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27th June 2016
Our Reference: CSJV-C360-LET-1208

Reference: CAM/3/3/H09 - Crossrail Contract C360 – Submission of the Heritage Method Statement for the Demolition and Storage of the Fisher Street Wing Wall

Dear Rachael,

Please find enclosed the Heritage Method Statement that forms part of the Listed Building Consent application for piling works at 8-10 Southampton Row, describing the proposal for the demolition of the single storey Fisher Street wing wall of the building and its storage off site.

Yours sincerely,
Costain Skanska Joint Venture

Stephen Duncan
Construction Manager

C360 –Shafts & Headhouses
C360 Demolition and Storage of the Fisher Street Wing Wall, 8-10 Southampton Row CAM/3/3/H9

CRL Document Number: C360-SKC-C-GMS-CR086_WS095-50016

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1. Contractor Document Submittal History:

Revision:	Date:	Prepared by:	Checked by:	Approved by:	Reason for Issue:
1.0	27/06/2016	Mark Service	Simon Taylor	Stephen Duncan	For Information
Signature					

2a. Stakeholder Review Required? YES ☐ NO ☐

Stakeholder submission required: LU ☐ RfL ☐ NR ☐ LO ☐ DLR ☐ Other: _____

Purpose of submission: For no objection ☐ For information ☐

This document has been reviewed by the following individual for coordination, compliance, integration and acceptance and is acceptable for transmission to the above stakeholder for the above stated purpose.

Sign: _____ Role: _____ Name: _____ Date: _____

Sign: _____ Role: _____ Name: _____ Date: _____

2b. Review by Stakeholder (if required):

Stakeholder Organisation	Job Title	Name	Signature	Date	Acceptance
					☐
					☐
					☐

3. Acceptance by *Crossrail*

	***Crossrail* Review and Acceptance Decal** This decal is to be used for submitted documents requiring acceptance by *Crossrail*.	
☐	Code 1.	Accepted. Work May Proceed
☐	Code 2.	Not Accepted. Revise and resubmit. Work may proceed subject to incorporation of changes indicated
☐	Code 3.	Not Accepted. Revise and resubmit. Work may not proceed
☐	Code 4.	Received for information only. Receipt is confirmed

Reviewed/Accepted by:(signature)	Print Name:	Position:	Date:

Acceptance by *Crossrail* does not relieve the designer/supplier from full compliance with their contractual obligations and does not constitute *Crossrail* approval of design, details, calculations, analyses, test methods or materials developed or selected by the designer/supplier.

C360 Demolition and Storage of the Fisher Street Wing Wall, 8-10 Southampton Row

CAM/3/3/H9

Contents

1.0 INTRODUCTION

1.1 Introduction to Crossrail

Crossrail is a major new cross-London rail link project that has been developed to serve London and the southeast of England. Crossrail will support and maintain the status of London as a World City by providing a world class transport system. The project includes the construction of a twin-bore tunnel on a west-east alignment under central London and the upgrading of existing Network Rail lines to the east and west of central London. The project will enable the introduction of a range of new and improved rail journeys into and through London. It includes the construction of seven central area stations, providing interchange with London Underground, Network Rail and London bus services, and the upgrading or renewal of existing stations outside central London.
Crossrail will provide fast, efficient and convenient rail access to the West End and the City by linking existing routes from Shenfield and Abbey Wood in the east, with Maidenhead and Heathrow in the west. Crossrail will be a significant addition to the transport infrastructure of London and the southeast of England. It will deliver improved services for rail users through the relief of crowding, faster journeys and the provision of a range of new direct journey opportunities. The project will also have wider social and economic benefits for London and the southeast of England.

1.2 Crossrail Act 2008

The Crossrail Act 2008 dis-applies Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Works authorised by the Crossrail Act therefore no longer require Listed Building Consent applications to be submitted. To ameliorate any potential impacts on the historic environment Crossrail has signed Heritage Deeds with English Heritage and relevant local authorities, including the London Borough of Camden.

