

Design Statement, Heritage Statement and Statement of Justification

**131 Drummond Street, London (Flat A – First and Second
Floors)**

**Listed Building Consent Submission for Installation of Temporary Internal
Secondary Glazing and Mechanical Ventilation for Noise Attenuation as part of
the HS2 Construction Works**

Author: Arup/CSjv.

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1 Introduction

1.1 Scope of this Document

- 1.1.1 This document focuses on the houses in Drummond Street, London and specifically on 131A Drummond Street where internal secondary glazing and noise attenuating mechanical ventilation is to be installed.
- 1.1.2 This document does not consider the construction of the HS2 railway, which is authorised under the High Speed Rail (London-West Midlands) Act 2017 and any relevant Heritage Agreements.
- 1.1.3 This document considers the following proposals which require listed building consent:
- A. **Installation of temporary internal secondary glazing to the front façade:** Installation of internal secondary glazing to four (4) windows for noise mitigation during construction of the HS2 railway at Euston;
 - B. **Installation of temporary mechanical input ventilation fan** (Sonair F+ unit): Installation to the front of the building at first and second floors for noise mitigation during construction of the HS2 railway at Euston.
- 1.1.4 This document fulfils the requirement of National Planning Policy Framework policy 189 which states that *"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation"* and London Borough of Camden's listed building application requirements.
- 1.1.5 Sections of the historical information used in this Heritage Impact Statement have been directly extracted from the Heritage Impacts Statements relating to the NI works at No. 137 Drummond Street, which were prepared by Graham Abrey of Ingram Consulting.
- 1.1.6 This application should be read in conjunction with the following documents:
- Existing and Proposed Drawings;
 - HS2 Submission Statement; and
 - Sonair Specification Sheet.

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1.2 Works Affecting 131 Drummond Street

- 1.2.1 131 Drummond Street is a Grade II listed building. Grade II buildings are of special interest and represent 91.7% of all listed buildings.
- 1.2.2 As a Grade II listed building, 131 Drummond Street is valued for its special historic and architectural interest and is under the statutory protection of the Planning (Listed Buildings and Conservation Areas) Act 1990. Under this Act any work to a listed building that involves demolition, alteration or extension in any manner that would affect the building's character would require listed building consent. In practice, almost all work to a listed building will require consent, but in all instances the local planning authority conservation should be consulted.

1.3 Context

- 1.3.1 The current application for listed building consent for HS2 works to 131 Drummond Street is submitted in the context of the following statutory provisions, public undertakings & assurances, and public Information Papers:
- High Speed Rail (London – West Midlands) Act 2017
 - Phase 1: HS2 Register of Undertaking & Assurances
 - Environmental minimum requirements for HS2 Phase One
 - HS2 Phase 1 Information Paper – E23 Control of Construction Noise and Vibration

1.4 Publications

- 1.4.1 The following publications have been consulted during the preparation of this document:
- 'Camden Local Plan', adopted June 2017
 - 'National Planning Policy Framework', February 2019
 - 'Conservation, Principles, Policies and Guidance', Historic England, March 2015
 - 'Informed Conservation: understanding historic building and their landscapes for conservation', English Heritage now Historic England, July 2015
 - 'Managing Significance in Decision-Taking in the Historic Environment; Historic Environment Good Practice Advice in Planning: 2', Historic England, July 2015
 - 'The Setting of Heritage Assets; Historic Environment Good Practice Advice in Planning:3', Historic England, July 2015
 - 'Energy Efficiency and Historic Buildings; Secondary Glazing for Windows.', Historic England, April 2016

1.5 Listing Description

NUMBER 116 AND ATTACHED RAILINGS, 116, DRUMMOND STREET

List entry Number: 1342084

The building may lie within the boundary of more than one authority.

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Grade: II

Date first listed: 11-Jan-1999

Details

TQ2982NW DRUMMOND STREET 798-1/88/344 (North side) No.116 and attached railings

Terraced house partly forming the vehicle entrance to Charles Place. c1820-25. Stock brick with channelled stucco ground floor. 3 storeys and basement. 2 windows to house and 1 over vehicle entrance. Round-arched entrance with panelled door and fanlight. Unhorned sashes, 1st floor round-arched, upper floors with gauged brick heads; 1st floor cast-iron balconies. Wider 4 x 4 sashes set in shallow segmental-arched recess above vehicle entrance. Parapet. INTERIOR: not inspected.

SUBSIDIARY FEATURES: attached cast-iron railings with spearhead finials to area.

Listing NGR: TQ2933682560

National Grid Reference: TQ 29336 82560

NUMBER 131 AND ATTACHED RAILINGS, 131, DRUMMOND STREET

List entry Number: 1342085

The building may lie within the boundary of more than one authority.

Grade: II

Date first listed: 14-May-1974

Details

TQ2982NW DRUMMOND STREET 798-1/88/345 (South side) 14/05/74 No.131 and attached railings

Terraced house and shop. c1820-25. Yellow stock brick with later patching. 3 storeys and basement. 2 windows. Wooden shopfront with simplified, reeded pilasters carrying entablature with reeded architrave, inswept frieze and projecting cornice. Shop window with reeded frame, arched lights and band of diamond tracery below the entablature. Part-glazed shop door; house doorway with fanlight and panelled door. Gauged brick flat arches to recessed sashes on upper floors. Parapet.

SUBSIDIARY FEATURES: attached iron railings to area.

Listing NGR: TQ2934982541

National Grid Reference: TQ 29349 82541

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2 Historical Background

2.1 The Development of Drummond Street

- 2.1.1 Historical research into the origins of Drummond Street has revealed limited information. At the beginning of the nineteenth century, Drummond Street was undeveloped land, probably open grass land used for grazing sheep and cattle. The land was bordered to the north by St James's Burial Ground (currently St James's Gardens), to the east by 'Charlton Street in Somers Town', to the south by 'New Road' (the present Euston Road) and to the west by a reservoir (now Tolmer's Square) and Hampstead Road.
- 2.1.2 Development on this land to the north of the New Road was probably driven by the growth of London northwards and the increased desirability of the site because of easier access to central London via the New Road. Passing business along the New Road probably made construction of a housing and a new Public House in Drummond Street a good business proposition.
- 2.1.3 New Road was created by an Act of Parliament in 1756 following pressure by influential residents in St Marylebone, Paddington and Islington who wished to create a new route from Paddington to Smithfield Market because of congestion on existing roads through the City of Westminster and City of London. Proposals for the new road ran along the northern edge of London on open land. The Act of Parliament made provisions for a toll road to be managed by two trusts and stipulated a minimum road width of forty feet and houses could not be erected within fifty feet of the road. The road was initially built very quickly at a width of sixty feet and bordered by simple fences, hedging or ditches. The road proved to be very popular and raised a toll income of £400 in 1757 increasing to £700 in 1764. Maps from the late eighteenth and early nineteenth century indicate buildings progressively built along New Road and set back from the road. New road is now the Old Marylebone Road, Marylebone Road, Euston Road, Pentonville Road, City Road and Moorgate.
- 2.1.4 An account in the Survey of London volume 24 Chapter XXVI indicates the land to the south of New Road (now Euston Road) between Southampton Place and Somers Town was a large brickfield shortly before development started in Drummond Street. It is likely that brick manufacture was also taking place on the land which was to become Drummond Street as brickmaking using clay excavated from the site increased profitability of speculative development and also served the dual purpose of creating basements and cellars for houses:

