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**41-42 Chester Terrace – Design Statement for temporary removal & reinstatement of boundary railings and wall to facilitate site access during the main contract works.**

**Access Considerations**

Site access for construction related traffic, materials and personnel has been an important issue for the design team since the projects inception and a key consideration of project and CDM planning.

Considering various options, the principle of site access from the Outer Circle and not from Chester Terrace or Cumberland Place was established and agreed between the design team and relevant parties, including The Crown Estate Paving Commission and Royal Parks earlier this year in order to allow the soft strip contract works to take place. The reason for this was to avoid disruption to resident amenity and parking arrangements and potential hazards associated with the additional presence of construction related traffic.

The current application seeks permission for the removal and reinstatement of railings and plinth walls in two locations facing the Outer Circle in order to allow the main contract works. The type of access required is necessarily different in nature from that provided for the soft strip; a personnel entrance with key code door entry to the south west corner and a construction traffic entrance primarily for basement construction vehicles to the north west. It is the aforementioned street pattern itself and the degree of enclosure given by the enclosing railings and supporting walls that have informed and shaped the proposed locations of the two site entrances.

The prime consideration overall, is to mitigate pedestrian and vehicular disruption to an absolute minimum and reduce potential risks inherent in the works for all. It is this which has shaped the access proposals.

**NPPF Justification**

The proposed two site entrances along the Outer Circle are considered the most acceptable locations given resident amenity and health and safety issues. Sufficient and practical access is fundamental to the project's realisation and associated resulting public benefit that will ensue from the building's restoration.

The provision of a ground level access to the north west by the limited temporary removal of railings and plinth wall is to allow access for the heavy plant items (piling rig and excavator) essential for the projects realisation. The notion of lifting such heavy plant over the railings is fraught with logistical problems, and health and safety issues and is therefore ruled out, offering no public benefit.

The 3m long section of railing will be removed adjacent a pier (refer to site plan) in order to reduce the number of cuts required. Two cuts will enable the railing to be removed in 1.5 m lengths each weighing approximately 180Kg.

The provision of a ground level access to the south west by the limited temporary removal of railings and plinth wall to allow a personnel entrance is confined to an area of later construction with non-original railings of a different design. Here, a section of railing will be removed from a pier to an original joint position (refer to site plan).

The proposals are considered to cause less than substantial harm to the boundary fabric being temporary and part of a programme of restoration to the cast iron railings and supporting plinth wall and piers. In this way, any perceived harm is outweighed by the public benefit inherent in the railings and plinth walls repair and restoration.

Proposals do, furthermore, allow for the projects realisation and in so doing contribute to the achievement of the site's optimum viable use - a key benefit highlighted within the NPPF.

## **Method Statement**

### **OUTLINE OF THE TASK / ACTIVITY TO BE UNDERTAKEN:**

Temporary removal of 2no existing sections of boundary wall and railings to allow pedestrian and vehicle access to site.

**SCOPE / SEQUENCE OF WORKS:**

*Provide A Full Detailed Description Of What The Project Entails.*

Removal of North West boundary wall and railings for vehicle access – The 3m length required to be removed will have to be taken out in 2no sections due to weight and manual handling restrictions, each 1.5m length will weigh approximately 180kg.

- Before commencing works we will brace the railings at the bottom using 4 x 2 timber battens and bolt fixings to keep rigidity of the railings at the bottom.
- Carefully breakout existing coping stone and horizontal top rail from vertical pier to expose railing ends and secure in place. A section of the coping stone will be retained to make replacement copings for future reinstatement.
- Carefully cut top bar with 9" diamond blade in 2no sections at 1.5m long.
- Manually lift out each section and place in purpose made plywood storage boxing's that will remain on site.
- Cut back boundary wall to suit opening. Remove whole bricks at interface with wall and pier to allow toothing in of new brickwork. Carefully dismantle wall. Original bricks to be salvaged as practically possible and re-used upon reinstatement of wall.
- Protect RHS pier with plywood housing.
- Upon removal of vehicles required to carry out the works, the boundary wall will be re-built to match existing using original bricks where possible, carefully toothed into the adjacent boundary wall sections, repointed with lime mortar and finishes to match existing as per The Crown Estate Specification.
- Install reproduced coping stones, fix original railings which will be set with molten lead and welded together with adjacent railings by a specialist architectural metalworker.
- Carry out decoration works as set out in The Crown Estate Specification.

Removal of South West boundary wall and railings for pedestrian access.

- Before commencing works we will brace the railings at the bottom using 4 x 2 timber battens and bolt fixings to keep rigidity of the railings at the bottom.
- Carefully breakout existing coping stone and horizontal top & bottom rail from vertical LHS pier to expose railing ends and secure in place. A section of the coping stone will be retained to make replacement copings for future reinstatement.
- Remove non original railing between pier and natural break point with the communal garden adjacent and place in purpose made plywood storage boxing that will remain on site.
- Protect LHS pier with plywood housing.
- Cut back boundary wall to suit opening. Remove whole bricks at interface with wall and pier to allow toothing in of new brickwork. Carefully dismantle wall. Original bricks to be salvaged as practically possible and re-used upon reinstatement of wall.
- Rebuild boundary wall to match existing using original bricks where possible, carefully toothed into the adjacent boundary wall sections, repointed with lime mortar and finishes to match existing as per The Crown Estate Specification.
- Install reproduced coping stones, fix original railings which will be set with molten lead and welded together with adjacent railings by a specialist architectural metalworker.
- Carry out decoration works as set out in The Crown Estate Specification.

**Note:** Resin fixings to secure the railings are not to be used under any circumstances. All railings to be fixed in sockets and secured with molten lead in the traditional manner.