These Deeds generally are in two parts. The first part (Appendix 1) deals with works to named buildings. The second part (usually Appendix 2) deals with ground movement (settlement).

The proposed works that are the subject of this application, detailed more fully in Section 4 of this report, are partly associated with adapting the listed building to accommodate the consented development over the Fisher Street Shaft (Planning Application 2013/1477/P, see below). They are therefore not covered by either Appendix 1 or 2 of the Crossrail Act and therefore the Planning (Listed Buildings and Conservation Area) Act 1990 is reapplied, and this listed building application submitted.

The works currently proposed at 8-10 Southampton Row consist of the demolition and storage of the single storey wing wall of the building which was left standing when the former rear extension of the building was demolished under Appendix 1 of the Heritage Deed for the London Borough of Camden, under the Crossrail Act to allow work to construct the Fisher Street Shaft.

1.3 Purpose of this report

This report constitutes the Heritage Method Statement that forms part of the Listed Building Consent application for piling works at 8-10 Southampton Row. It describes the proposal for the demolition of the single storey Fisher Street wing wall of the building and its storage off site until the completion of the Over Site Development (OSD). The OSD above the Fisher Street Shaft (to the rear of 8-10 Southampton Row) has been consented (Planning

Application 2013/1477/P). This application is for work that would allow the consented proposals to be completed or for the protection of the east elevation of the listed building should the OSD not go ahead.

This document has been prepared by Crossrail Contract C360 (responsible for the design of the Shafts and Headhouses) as part of Crossrail's submission package to the London Borough of Camden. The Method Statement describes the proposal and explains the proposed method of demolition, measures to protect the historic fabric of the listed building during demolition and the storage of the constituent parts of the wing wall prior to their reconstruction after completion of the OSD.

Apart from the Fisher Street wing wall the ancillary rear elements of 8-10 Southampton Row, which extend two storeys below ground level and formerly two storeys above, have been demolished down to ground level in accordance with consent granted by the London Borough of Camden, under Appendix 1 of the Heritage Deed, under the Crossrail Act. Under the consented Heritage Method Statement, the open rear of the building was protected from the weather by temporary measures.

The current Listed Building Consent application seeks consent for permanent works to the rear of the building to ensure that it is structurally stable, watertight and that its significance is preserved. The aim of the current works is to reinstate the rear elevation of 8-10 Southampton Row, in a way that is in keeping with its historic character, in order to permanently safeguard its significance. The currently proposed works include:

a) a new ground slab, upon which the new white glazed brick rear wall will be built and be supported. Outside the building to the east of the proposed rear wall, there will be a substation and cycle parking facilities over the slab between 8-10 Southampton Row and the consented OSD building over the Fisher Street Shaft.

b) the insertion of two piles through the redundant areas of basement floor to support the new western edge of the ground floor slab which in turn supports the white glazed brick wall. The associated removal of two areas of basement floor to facilitate the pile insertion and the insertion of a steel frame to support the slab.

c) the removal of the large duct on the rear of the building and making good elevations where fixings are removed.

d) as part of the ventilation and fire strategy the insertion of ventilation equipment on the ceiling of the first basement within 8-10 Southampton Row, fixed to the new steel frame, with new ducting extending through the ground floor and within the basement.

This submission includes the following documents and drawings:

i. **Heritage Method Statement** CAM/3/3/H9.
Demolition and Storage of the Fisher Street Wing Wall, 8-10 Southampton Row.
Crossrail document ref: C360-SKC-C-GMS-CR086_ WS095-50016.

ii. **Drawing** '
Existing Fisher Street Wing Wall showing parts to be removed.

2.0 LOCATION AND CHARACTERISTICS

2.1 Location

8-10 Southampton Row is located towards the southern end of Southampton Row. It is bordered to the north by Fisher Street, to the east by the Crossrail vent shaft and buildings fronting onto Procter Street and Catton Street, to the south by Catton Street and to the west by Southampton Row (Figure 1).