'In the meantime gradual advances were made on the north side of the New Road (now the Euston Road), from Tottenham Court Road, and, finally, the buildings on the south side reached the line of Gower Street. Somewhat lower, and nearer to Battle Bridge, there was a long grove of stunted trees, which never seemed to thrive; and on the site of the Bedford Nursery a pavilion was erected, in which Her Royal Highness the Duchess of York gave away colours to a volunteer regiment. The interval between Southampton Place and Somers Town was soon one vast brick-field. On the death of

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Mr. Leroux, "continues the writer", and the large property being submitted to the hammer, numbers of small houses were sold for less £150, at rents of £20 per annum each. The value of money decreasing at this time, from thirty to forty guineas were demanded as rents for these paltry habitations; hence everybody who could obtain the means became a builder: carpenters, retired publicans, leather workers, haymakers, each contrived to raise his house or houses, and every street was lengthened in its turn'. (Survey of London volume 24 Chapter XXVI)

- 2.1.5 Based on map evidence, it seems likely that Drummond Street was constructed as a series of roads around 1818 with building construction commencing from around 1820.
- 2.1.6 A counterpart lease dated 15 December 1821 for the '4th, 5th and 6th houses on the south side of Drummond Street, west of Cobourg Street'¹ records the land ownership by Dowager Lady Southampton 'with' John and Charles Drummond Esquires (presumably head leases), to 'Miss Caroline Matilda Sandy'. The lease is for 98 years commencing in 1821 for the sum of £8. This indicates the land title passed down from the Dukes of Grafton to the younger son(s) titled Baron Southampton. The date of this land inheritance is unknown. John and Charles Drummond Esquire appear to be related to Lord and Lady Southampton². The Dowager Lady Southampton probably appears on the lease following the death of George Ferdinand Fitzroy 2nd Baron Southampton in 1810 and his son Charles Fitzroy 3rd Baron Southampton (1804-1872) had not yet come of age.
- 2.1.7 Aerial bombing during World War Two caused significant damage in Drummond Street. Buildings on the north-west, north-east, south-east and south west corner of Drummond Street and Coburg Street were completely destroyed and significant damage to many other buildings requiring repair.
- 2.1.8 Drummond Street was originally significantly longer and extended westward to Charlton Street, which still remains. Much of the western end of Drummond Street was removed when Euston Station was rebuilt in 1961; only a small section of the western most end of the original road survives, beyond Euston Station, and is now Doric Way.

2.2 Timeline

- 2.2.1 A brief chronology is included of the development of Drummond Street. Significant local and national social history is included for context.

1756 In 1756 an act of parliament was created for the construction of 'New Road' a toll road running from Paddington to Islington providing a toll road and droving road to

¹ A photograph of the lease was kindly provided by a resident in Drummond Street

² The relationship between Dowager Southampton and John and Charles Drummond is beyond the scope of this document, however further research may reveal more information about the ownership and development of Drummond Street.

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Smithfield Market. New Road is now the Old Marylebone Road, Marylebone Road, Euston Road, Pentonville Road, City Road and Moorgate.

- 1811 King George III declared insane and parliament approved the 'Care of King During his Illness etc. Act 1811'. On 5 February 1811, George IV, Prince of Wales was appointed HRH The Prince Regent.
- 1820 29 January 1820 King George III died and his son, HRH Prince Regent, George Augustus Frederick Hanover anointed **King George IV**.
- c. 1813 to 1820 Drummond Street is laid out together with Euston Square.
- c.1820 Construction of house and buildings in Drummond Street probably begins. By 1827 buildings along the southern side and most of the northern side of Drummond Street are shown on maps.
- 1829 First horse omnibus service is created by George Shillbeer travelling along 'New Road', now Euston Road.
- 1830 26 June 1830 King George IV dies and his brother, William Henry Hanover becomes **King William IV** until his death on 20 June 1837.
- 1834-37 Construction of the London & Birmingham Railway from Camden Town to Euston and rail cutting is created.
- 1837 20 June 1837 King William IV dies and Alexandrina Victoria Hanover daughter of Prince Edward, Duke of Kent and Strathearn, the fourth son of King George III, becomes **Queen Victoria**.
- 1837 The Euston to Boxmoor section of railway opened on 20 July 1837, and the 32-mile (52 km) line from Euston to Tring (and another section south from Birmingham) was opened in October 1837.
- 1838 The railway through line from London to Birmingham opened for public service on 17 September 1838.
- 1840 10 February 1840 Queen Victoria and Prince Albert of Saxe-Coburg and Gotha (Francis Albert Augustus Charles Emmanuel) are married.
- 1846 London & Birmingham Railway amalgamated with other rail companies to become London & North Western Railway (LNWR).

