

1EW02 Enabling Works – Area South

Heritage Agreement Method Statement



Recording of Pair of Stone Piers with Lamp Standard to West End of Mornington Street Railway Bridge

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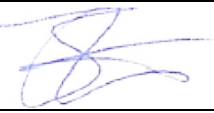
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1 Introduction

1.1 Project Context – Schedule 18: Listed Buildings

- 1.1.1 High Speed Two (HS2) is a network of new high speed lines across Britain, being planned and built in two phases: Phase One, which will connect London with Birmingham and the West Midlands; and Phase Two, which will extend the route to Manchester, Leeds and beyond. 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.
- 1.1.2 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.
- 1.1.3 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. "Schedule 18" refers to Schedule 18 of the High Speed Rail (London – West Midlands) Act 2017 (the Act). Paragraph 1 of Schedule 18 disapplies some of this legislation, and in particular the requirement for listed building consent for the purpose of alteration or monitoring, from the Phase One works in respect of the listed buildings set out in Table 1, or which are listed on or after 30 September 2013.
- 1.1.4 Following Royal Assent, HS2 Ltd entered into Heritage Agreements with London Borough of Camden and with Historic England concerning the listed buildings identified in Schedule 18 to the Act within Camden. These agreements require certain details of works concerning the listed buildings to be submitted to the local authority for their approval, in consultation with Historic England where required.
- 1.1.5 The Pair of stone piers with lamp standards to west end of Mornington Street Railway Bridge, Park Village East is identified in Table 1 of Schedule 18 to enable the Grade II listed asset to be dismantled, removed and re-erected at a later date. HS2 Ltd entered into a Heritage Agreement with London Borough of Camden and Historic England dated 20th February 2017. This Heritage Agreement requires HS2 Ltd to submit method statements concerning the recording, dismantling and re-erection of the asset to London Borough of Camden for approval. The Heritage Agreement requires Historic England to be consulted on these submissions.
- 1.1.6 The pair of stone piers with lamp standards to east end of Mornington Street Railway Bridge is a separate Grade II listed building, also identified in Table 1 of Schedule 18 to enable the asset to be dismantled, removed and re-erected at a later date. Although this holds group value with the pair at the west end, they form a separate asset. As such a separate Heritage Agreed Method Statements, for approval by statutory authorities, will be produced for the process of recording, dismantling and re-erection of that asset.
- 1.1.7 The bridge deck of Mornington Street Bridge, on which the pair of stone piers with lamp standards to west and east ends are located, is recognised as a non-designated heritage asset.

This report includes some analysis of the historic background and significance of this bridge deck, although the focus is on the listed pair of stone piers and lamp standards to the west end of the bridge.

1.2 Scope of the method statement

1.2.1 The following method statement has been prepared to address:

- the method of historic building recording of the pair of stone piers with lamp standards to west end of Mornington Street Railway Bridge and its setting.

1.2.2 This will include an assessment of the significance of the pair of stone piers with lamp standards, hereby referred to as 'the asset'.

1.2.3 Clause 2.1 of the Heritage Agreement with London Borough of Camden and Historic England requires the Nominated Undertaker to carry out decontrolled works as specified in particulars submitted by themselves to the council. Under clause 2.1 in the case of a Historic England related request the Nominated Undertaker is required to submit those particulars to Historic England, and the council cannot subsequently approve these unless no response has been gained after 6 weeks or that Historic England have indicated that they do not intend to comment on the particulars.

1.2.4 This document addresses heritage constraints and outlines a method statement to ensure the historic building recording of the asset is undertaken in a way which protects and is sensitive to the historic fabric of the asset.

1.3 Outstanding Matters for Agreement

1.3.1 This method statement does not include or seek agreement for the following matters. These matters will be agreed through the submission of a separate or revised method statement as agreed with London Borough of Camden and Historic England.

1.3.2 Outstanding matters for subsequent agreement include the following:

- A separate Heritage Agreed Method Statement, for approval by statutory authorities, will be produced for the method of dismantling, protection, transportation and storage of the asset;
- A separate Heritage Agreed Method Statement, for approval by statutory authorities, will be produced for the process of identification of an appropriate site for re-erection and the process for re-assembly of the component parts and re-erection of the asset; and
- Separate Heritage Agreed Method Statements, for approval by statutory authorities, will be produced for the process of recording, dismantling and re-erection of the Pair of Stone

Piers with Lamp Standard to East End of Mornington Street Railway Bridge which form a separate listed asset, although one that holds group value with the pair at the West end (the subject of this Heritage Agreed Method Statement).

1.4 Summary of Proposed Work

1.4.1 In summary, the proposed work includes the following:

- Recording of Pair of Stone Piers with Lamp Standard to West End of Mornington Street Railway Bridge and its setting.