2.2 History

8-10 Southampton Row is an early 20th century steel framed building in the Edwardian Renaissance style. The building was designed by Bradshaw & Gass Chartered Architects and constructed in 1905-06 (Plate 1). The building was originally the Tollard Royal Hotel, the main entrance being at 8 Southampton Row. The Royal London Friendly Society occupied the adjoining ground floor at 10 Southampton Row. By the mid-20th century the building incorporated a bank.

Plate 1. 8-10 Southampton Row, 1907. National Monuments Record. Note the rear external fire escape

The building was bought as part of the Crossrail programme and was untenanted for a number of years before its refurbishment in 1996 as a bar/restaurant in the basement, ground and first floors and apartments on the floors above. At this time the rear of the building was altered to allow access and means of escape for the tenants of the apartments. The principal alterations in 1996 included a re-modelling of the rear elevation to gain floor area either side of the central stairwell; the removal of two chimney breasts between basement and first floor level to improve circulation within the ground floor restaurant; the

construction of new staircases to provide separate access for tenants; and the removal and infilling of a rear staircase.

2.3 Building description

The building is of six storeys plus two attic storeys lit by dormers on the west elevation and Velux windows on the east elevation dating from the 1996/7 improvements. The building also has two levels of basement, with the lower basement (B2) taking up only part of the footprint of the main basement (B1) at its rear. The ground and first floors of the front and side elevations have channelled stone decoration while the floors above are faced with ashlar. There are cornices above the ground, first and fourth floors, and broad pilasters rise from the second to fourth floors. There are curved corner dome-topped turrets supported on corbelling above the first floor on the two principal corners facing Southampton Row. The white glazed brick rear of the building had a lower lean-to extension, removed down to ground level by the Crossrail works, as consented under the Crossrail Act.

Where the upper storeys were converted for residential use there are no surviving features of note, except for some small fireplaces and window frames. The ground and first floors are linked by an original staircase with marble facings, timber panelling to dado level and a decorative iron balustrade with a timber handrail. The original staircase continues up the building, although it is blocked off with a lightweight partition between the staircase and timber panelling. There are original ceiling cornices within the bar that indicate the locations and hierarchy of the former ground floor rooms and plasterwork decoration survives on the first floor.

The building originally had an abutting structure on the east elevation. This lean-to structure had white glazed brick walls and a 'white tile' roof which was replaced in 1996/7 by an orange coloured plain clay tile roof. This structure was completely surrounded by a light well and was demolished as part of the Crossrail works to build the Fisher Street Shaft, located immediately to the east of the building. This demolition and the temporary protection for the rear of the building were the subject of an application under Appendix 1 of the Heritage Deed agreed between Crossrail and Camden.

The former lean-to-structure's interior spaces and finishes and the external use of white glazed brick, indicate that this part of the building always had a service function. Prior to the 1996/7 improvements there was an extensive and ugly external fire escape network on this elevation. The white glazed brickwork of the rear elevation above the former lean-to space also preserves evidence of its function as an ancillary element to the main part of the building. Since the demolition of the rear extension to ground level there has been a temporary slab in place, to provide a working platform on the site during construction of the Crossrail shaft and tunnels.

The extension's elevation facing Catton Street was refaced in stone in the late 20th century and was removed under the Crossrail Act consents to be stored and replaced once the Crossrail works are completed. The extension's elevation facing Fisher Street (the Fisher Street wing wall, Plate 2) is of a single storey and two bays. The wing wall is an extension of the building's north elevation and shares its channelled stonework in the pilasters between the bays. The wall stands on the same limestone plinth as the rest of the elevation with channelled pilasters above.