2.3 References

- 'Survey of London, Volume 24'. London County Council 1949. ULAN Press reprint.
- 'Streets of Camden Town: a survey of streets, buildings and former residents in a part of Camden'. Denford, S. and Woodford, F. P. London: Camden History Society 2003.
- *Groundsure (2018) MapInsight Historical Maps. Ref. GS-5244828.*

3 Statement of Significance: 131 Drummond Street

3.1 Purpose of the Statement of Significance

- 3.1.1 In conservation, 'significance' encompasses a broad range of considerations about what may constitute the special value or 'interest' of a building or place; these are referred to as the 'heritage asset'. Commonly, a mix 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 craftsmanship or the special social or economic role a building or place has within a community.
- 3.1.2 A statement of significance provides a concise account of the reasons why heritage assets are valued and why they should be protected and preserved. The statement can provide a more thorough appraisal than a listing description alone. They can help clarify which items or elements have little or no value, or which actively detract from significance, to allow for exploration of opportunities for enhancement or change.
- 3.1.3 Within this document, significance is determined as follows in accordance with heritage values identified by Historic England in *Conservation Principles* (2008):
- **Evidential value:** the potential of a place to yield evidence about the past
 - **Historic value:** the ways in which past people, events and aspects of life can be connected through a place to present – usually 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.
- 3.1.4 The following is a guide to comparative levels of significance:
- **Exceptionally significant:** nationally and/or internationally significant aesthetic, cultural, evidential or communal significance; exceptional, unique, and intact features of highest quality; nationally and/or internationally important associations with people or events; the setting of the heritage asset is an intrinsic part of the overall significance and is largely intact and or well preserved; unquestionable group value
 - **Highly significant:** important historic or architectural features; high quality of workmanship; potential for nationally important archaeology; largely intact and/or rare examples of a building type or technique; the setting of the heritage asset makes an important contribution to the significance, values, and legibility of the heritage asset – change and alteration to the setting may be present, but evidential, historic, aesthetic and/or communal values remain; important group value
 - **Significant:** formal or aesthetic significance, architectural character or notable features, including areas with potential for significant enhancement; setting contributes to the heritage asset's legibility, form and/or scale but includes extant alterations which have altered or diminished the special interest; some positive group value

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- **Low significance:** little or no architectural or heritage significance or area of lost significance; the setting of the heritage has been extensively altered to the point where it has a very low value and further change to the setting
- **Not significant:** of no heritage interest
- **Detrimental:** features or areas that detract from a building's special significance

3.2 Architectural and Historic Significance

- 3.2.1 Drummond Street, North Gower Street and surrounding streets were laid out from c. 1818.
- 3.2.2 The original buildings along Drummond Street were uniform in size and appearance with small scale variation in door and window design. Modern alterations to many of these buildings, including construction of modern replacement buildings has diminished the uniformity and scale. It is likely the original buildings were constructed in groups or blocks, probably from street to street, possibly by the freeholder, Dowager Lady Southampton, or most likely by John and Charles Drummond who appear to be the head leases. It is likely that the building heights were controlled by the freeholder.
- 3.2.3 131 Drummond Street has **SIGNIFICANT** architectural, historic and aesthetic value as part of the original development of Drummond Street and North Gower Street.
- 3.2.4 The streetscape and setting of Drummond Street has been substantially altered by later replacement buildings and external alterations to existing buildings which have had an adverse effect on the scale and character of the original street. The Crown and Anchor is positive contribution to the streetscape. Further adverse alteration and development within the setting of 131 Drummond Street could harm the significance of the heritage asset.

3.3 Schedule of Significant Elements: 131 Drummond Street

- 3.3.1 The following schedules provide guidance on the heritage significance of the grade II listed 131 Drummond Street and forms the basis for the assessment of impact that follows in section 4 'Design Statement & Statement of Justification'. The schedule assesses those elements of the listed buildings that have Evidential, Historic, Aesthetic & Communal value and could be affected by the proposed works.
- 3.3.2 Since the scope and extent of the proposed work is limited, the schedule of significance has also been limited to building elements, which directly or indirectly might be considered to be impacted by the proposals. The broad grading of significance outlined in point 3.1.4 is used.

| Item No. | Element | Location | Date | Heritage Values | Significance | Description of Assessment of Significance |
|----------|-----------------------------------|---------------------------|---------|-----------------------------------|-------------------------|---|
| 1 | The setting of the heritage asset | Drummond Street and North | c. 1823 | Evidential, Historic, Aesthetic & | Low significance | The setting of 131 Drummond Street and North Gower Street has been extensively altered by modifications to existing building heights with |

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| | | Gower Street | | Communal Value | | <p>altered roof heights and styles, altered non-listed building facades and replacement of entire buildings with modern buildings of a completely different style and in some cases scale. It is unfortunate that modern development in the streets has resulted in a loss of original uniformity in building appearance and scale.</p> <p>There are only a few listed buildings in Drummond Street and North Gower Street. Listed buildings are limited to 116, 131 and 137 Drummond Street. Significance in the context of 'the setting' is derived by the external design and appearance of 137 Drummond Street, the road layout and by the general scale and height of buildings in Drummond Street and North Gower Street. Alterations to these elements is likely to further diminish the significance of the setting.</p> <p>Installation of external secondary glazing, even on a temporary basis for approximately 10 years would diminish the architectural appearance and provide a stark contrast to historic fenestration and glazing. Secondary glazing would give the impression of modern windows being installed and would harm the emotional experience for residents, the local community, and visitors.</p> |
| 2 | Building Façade | Street facing elevations | c. 1823 | Evidential, Historic & Aesthetic values | Significant | <p>Front Elevation</p> <p>The building façade is composed of three storeys and a basement. The façade is relatively simple, composed of stock brick. At ground floor there is shopfront and awning, serving the restaurant at ground and basement floors. There are cast iron railings at ground floor.</p> |

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| | | | | | | At first and second floors there are 6 x 6 timber sash windows with gauged brick heads. Windows at first floor are taller than those at second, resulting in an elongated vertical emphasis to these windows. |
| 3 | External Windows and Doors | Street facing elevations | c. 1823 | Evidential, Historic & Aesthetic values | Significant | <p>First Floor</p> <p>Windows at first floor are traditional side hung 6 x 6 timber sash windows. They are simple and functional in design and typical of this period. The upper and lower sashes, staff bead and parting bead have been replaced recently with good quality replicas of the original or period design using simple modern 'float' glass glazing. The timber shutters are early, in a fair condition and are still in use.</p> <p>Second Floor</p> <p>Windows at second floor are traditional side hung 6 x 6 timber sash windows. They are simple and functional in design and typical of this period. The upper and lower sashes, staff bead and parting bead have been replaced recently with replicas of the original or period design using simple modern 'float' glass glazing. The architrave to the tops of the windows have been removed.</p> |
| 4 | Room Interiors (space, proportions, size and scale) and internal finishes | Internal Elevations | 1824-32 | Evidential value | Significant | <p>All relevant rooms at basement to second floor level survive largely in their original forms and are used as originally intended. They retain some original details and create a sense of scale, purpose and refinement albeit decorated in a more contemporary and simpler style. The sense of space, scale and function of these rooms is an important part of this property and contributes to the understanding of row houses of this period.</p> <p>Changes to the rooms should wherever possible maintain these qualities. Changes on a temporary</p> |

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| | | | | | | basis could be justified provided they were easily reversible with low to very low physical impact. |
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4 Design Statement & Statement of Justification

