



Heritage Statement

Garden Railings to Gloucester Gate Lodge - Application for Listed Building Consent

Report to: Camden Council

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Temporary Removal and Reinstatement of Garden Railings to Gloucester Gate Lodge for Diversion of a Strategic Water Main

Heritage Statement

1. Introduction

As part of the construction works for High Speed Two (HS2), it is proposed to extend Euston Station and widen its approach cutting. These works will directly affect a number of Thames Water assets in the area including a 42" diameter cast iron clean water trunk main. The 42" main is part of the strategic trunk main network supplying drinking water to a large area of North Central London including areas such as Covent Garden, Kings Cross, Camden, Islington and Finsbury Park. The existing trunk main therefore needs to be diverted to ensure a continued secure supply of water to North Central London.

The diversion of the 42" main was assessed as part of HS2's Hybrid Bill submission to Parliament in 2013 and Additional Provision 3 (AP03) in 2015. The Bill received Royal Assent on 27th February 2017. The 42" main has also been assessed as part of the ongoing design development of the Euston approaches, and the diversion remains necessary. The majority of the works to divert the water main will be undertaken using HS2 Act powers.

The existing trunk main (to be diverted) is located in Park Village East and Augustus Street. It is proposed to relocate the main further to the west. The proposed diversion route tees off the existing main in Park Village East and crosses north beneath the Parkway junction via a tunneled crossing into the London Zoo Car Park. The route continues through the car park and crosses Gloucester Gate before turning south along Albany Street, then into Redhill Street, Cumberland Market (temporary connection point), Osnaburgh Street and ends at the junction of Robert Street and Hampstead Road. Works to install the new main have commenced on the southern part of the route.

The route of the diverted main passes beneath the Grade II Listed Garden Railings to Gloucester Gate Lodge on the north side of Gloucester Gate. In order for the new main to be installed it will be necessary for a section of the railings and the supporting masonry wall to be temporarily removed. The railings and supporting masonry will be reinstated once the work is completed and it is also proposed to carry out some repairs to improve their condition.

It is understood that the HS2 Hybrid Act (Schedule 18) authorises works only to specified listed buildings. Whilst Gloucester Gate Bridge is identified in the Act, the Garden Railings to Gloucester Gate Lodge are not and so listed building consent is required.

2. Site Description.

The Garden Railings to Gloucester Gate Lodge are located on the north side of Gloucester Gate, close to the junction with Albany Street and just to the south of

Gloucester Gate Bridge. The application site effectively comprises the point at which the diverted water main passes beneath the railings, as shown on the enclosed Location Plan, Drawing No: H582_01-A1-AB-00606-A.

The railings have been welded together in sections and it is necessary for two sections of the railings to be temporarily removed to enable sufficient space for the main to be installed. It is also proposed to remove a third section which may not be self-supporting, in order to ensure that this section is not damaged. The three sections of railing are approximately 8.3m in length (in total).

The railings form the boundary to a vegetated area between the London Zoo Car Park and Gloucester Gate (see Photos 1, 2 and 3 below). The railings are part of the public realm and are immediately adjacent to the footpath on the north side of Gloucester Gate. The level of the ground on the Regents Park (north-west) side of the railings is lower than on the Gloucester Gate (south-east) side.

Photo 1: Garden Railings to Gloucester Gate Lodge.



Photo 2: Application Site from Gloucester Gate.



Photo 3: Application Site from Regents Park.



A temporary construction compound has been set up in the London Zoo car park to the north west of the application site and is currently in use in connection with the works to divert the water main.

Regents Park extends to the north and west and is a Grade I Listed Registered Park and Garden. Regents Park is also designated as Open Space and a Site of Metropolitan Importance for Nature Conservation. The application site is within an area designated as an Archaeological Character Area and Urban London Metropolitan and Archaeological Sub-zone. The application site is within the Regent Park's Conservation Area.

3. Historic Interest.

The Historic England List entry shows that the Garden Railings to Gloucester Lodge were listed on 14th May 1974 and gives the details as: "Railings to rear garden. C1830. Cast-iron with ball and spike finials." A pre-condition survey of the railings has been undertaken by PAYE and is enclosed with this application.

There are a number of other listed buildings and structures in proximity to the application site, including:

- Gloucester Gate Bridge, Grade II - located to the north of the application site.
- Statue and Drinking Fountain, Grade II - located on the north side of Gloucester Gate to the west of the application site.
- Gloucester Gate Lodge, Grade II - located at the junction of Gloucester Gate and the Outer Circle.
- Number 15 Gloucester Gate and attached boundary walls and piers, Grade II* - located to the south of the application site across Gloucester Gate.
- Gloucester Lodge, Gloucester House and attached boundary wall, Grade I - located to the south of the application site across Gloucester Gate.
- Garden Railings to Numbers 12 and 14, Grade II - located at the junction of Gloucester Gate and the Outer Circle.