The wing wall is of two bays. Bay 1 is a street door entrance; the ashlar of the quoin was tied in to the white glazed brick of the rear elevation of the lean-to addition before it was demolished as part of the Crossrail works to build the Fisher Street Shaft. Bay 2 is a large

timber window with arched top and sloping timber portion below taking the place of the plinth either side. At the top of the pilasters either side of the window console brackets in stone support a dentil cornice above which is an ashlar parapet. The wing wall is supported by lateral steel props while a braced box frame has been introduced into the door opening to provide the structure with stability. The large window is boarded on both sides.

Plate 2. The Fisher Street wing wall prior to the demolition of the rear addition of 8-10 Southampton Row

3.0 PROPOSED WORK – REMOVAL OF THE FISHER STREET WING WALL

3.1 Context

This heritage method statement describes proposals for the removal of the Fisher Street wing wall, the masonry wall forming the north elevation of the former lean-to extension of 8-10 Southampton Row.

3.2 Scope of the Proposed Work

The scope of the work is summarised as follows:

a) Careful demolition of the Fisher Street wing wall
b) Protection of the exposed wall to the north elevation of 8-10 Southampton Row

3.3 Demolition Sequence and Method

Refer to Figure 2.

1) Erect an access scaffold to the three exposed sides of the Fisher Street wing wall. The scaffold will be erected as a freestanding structure supported by ranking props or Kentledge weights as appropriate.
2) Install plywood protection to the Fisher Street elevation adjacent to the wing wall and to the inside of the wing wall to the west of the portion to be demolished to prevent damage from demolition;
3) Remove the stones of the wing wall from parapet down to ground level. Removal of stones will be carried out using hand tools and the wall will be carefully taken down in order to avoid damage to the stones from abrasion. Stones will be numbered and their numbers recorded on a drawing of the elevation of the wing wall as removal progresses.
4) As removal of the stones continues prop overhanging masonry of the dentil cornice and parapet with size 3 Akrow props or similar.
5) Dismantle the access scaffolding.

3.4 Protection and storage of dismantled stones

While the stones are being removed they will be wrapped and removed for storage. This will be an ongoing process to ensure that stones are not stored unprotected on site and at risk of damage.

1) Bubble wrap and palette the stones and store indoors on site if space allows. If the space is not available or there is a danger that stones will be damaged, remove palettes for storage at Limmo Peninsula (a Crossrail site in Canning Town) in a secure shipping container). Move stone to its indoor storage location within one week of dismantling.
2) Once the stone is inside in its storage location, unwrap and allow to dry before rewrapping for storage.
3) Monitor the stone's condition in its storage location every two weeks to ensure there is no deterioration. If it is found to deteriorate, alter the storage conditions to prevent further deterioration.

4.0 MEASURES FOR SAFEGUARDING ADJACENT HISTORIC FABRIC

4.1 Protecting Historic Building Fabric During Demolition Work

To prevent damage to the adjacent historic fabric during demolition work a plywood hoarding will be attached to the north elevation of 8-10 Southampton Row and to that part of the rear of the wing wall not due for removal. This will prevent any damage from masonry being lifted from the wing wall and also to the masonry being lifted.

The demolition will be carried out by a skilled demolition contractor with demonstrable experience of work on and in close proximity to historic buildings.

The wing wall will be carefully dismantled using a combination of hand held tools and hand held electric breakers.

The cut face of the wing wall will be protected from the elements by Cordex plastic protection sheet or similar. This will be secured to the structure with adhesive tape.

4.2 Inspection and Monitoring by the Heritage Specialist

The heritage specialist from Crossrail contract C360 will be on hand to carry out a watching brief during the works to ensure compliance and high standards of work.