- 4.1.1 The following section is a description of the proposed works with analysis of the impact of the proposals on the significance of the heritage asset (Impact Assessment) and justification for why the proposals should be granted listed buildings consent

4.2 Noise Mitigation during Construction of HS2

- 4.2.1 In constructing the scheme, HS2 will take all reasonable steps to ensure that noise does not cause an adverse effect. However, there may be instances where construction noise may cause a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise; potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Where this occurs noise insulation (or temporary re-housing) will be offered with the aim that noise from the construction of the Scheme does not give rise to significant adverse effects on health and quality of life. The threshold noise levels above which noise insulation would be offered to dwellings and other buildings lawfully used for residential purposes are defined within the HS2 Information Paper 'E23: Control of Construction Noise and Vibration'. This is a publicly accessible document available at <https://www.gov.uk/government/publications/hs2-information-papers-environment>
- 4.2.2 Initially eligibility for the scheme depends on the predicted noise level following the assessment undertaken as part of the environmental assessment. If the noise predictions indicated that a property is eligible, the offer of noise insulation or grant for noise insulation is being made and, if accepted and all necessary approvals obtained, the insulation will be installed before the start of works predicted to exceed the noise insulation criteria.

4.3 Installation of Temporary Internal Secondary Glazing & Mechanical Ventilation Units

- 4.3.1 Refer to design drawings:

| Floor/ Room | Existing Arrangements | Proposed Details |
|----------------------|---------------------------------|-----------------------------------|
| First Floor/ Bedroom | WPI Po66 NI - 131 DS-EX-BS-J-01 | WPI Po66 NI - 131 DS-PR-BS-J-01.1 |

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| | | WPI Po66 NI - 131 DS-PR-BS-J-01.2 |
| Second Floor/ Bedroom | WPI Po66 NI - 131 DS-EX-GF-J-02 | WPI Po66 NI - 131 DS-PR-GF-J-02.1 |
| | | WPI Po66 NI - 131 DS-PR-GF-J-02.2 |

4.4 Schedule of Proposed Works

4.4.1 Listed building consent is sought for the following works:

First Floor

- a) One Sonair F+ unit (from Titon or similar) in the front bedroom, installed to the front external wall (Chapter 5, Figures 1 & 2);
- b) Temporary internal secondary glazing to two (2) windows.

Second Floor

- a) One Sonair F+ unit (from Titon or similar) in the front bedroom, installed to the front external wall (Chapter 5, Figure 3);
- b) Temporary internal secondary glazing to two (2) windows.

4.4.2 Specialist contractors will provide Method Statements prior to installation.

4.4.3 A 106mm dia. hole will be core drilled through the existing external brick wall to allow a ventilation fan to be installed within the room. Cut lines will be confined to bedding joints where possible to minimise impact to the fabric of the wall and to facilitate re-insertion of bricks after the unit is removed.

4.4.4 As few bricks as possible will be carefully removed from the wall to allow insertion of a plain metal grille, behind which the duct from the fan unit will be concealed. The internal fan unit will be located just above floor level within the front facing living room.

4.4.5 On removal of the fan unit, the opening will be repaired using reclaimed London stock brick to match the existing and rendered to match the surrounding existing stucco finish.

4.4.6 The works will be, set above internal floor level. Refer to following elevation drawings for indicative location of the mechanical input ventilation fan:

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- WPI Po66 NI - 131 DrS-EX-EL-01

4.5 Design Proposal

Photographs illustrating the existing windows are included at the end of this section.

- 4.5.1 The proposed design for internal secondary glazing and mechanical ventilation has been prepared by a specialist secondary glazing contractor in consultation with a historic buildings professional and HS2. The design is intended to meet the functional requirements of reducing noise within the residential home (131 Drummond Street) whilst minimising the impact on the significance of the heritage asset and minimising inconvenience to the resident. The proposal for internal secondary glazing and mechanical ventilation includes the following aspects:
- 4.5.2 **Noise mitigation.** Secondary glazing and mechanical ventilation are **temporary measures** to mitigate increased noise levels created by construction of the HS2 railway.
- 4.5.3 **Window design and materials:** The secondary glazing windows will be manufactured from aluminium with a polyester powder coating or similar and be installed into a new timber subframe which is fixed to the existing wall surface or window reveal. The windows will be glazed with 8.8 mm laminated glass for acoustic attenuation.
- 4.5.4 **Minimising external visual impact on existing windows:** Secondary glazing will be installed internally on the proposed windows. The position of the secondary glazing frame will align with the original window frame and sash positions to minimise visual impact when viewed externally. The secondary glazing must be set back internally from the original window position to achieve the desired acoustic performance and minimise noise levels from the HS2 works. When viewed externally, the secondary glazing might be seen by a discerning person when viewed obliquely. Some reflection on the secondary glazing may also be evident from the original windows. The external visual impact on the significance of the heritage asset will be low to very low and is an accepted consequence of installing secondary glazing into historic buildings. This minor visual impact will be removed when the secondary glazing is removed at the completion of the HS2 construction works. The mechanical input fan will be installed through the external wall to the front of the building as shown in the application drawings. Externally, as few bricks as possible will be removed.
- 4.5.5 **Reducing internal visual impact for the residents:** The secondary glazing frame section size is minimised to ensure original glazing sightlines are maintained. The secondary glazing frame will be powder coated white or off-white to match the existing joinery colour. This design approach will minimise visual impact internally.
- 4.5.6 **Maintaining existing window functionality:** All existing windows will remain operable with the secondary glazing installed. Existing sash windows can be cleaned and maintained.