The application site is located within the Regents Park Conservation Area. Regents Park which extends to the north and west of the application site is a Grade I Listed Registered Park and Garden.

4. Proposed Development.

A number of construction methodologies for installing the diverted water main were assessed by eight20 and it was determined that temporary removal of the railings and supporting masonry is essential to enable the diverted water main to be installed.

It was not considered that the main could be installed with the listed railings remaining in situ as a substantial excavation is required and the stability of the supporting masonry during the construction works could not be guaranteed. Temporary removal and reinstatement is therefore considered to be the safest way of ensuring the long term historic integrity and interest of the listed structure. The proposed methodology will also

enable some maintenance and repairs to be carried out to the railings and masonry that will improve their condition.

The proposed methodology for temporarily dismantling and reinstating the railings has been developed in conjunction with PAYE Stonework and Restoration, one of the countries longest established specialist heritage companies. A detailed Method Statement which sets out how the railings, stone and brickwork are to be dismantled, stored and reinstated has been prepared by PAYE and is enclosed with this application.

Dismantling of Railings and Supporting Masonry.

The railings are constructed in sections that have been welded together. It will be necessary for two sections of the railings to be dismantled to provide sufficient space for the main to be installed. A third section may not be self-supporting and it is proposed that this section is also dismantled to ensure its safety whilst the main is installed. The three sections together are approximately 8.3m in length. In summary the proposed methodology for dismantling the railings is as follows.

An area of ground on the north-west (Regents Park) side of the railings will be excavated to expose the supporting brickwork and a small slip trench will be excavated to expose the brick work on Gloucester Gate. The railings will be supported with lifting straps from a Hiab vehicle parked on Gloucester Gate prior to cutting free. The railings will be cut free at the end of each section at the points where they have been previously welded to avoid any additional impact (as shown in the Dismantlement and Reinstatement Method Statement). The railings will be cut using a 4" disc cutter.

The rail bases will be freed from the coping stones, whilst taking care to retain as much of the existing masonry as possible. It may be necessary for the rear stanchion feet to be cut if they cannot be freed from the mortices. Once freed each section of railing will be lifted clear of the working area and onto a flatbed truck for transportation to storage.

In order to provide sufficient space for the main to be installed, it will be necessary to remove a section of approximately 4.8m of supporting masonry (coping stones and brickwork), as shown in the enclosed Plan and Elevations, Drawing No: H582_01-A1-AB-00603-B. The condition of each coping stone will be assessed prior to removal. Given the condition of the coping stones it is anticipated that some will need to be replaced prior to reinstatement. The condition of the uncovered brickwork is to be recorded photographically prior to dismantling and again it is anticipated that some of the bricks will need to be replaced prior to reinstatement.

The dismantled railings and masonry will be protected to ensure they are not damaged during transportation for storage at the PAYE secure warehouse in Gravesend, whilst the works to install the water main are carried out.

Water Main Installation.

The water main is to be laid across Gloucester Gate and underneath the railings from the south. The main is to be installed using an open cut method whereby a trench is excavated to enable the main to be laid. The trench will be approximately 2m in width and 2.5m in depth below the level of the ground on the Regents Park side of the railings (3.2m below ground level on the

Gloucester Gate side), as shown on the Pipeline Details, Drawing No. H582_01-A1-AB-00604-B.

The main will be laid at a depth of approximately 2m (to the top of the pipe), below the level of the ground on the north-west (Regents Park) side of the railings. The new pipe will be 1000mm in diameter and made from ductile iron. Once the pipe has been laid, the pipe trench will be backfilled with self-compacting granular fill. It is proposed that a reinforced concrete slab of approximately 4.8m in length and 1.5m in width is cast above the backfilled trench and beneath the position of the railings, to provide a foundation for the reinstated masonry wall.

It is also proposed to install a below ground sewer connection from the construction compound in London Zoo car park to an existing drain in Gloucester Gate. The sewer pipe will be 100mm in diameter and constructed from plastic (Osma pipe). It is proposed that the sewer connection is laid in the same trench as the water main where it passes beneath the railings. The sewer connection will be positioned below the level of the reinforced concrete slab (as shown on Pipeline Details, Drawing No: H582_01-A1-AB-00604-B) and will have no impact on the reinstatement or long term integrity of the railings and supporting masonry.

Reinstatement of Railings and Supporting Masonry.

At this stage it is provisionally anticipated that there will be a period of approximately 6 weeks between dismantling of the railings and commencement of reinstatement.

An off site assessment of the condition of the dismantled bricks and coping stones will be undertaken by PAYE to determine the number of replacements required. It is proposed that the number of replacements and replacement samples are agreed with Camden Council. It is proposed that the railings are rubbed down and re-painted to improve their condition prior to reinstatement.

The supporting brickwork will be rebuilt above the new concrete slab using lime mortar mixes. As set out above, the reconstructed brickwork will match the original as far as possible. The coping stones (including replacements) will be bedded onto the brickwork with lime mortar mixes. Each section of railing will be lifted into position from a Hiab vehicle parked on Gloucester Gate and welded to the rail footings and adjoining railings (see enclosed Method Statement for points at which the railings will be welded). The welds will be primed and painted to match the railings.