Appendix 1 - Figures

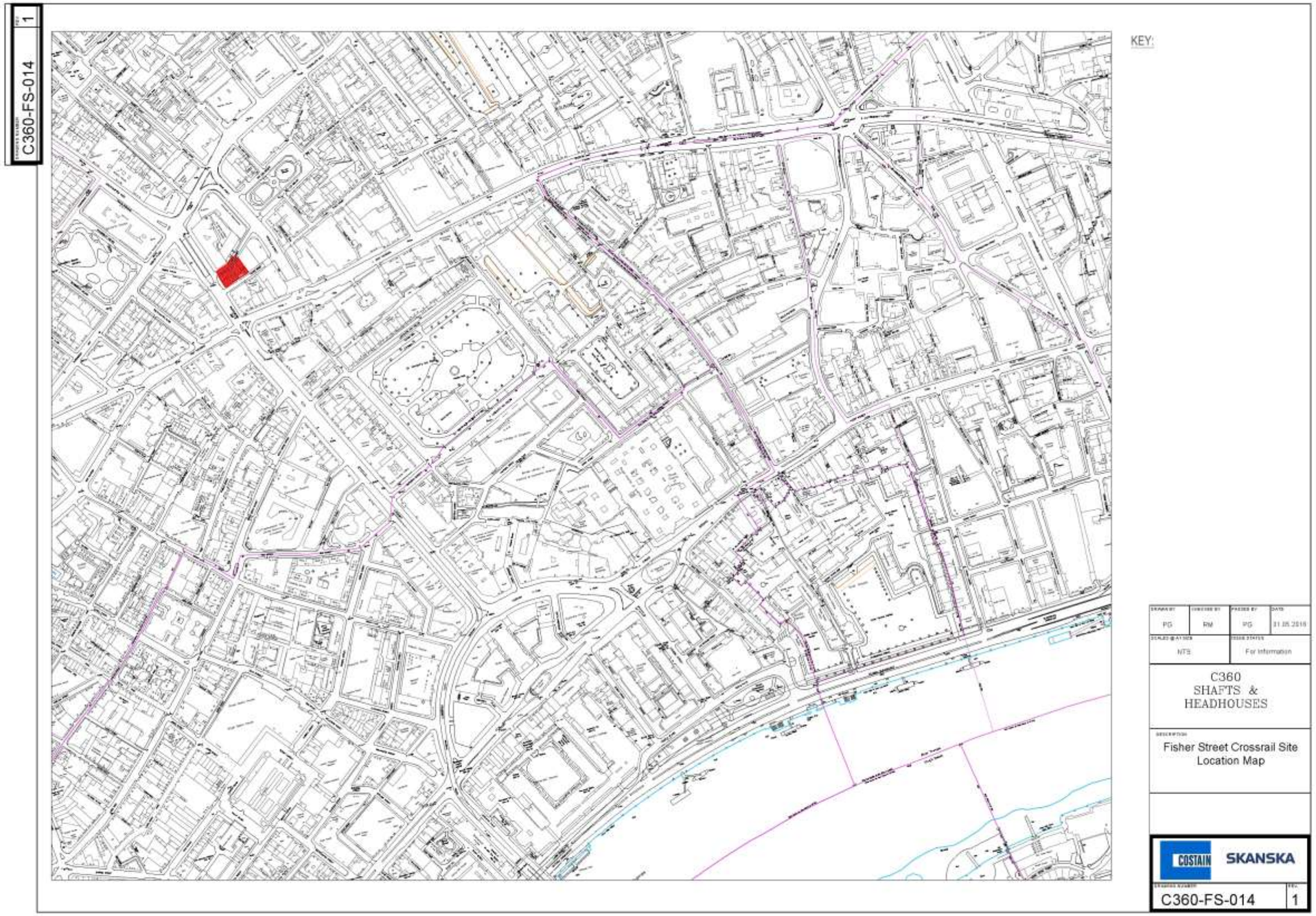

Figure 1. Location of 8-10 Southampton Row