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- 4.5.7 **Fixing the secondary glazing:** A secondary glazing timber sub frame will either be fixed to existing plastered window reveals or existing timber window reveals. The secondary glazing will then be screw fixed to the sub-frame.
- 4.5.8 **Colour scheme:** The secondary glazing, glazing insert and new sub-frames will be finished in white on all visible faces or will match the existing surrounding joinery colour. This design approach will minimise visual impact internally.
- 4.5.9 **Minimising heat distortion.** Slot ventilators in the secondary glazing frame will minimise heat build-up between the secondary glazing and original windows wherever possible. This will minimise risk of distortion in the original joinery caused by excessive heat build-up. The resident has been made aware that where a slim profile solution is to be installed (within the staff bead), trickle vents will not be provided.
- 4.5.10 **Mechanical Ventilation Fan Unit (Sonair):** Installation of the mechanical input fan will require a 106mm (dia.) hole to be drilled through the external wall. The external wall is composed of yellow London stock brickwork and constructed in a lime mortar and finished internally with a plain lime wall plaster. The fan will be installed just above floor level at ground floor and includes push button controls to increase or decrease the volume of air entering the building; ventilation rates can be adjusted from 28m³/h to 225m³/h. The device can be turned off when required. The unit is powered using a simple 13amp cable which is routed to the closest 13amp socket. When switched off and during power cuts, the device provides 2882mm² EA of background ventilation³. For details and dimension of the Sonair F+ see specification included within this application.
- 4.5.11 The mechanical ventilation fan unit at second floor is proposed underneath one of the windows, as opposed to between the windows, due to the position of the existing radiator between the windows.
- 4.5.12 **External Grille:** It is proposed to install a plain metal grille to be flush with the external wall in keeping with the historic character of the building. The external grille will be simply detailed and painted to match the existing external wall colour. Where it is proposed to be set within an un-rendered brick wall, the grille will be finished in black. Cuts to brickwork will be contained to existing mortar joints where possible.
- 4.5.13 **Temporary installation:** On completion of the HS2 construction works the secondary glazing and input fan will be removed and the hole through the masonry wall will be repaired. Secondary glazing will be removed from the property and recycled. Fixings will be carefully removed to prevent damage to existing building fabric and joinery:

³ Titon Test Report No. MD0015b dated 08/11/2007 for Sonair F+ with G2 filter.

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1. Fixing holes in the existing timber joinery will be filled with a good quality wood filler and finished flush with the surrounding joinery surface. The internal face of the existing window joinery will then be redecorated to match the existing colour.
2. Fixing holes in the existing plastered window reveals will be filled with a good quality plaster filler and finished flush with the surrounding wall surface. The internal window reveal and existing window joinery where the secondary glazing was installed will be redecorated to match the existing colour.

4.5.14 Bricks which have been drilled through for the mechanical ventilation duct will be cut out and replaced with salvaged bricks to match the existing size, colour and appearance, installed using a lime mortar to match existing. New mortar joints will match the surrounding existing joints in colour and profile. Internally the wall plaster will be repaired and painted to match the existing wall. The wall will be redecorated internally.

4.6 Impact Assessment

4.6.1 The following section provides summary of the impact of the proposal on the significance of the heritage asset.

4.6.2 This section also provides a statement of the national and local planning policies which the proposal has complied with.

4.6.3 The following categories of impact (harm) are used:

- **HIGH** – Work that is expected to have a significant detrimental impact on the heritage fabric and the setting of the heritage asset, e.g. important historic or architectural features will be permanently removed and/or work will alter the character of primary architectural or historic elements and work to the building exterior which significantly alters the experience of the setting.
- **MEDIUM** – Work that will have some impact on architectural or historic details e.g. surviving decorative details may be disturbed in areas that through previous alterations have already suffered partial loss, or new work will conceal original features and reduce legibility but is potentially reversible. Work may also cause harm to the setting of the heritage asset possibly in a smaller localised way.
- **LOW** – Work in areas where, (1) because of earlier alterations there is little remaining fabric of historic or architectural significance or (2) the work will be managed with minimal disruption to the existing building and will have minimal impact on the significance of the heritage asset. Work may include small localised change that does not impact on the setting of the heritage asset.
- **NEGLIGIBLE** – Work to the heritage asset that has very slight change to the significance and has no impact on the setting of the heritage asset.
- **NO CHANGE** – the proposals have no impact on the significance or setting of the heritage asset.
- **ENHANCEMENT** – Work that is expected to result in significant overall enhancement to the heritage asset and/or setting of the heritage asset.

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4.7 Impact of the Proposed Design

4.7.1 The proposed design has a **LOW** impact on the special interest and character of the grade II listed 131 Drummond Street. The installation of secondary glazing and mechanical input fan will introduce minor harm to the fabric and minor harm to the setting of 131 Drummond Street. The proposed works have been mitigated by the following considerations:

1. The position of the internal secondary glazing frame will align with the original window frame and sash positions to minimise visual impact when viewed externally. The external visual impact on the significance of the heritage asset is an accepted consequence of installing secondary glazing into historic buildings.
2. The visual impact of the external ventilation grille will be minimised by careful and consistent positioning in relation to the other existing openings in the palace front wall. The external ventilation grille will be finished in a traditional fashion to match the existing external wall finish. Where it is proposed within an un-rendered brick wall, the grille will be finished in black.
3. During the HS2 railway construction the noise levels are likely to increase. However, the installation of temporary secondary glazing and mechanical ventilation allows continued use of 131 Drummond Street as a residential dwelling. The proposed design takes all reasonable steps to reduce noise levels and ensure the health and well-being of the residents.
4. Since the installation is temporary and readily reversible, it has a very low impact on the historically significant building fabric.
5. Primary elements of significance will remain unaffected.
6. The impact will be negligible to the overall streetscape of Drummond Street and adjacent roads.
7. The proposed design adopts current practice and guidance documents, that of '*Energy Efficiency and Historic Buildings; Secondary Glazing for Windows*' by Historic England, 2016, '*Traditional Windows*' by Historic England, 2017, '*Design – CPG1*' by London Borough of Camden.

4.7.2 The installation of both secondary glazing and mechanical ventilation is temporary and reversible. Internal and external building fabric will be restored to its previous condition following the removal of both.

4.7.3 The overall level of harm caused by the proposed works can be assessed by measuring the impact of the proposals against the significance of the asset as shown in Table 1 below.

| IMPACT SIGNIFICANCE | HIGH | MEDIUM | LOW | NEGLIGIBLE | NO CHANGE | ENHANCEMENT |
|------------------------------|---------------|---------------|----------|------------|--------------|------------------|
| EXCEPTIONALLY SIGNIFICANT | Major adverse | Major adverse | Moderate | Minimal | Neutral | Major Beneficial |

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| | | | | | | |
|--------------------|---------------|------------------------|----------------|---------|---------|------------------|
| HIGHLY SIGNIFICANT | Major adverse | Major/moderate adverse | Minimal | Neutral | Neutral | Major Beneficial |
| SIGNIFICANT | Major adverse | Moderate | Minimal | Neutral | Neutral | Beneficial |
| NOT SIGNIFICANT | Moderate | Minimal | Minimal | Neutral | Neutral | Neutral |
| DETRIMENTAL | Minimal | Minimal | Neutral | Neutral | Neutral | Minimal |

Table 1: In order to measure the harm caused by the proposed works, the impact can be measured against the significance of the asset.

