and the statue owners Network Rail (TPA Ref 2220).

A further HAMS providing information about the re-erection of the statue to Euston would be submitted in due course.

Appendix A

List Description

STATUE OF ROBERT STEPHENSON IN EUSTON STATION FORECOURT

Overview

Heritage Category: Listed Building
Grade: II
List Entry Number: 1342041
Date first listed: 14-May-1974
Statutory Address: STATUE OF ROBERT STEPHENSON IN EUSTON STATION FORECOURT, EUSTON SQUARE

Location
Statutory Address: STATUE OF ROBERT STEPHENSON IN EUSTON STATION FORECOURT, EUSTON SQUARE
The building or site itself may lie within the boundary of more than one authority. County: Greater London Authority
District: Camden (London Borough)
National Grid Reference: TQ 29638 82647

Summary:
CAMDEN, TQ2982NE, EUSTON SQUARE 798-1/89/423 (East side) 14/05/74 Statue of Robert Stephenson in Euston Station Forecourt

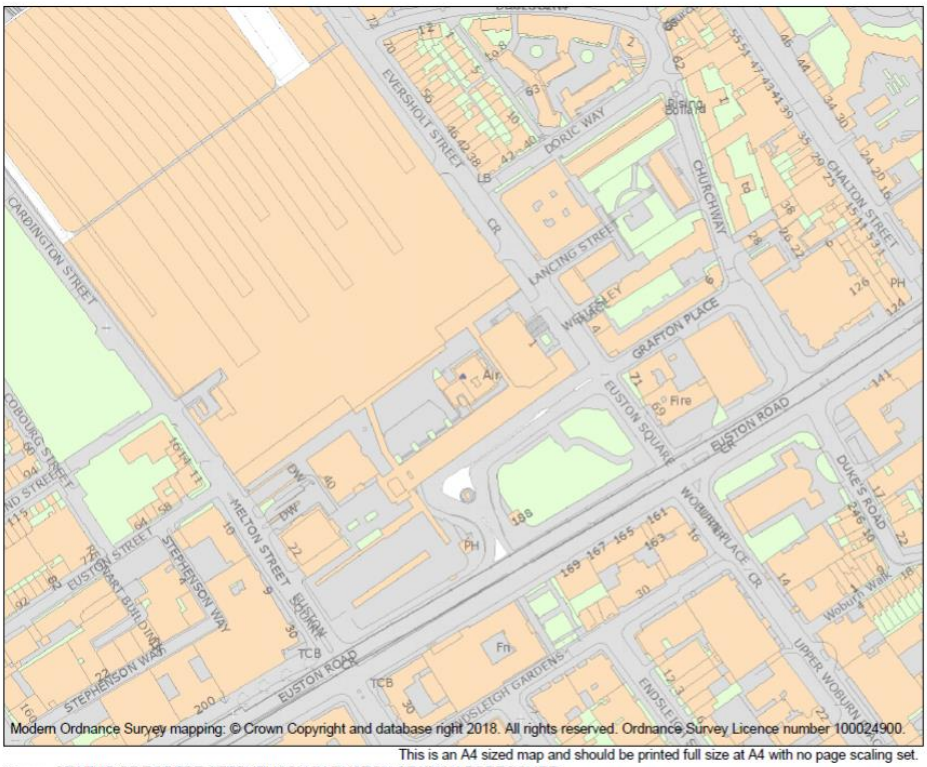
Description:
Statue. 1870. By Baron Carlo Marochetti and presented to the London & North Western Railway by the Institute of Civil Engineers. Bronze statue of Robert Louis Stephenson in contemporary dress and holding partly unfurled plans. Red granite pedestal with inscription recording his dates of birth and death.
HISTORICAL NOTE: the statue formerly stood between the two entrance lodges in Euston Square (qv), and with them is the only survivor of the formal 1870 layout which, with the Doric Arch, was destroyed in 1969.

Listing NGR: TQ2963882647

Legacy
The contents of this record have been generated from a legacy data system.
Legacy System number: 477261
Legacy System: LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



This is an A4 sized map and should be printed full size at A4 with no page scaling set.

Name: STATUE OF ROBERT STEPHENSON IN EUSTON STATION FORECOURT

Heritage Category:	Listing
List Entry No :	1342041
Grade:	II

County: Greater London Authority
District: Camden
Parish: Non Civil Parish

For all entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July, 1948 is by law to be treated as part of the listed building.

This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

List Entry NGR:	TQ 29638 82647
Map Scale:	1:2500
Print Date:	26 January 2023

Historic England
HistoricEngland.org.uk

Appendix B:

Location Plan

Legend

Red Line Boundary

N/A

Location of Robert Stephenson Statue at Locomotion Museum

Community Forum Area :
N/A

HS2

Registered in England. Registration number 06791686.
Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA.

Scale at A3: 1:1,250

0 9.5 19 29 38 48
Metres

Doc Number: 1CP01-MDS-EV-REP-SS08_SL23-000001_C02

Date: 07/02/25