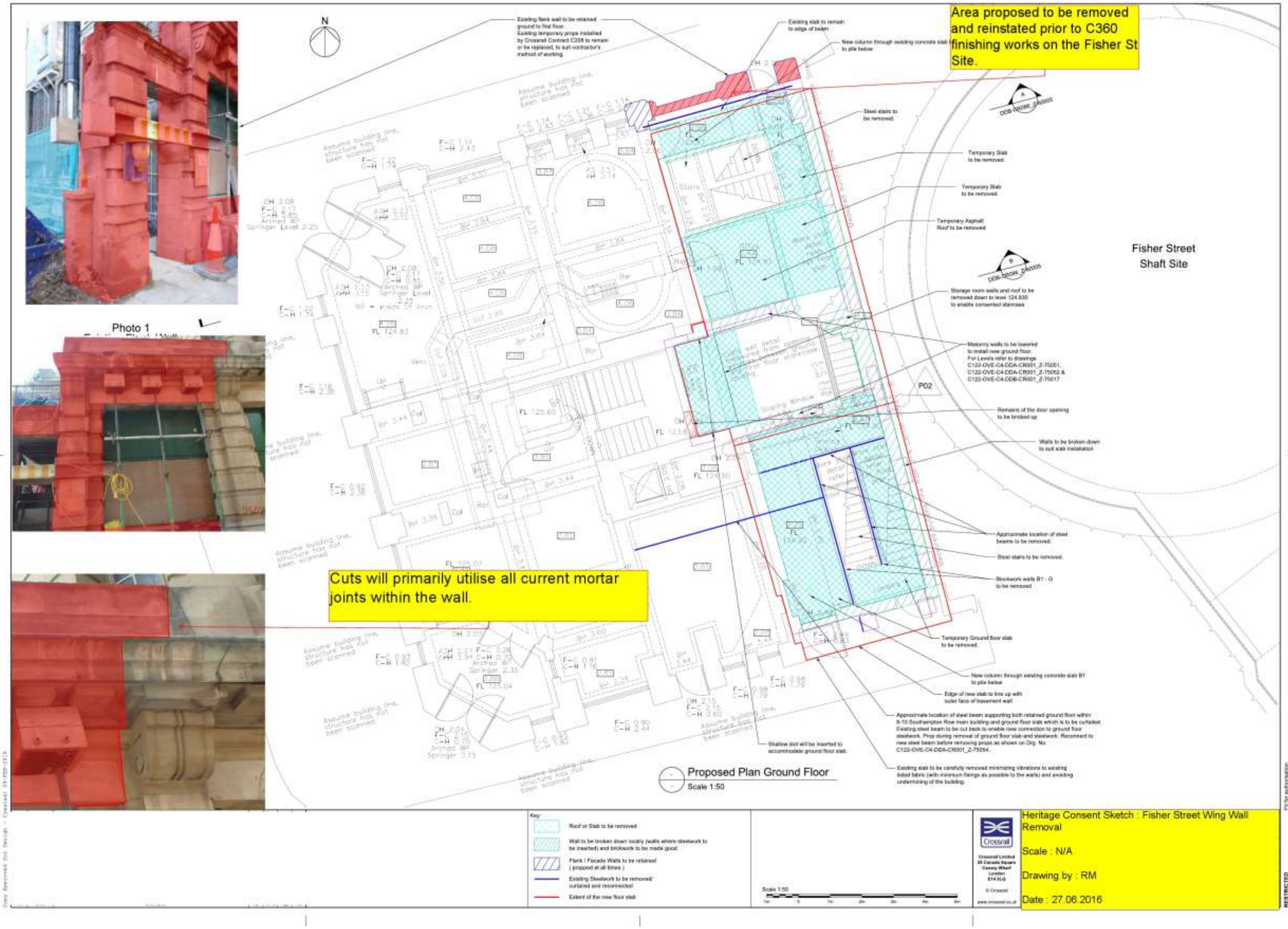

Figure 2. Existing Fisher Street Wing Wall showing the parts to be removed