4.7.4 Using the table above, it can be seen that the proposed works will result in **minimal** harm which indicates there will be '*less than substantial harm*' caused.

4.7.5 The proposal is compliant with:

1. National Planning Policy Framework policies 180, 189, 193 and 196.
2. Camden Core Strategy 2010-2025 policies CS14 '*Promoting high quality places and conserving our heritage*' and CS16 '*Improving Camden's health and well-being*'.
3. Camden Development Policies 2010, policies DP24 '*Securing high quality design*' and DP25 '*Conserving Camden's heritage*' and DP26 '*Managing the impact of development on amenity*'.

4.8 Justification

4.8.1 Internal secondary glazing has been instated to properties identified as being impacted by noise caused by construction during the HS2 scheme. The resident of this property has requested mechanical ventilation to avoid adverse increases in internal temperatures and atmospheric moisture.

4.8.2 The design meets the functional requirements of reducing noise within the residential home whilst minimising the impact on the significance of the heritage asset and minimising inconvenience to the resident.

4.8.3 Whilst investigating the viability of secondary glazing for 131 Drummond Street during the design feasibility stage, various design options have been considered. The proposed solution has the least impact or harm on the significance, whilst seeking to balance the needs and requirements of the resident.

4.8.4 The proposals are in line with HS2's commitments to provide noise attenuating ventilation to listed properties.

4.8.5 The proposed works will be reversible following completion of construction works.

5 Photographs



Figure 1: Internal view of windows at first floor

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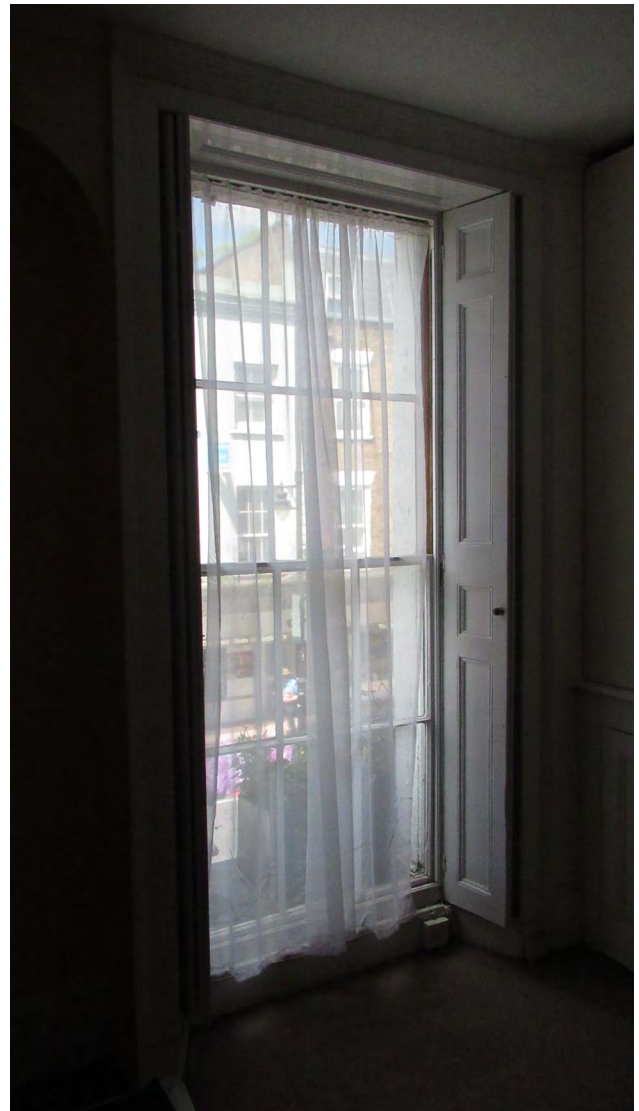


Figure 2: Internal view of windows at first floor



Figure 3: Internal view of windows at second floor

Appendix 1: Historic Maps

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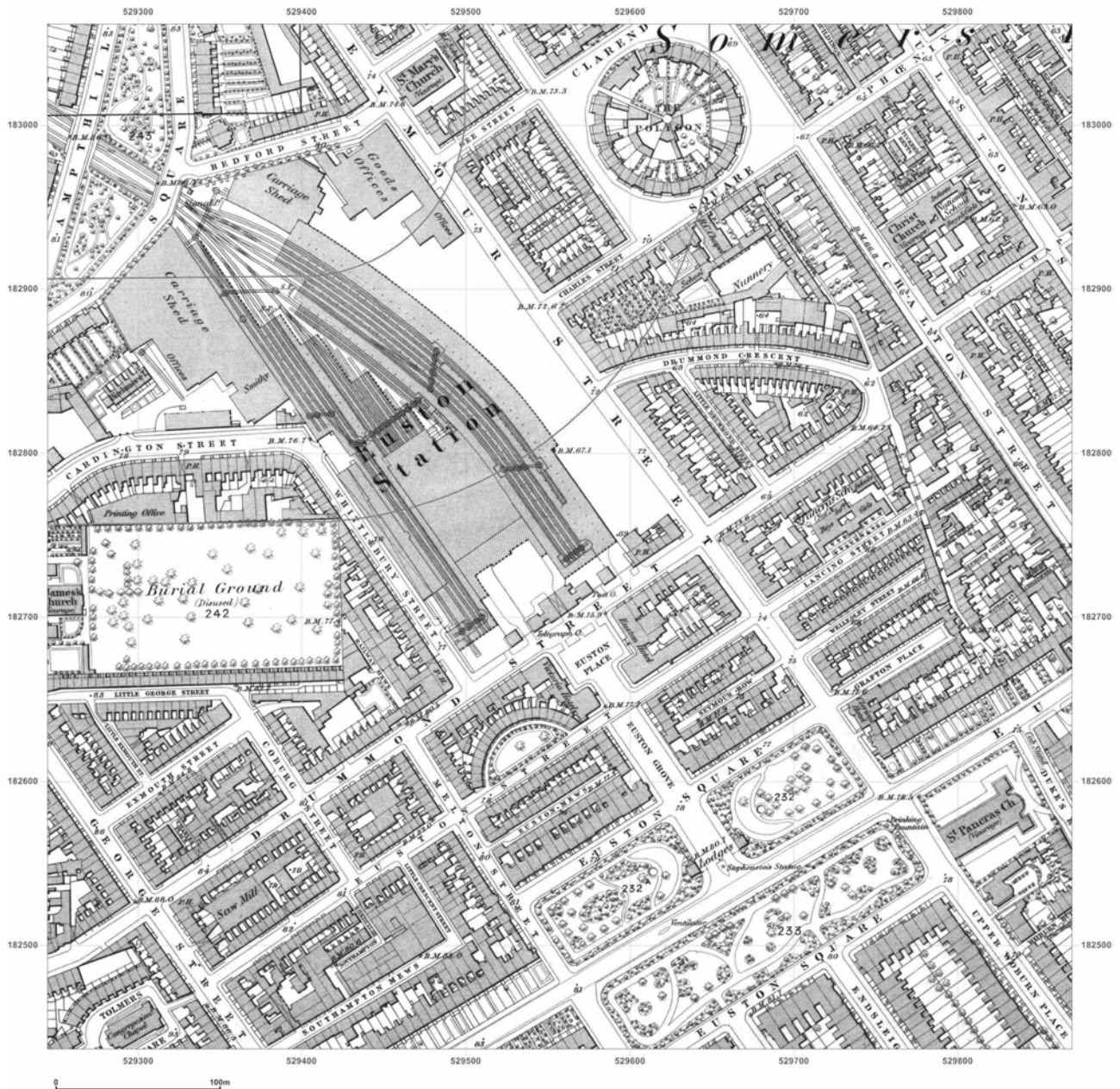