Once reinstatement of the railings and supporting masonry has been completed, the ground on either side, including the pavement on Gloucester Gate, will be reinstated to its original condition.

5. Planning Policy.

National Planning Policy Framework (NPPF) (March 2012).

Chapter 12 (Conserving and Enhancing the Historic Environment) of the NPPF sets out that in determining applications for Listed Building Consent local planning authorities should seek to sustain and enhance the significance of heritage assets, whilst maintaining viable uses consistent with their conservation. The NPPF advises that great weight should be given to the assets conservation.

Where a development proposal will lead to less than substantial harm to the significance of the designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The Development Plan.

The development plan for the proposed development comprises the London Plan (March 2016), the Camden Local Plan 2017 and the Euston Area Plan, January 2015. The development plan policies that are considered to be relevant to the proposed development are as follows:

The London Plan, March 2016:

Policy 5.15 Water Use and Supplies: the Mayor will work with the appropriate agencies and local planning authorities to protect and conserve water supplies. New development for sustainable water supply infrastructure, which has been selected within water companies' Water Resource Management Plans, will be supported.

Policy 7.5 Public Realm: advises that landscape treatment, street furniture and infrastructure should be of a high quality, have a clear purpose and enable the easy movement of people through the space.

Policy 7.8 Heritage Assets and Archaeology: development affecting heritage assets and their settings should conserve their appearance by being sympathetic to their form, scale, materials and architectural detail.

Camden Local Plan, 2017:

Policy D2 Heritage: the Council will preserve, and where appropriate, enhance Camden's heritage assets and their settings, including conservation areas and listed buildings. The Council will not permit the loss of or substantial harm to a designated heritage asset unless it is demonstrated that the harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss.

Policy CC3 Water and Flooding: the Council will protect the borough's existing drinking water and foul water infrastructure, to ensure there is adequate supply, storage and foul water capability.

Euston Area Plan, January 2015.

Strategic Principle EA2: Design: seeks to protect and enhance heritage assets and their settings that are sensitive to change.

Regents Park Conservation Area Appraisal and Management Strategy, 2011.

The Regents Park Conservation Area Appraisal and Management Strategy defines the special character of the conservation area and sets out positive actions for the particular care required to preserve and enhance the special character.

5. Planning Assessment.

Principle of Development - Water Supply Infrastructure.

The policies of the development plan are supportive to the provision of necessary water supply infrastructure.

As set out above, the proposed temporary removal and reinstatement of the listed railings is necessary to enable the diversion of a strategic water supply trunk main. The main is an essential part of the infrastructure network that supplies water to a large part of North Central London including areas such as Covent Garden, Kings Cross, Camden, Islington and Finsbury Park. The proposed development is therefore necessary to maintain a secure and resilient water supply to the north London area.

The diversion of the water main is also necessary to enable construction works for HS2, to extend Euston Station and its approach cutting. These works, including the diversion of the 42" Main have received Royal Assent under the HS2 Act.

The proposed development is therefore in accordance with London Plan Policy 5.15 and Local Plan Policy CC3.

Heritage Assets.

As set out in the enclosed Method Statement, the proposed methodology for dismantling and reinstatement of the listed railings has been carefully development in conjunction with PAYE to ensure there is no adverse impact to the historic integrity or character. The proposed methodology will ensure that the railings and supporting stonework are reinstated to match the original as far as possible and with an improvement to their condition.

The proposed development will have no long term impact on the historic character of the Grade II Listed Railings to Gloucester Gate Lodge and will contribute to the preservation and enhancement of the special character of the Regents Park Conservation Area. The development proposals are therefore considered to be in accordance with London Plan Policy 7.8, Local Plan Policy D2, Strategic Principle EA2 of the Euston Area Plan and with the aims of the Regents Park Conservation Area Appraisal and Management Plan.

Public Realm / Townscape.

The proposed development is in keeping with the character of the surrounding townscape and following reinstatement will not impede the movement of pedestrians or cyclists along Gloucester Gate.

The proposed development is therefore consistent with London Plan Policy 7.5.

6. Conclusion.

The proposed development is essential to enable the diversion of a strategic water supply trunk main that will ensure the maintenance of a secure water supply to North London. The proposed development is also necessary to enable the extension of Euston Station and its approach cutting for HS2, which has been granted Royal Assent under the HS2 Act.

The proposed development is temporary in nature and the methodologies selected for installing the diverted main and temporarily removing and reinstating the Garden Railings to Gloucester Gate Lodge will ensure there is no adverse impact to the heritage asset or its setting. The proposals will enable some maintenance and repairs to be carried out to the railings and supporting masonry that will result in an improvement to the condition of this important heritage asset.

The proposal is therefore considered to be in accordance with national planning policy and guidance and with the policies of the statutory development plan.