Figure A1: 1876, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207

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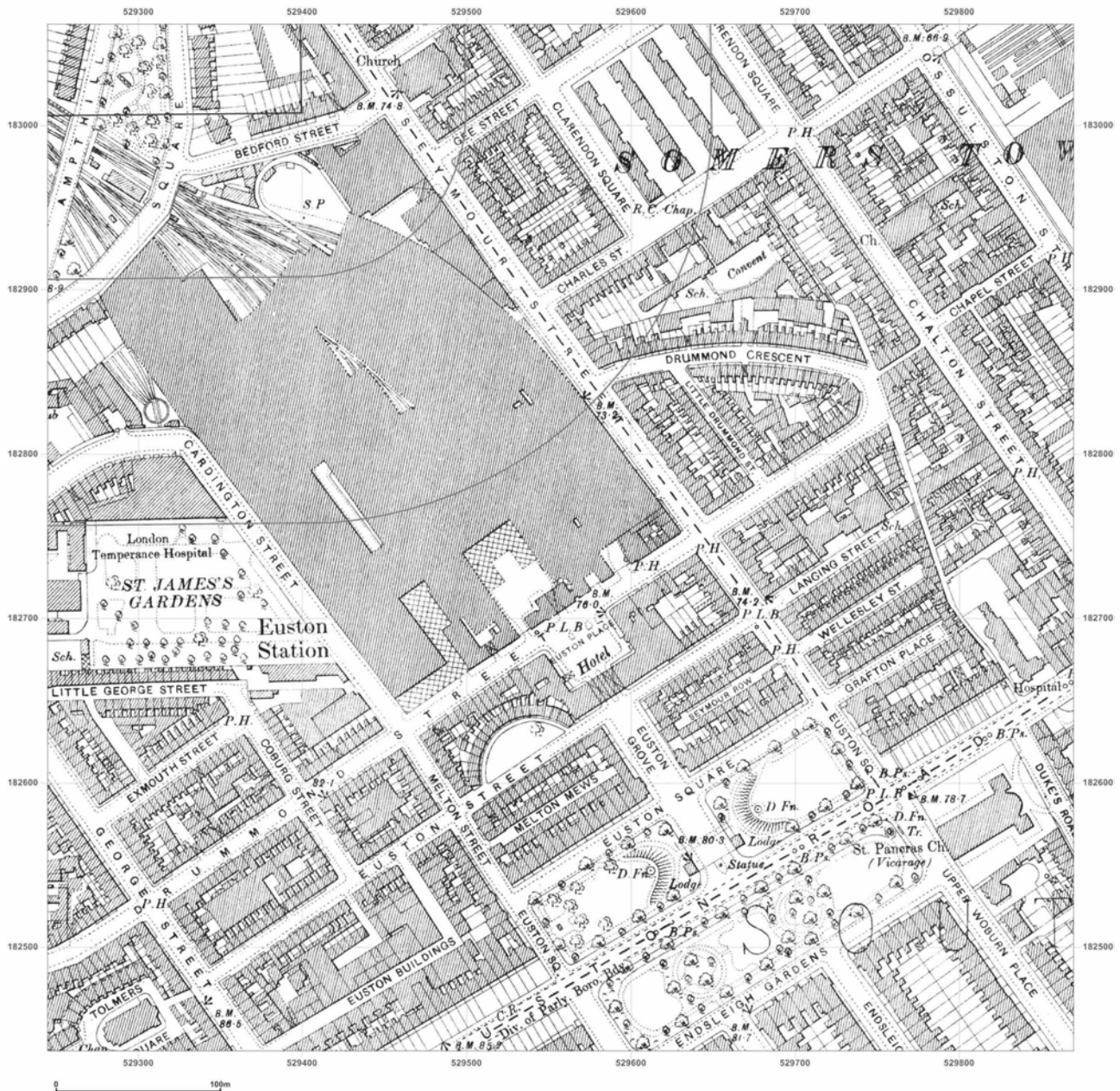


Figure A2: 1896, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207

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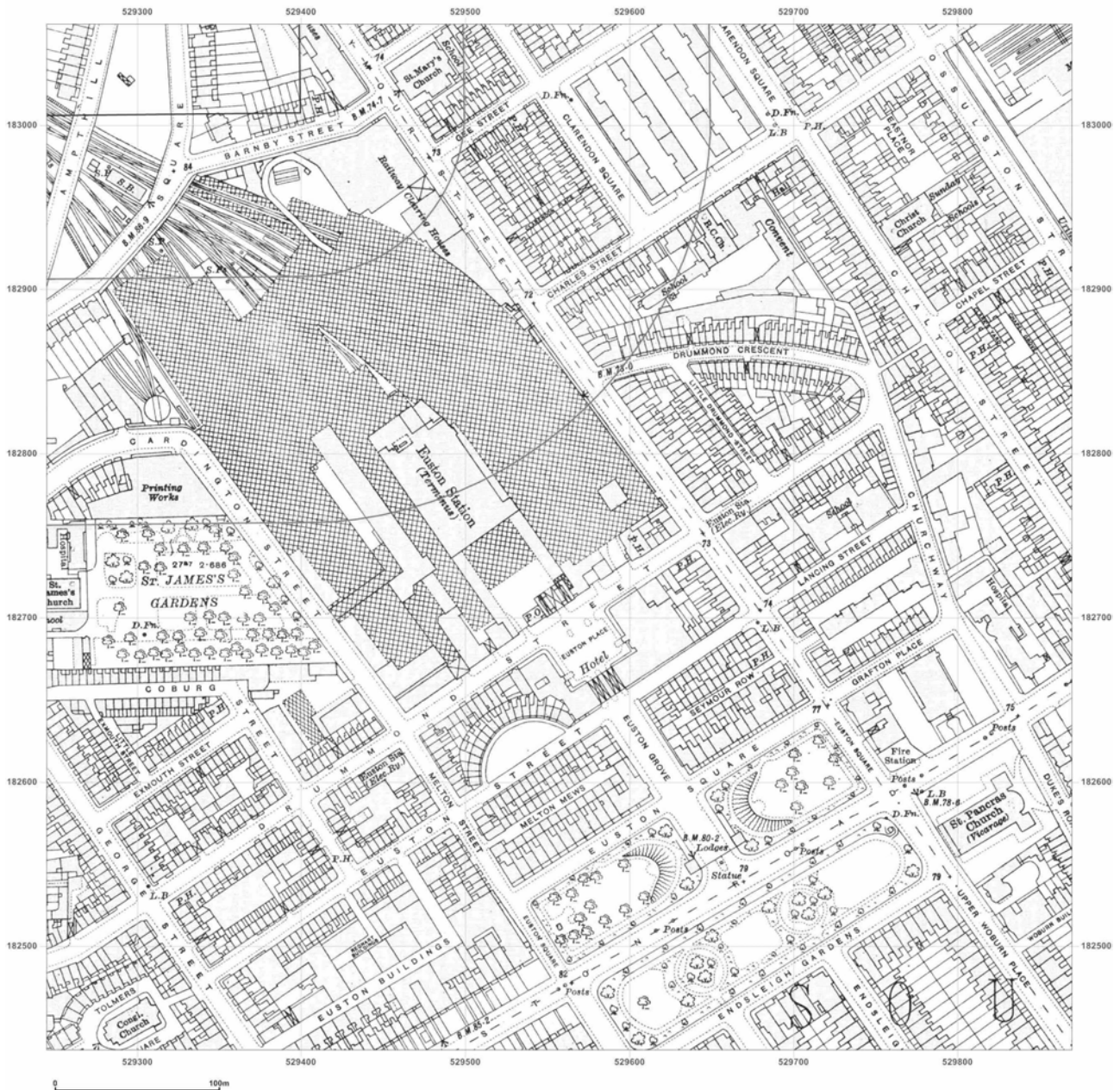


Figure A3: 1916, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207

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Figure A4: 1952-54, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207

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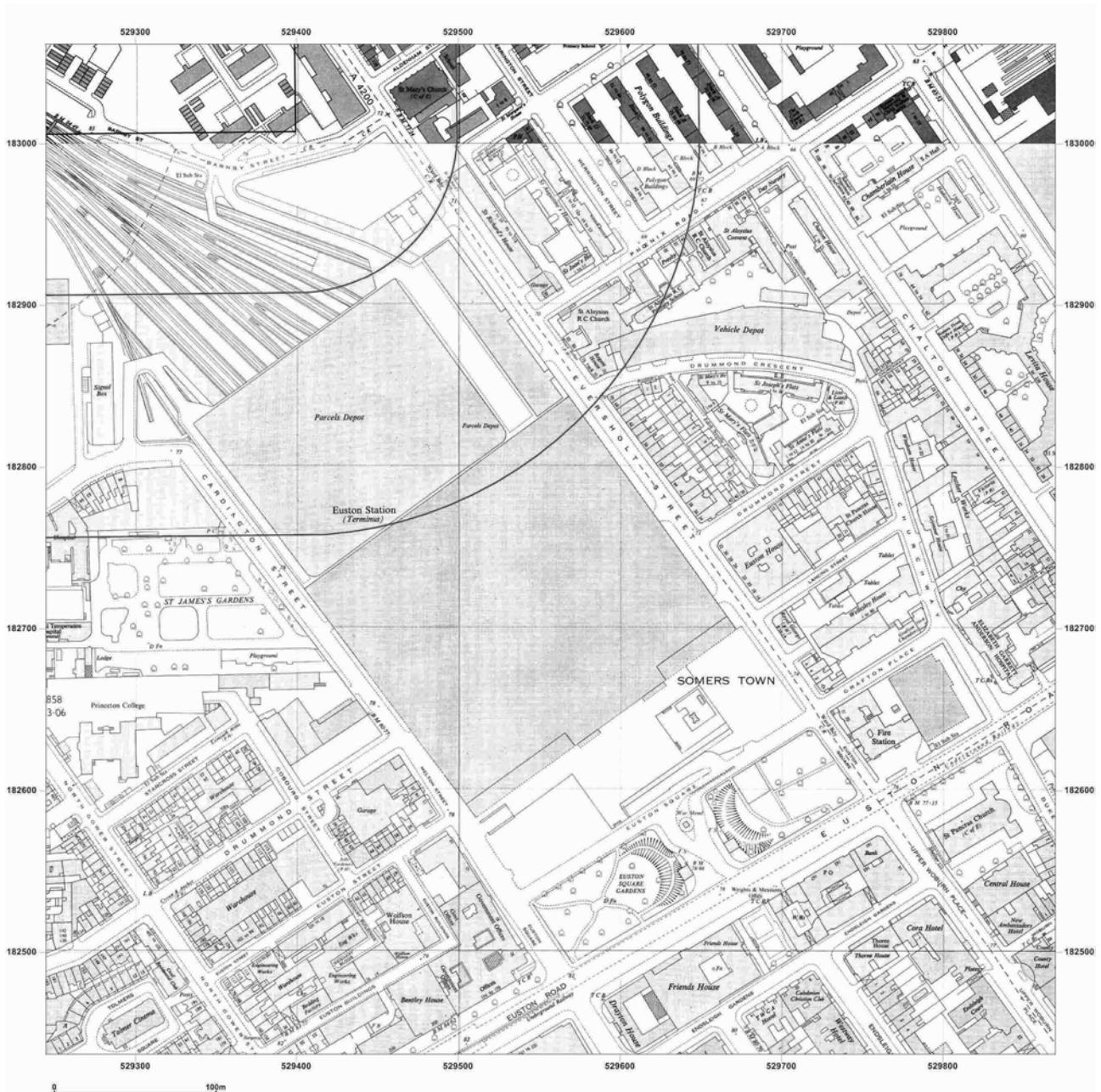


Figure A5: 1970-1971, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207