1.4.2 This method statement deals with the recording of the Pair of Stone Piers with Lamp Standard to West End of Mornington Street Railway Bridge. This record will form a **Level 3 analytical record** in accordance with Historic England's 'Understanding Buildings: A Guide to Good Recording Practice' (2016).

1.4.3 The asset will be recorded in-situ. The asset will also require recording during dismantling; this recording will be carried out by a third party. The recording will be undertaken to further understand the materials, condition, method of construction (including hidden constructional details including fixings), method of assembly and physical interface of the asset with other structures (including the Park Village East Wall and attached planter, the Railway Cutting Euston Station to the Parkway Tunnel and Mornington Street Railway Bridge deck) to inform the process of dismantling and re-erection.

1.4.4 As stated in 1.3.2 above, the dismantling, transportation storage and re-erection of the asset will be captured in a separate or revised Heritage Agreed Method Statement.

1.5 Assumptions and Limitations

1.5.1 This report has been produced using the best available information, as provided by the contractor and available from online resources, at the time of writing. For the production of this report, an initial site visit was not undertaken by the author due to Covid-19 restrictions. However members of the CSJv Engineering and Historic Environment Teams have visited the site and provided information and images based on site observations which support the data included in this report.

1.5.2 Images of the asset supplied by a Section Engineer at Skanska Costain Strabag Joint Venture were used for the production of this report. These images showed principally the interface between the piers and the adjacent Park Village East Wall.

2 Heritage asset description and history

2.1 General information

- 2.1.1 The pair of stone piers with ornate metal lamp standards are located on the western end of the Mornington Street railway bridge at the junction of Mornington Street and Park Village East. They are situated either side of the bridge deck, to the north and south. Both northern and southern piers at the west end form one designated asset, and are situated within the western extent of Regents Park Conservation Area. They are located approximately 850m north of the present Euston Station, the northern pier centred at NGR TQ 28841 83345 and the southern pier centred at NGR TQ 28847 83333. A location plan showing the asset is included in Appendix A.

Figure 1 Northern pier of the pair to the west end of Mornington Street Railway Bridge



- 2.1.2 The pair of stone piers with lamps standards are designated as a Grade II listed heritage asset (list entry no. 1409727) and were first designated on 15 September 2004. The National Heritage List for England entry can be found in Appendix B.

- 2.1.3 Historic England lists the asset as 'rusticated Portland stone piers, circular in plan, on deep plinths and with cyma recta cornice' (Historic England, 2004). On top of the stone piers sit ornate metal lamp standards, likely made of cast iron, with 'fluted shafts and a pair of arms to each side' (ibid). The list entry of 2004 states the 'lamp globes have been removed' however works undertaken by Cleghorn Lighting (date unknown, likely 2000s) replicated the originals from 'drawings from the period' (Cleghorn Lighting, 2020). Each standard supports three glass lamp globes with metal detailing including crowns on top.

Figure 2 Detail of the northern pier (left) and southern pier (right) of the pair to the west end of Mornington Street Railway Bridge



- 2.1.4 Mornington Street Railway Bridge is excluded from the listed stone piers, but recognised as a separate non-designated heritage asset and included on the Local List.

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Figure 3 Mornington Street Railway Bridge looking west towards the Pair of Stone Piers with Lamp Standard to West End of Mornington Street Railway Bridge



2.2 Historic background

- 2.2.1 The stone piers date to c. 1906 when the Mornington Street Railway Bridge was constructed over the railway cutting below. This followed a history of development in the area in the early 19th century and the establishment of the London and North Western Railway.
- 2.2.2 In 1830 the engineers Messrs Robert Stephenson & Son proposed an ambitious 112 mile railway between London and Birmingham, forming the London and Birmingham Railway (L&BR) company (Howard, Roberts & Godfrey, 1949). A terminus at what is now Euston Station was proposed and the 'Camden Incline' comprised the first few miles of track extending north from Euston Station through steep land. A cutting 19ft deep with curved retaining walls was excavated (Camden Railway Heritage Trust, 2010). This cutting resulted in the demolition of a large number of residential properties and acted as a barrier between those which were left. A number of Nash villas built in the 1820s-30s were demolished, and those left on Park Village East (NHLE 1322056) were separated by the cutting from residential streets to the east including Mornington Crescent (NHLE 1113139 and 1113140) and those on Mornington Road.
- 2.2.3 To address this, a bridge was constructed across the cutting, situated approximately 600m north of Euston Station. The bridge carried Serpentine Road over the cutting and served to better connect Mornington Road to the east and Park Village East to the west. The OS map surveyed 1868-1873 (captured in Figure 4 below) shows this bridge over the cutting and the large residential houses on Park Village East and Mornington Road surrounding.

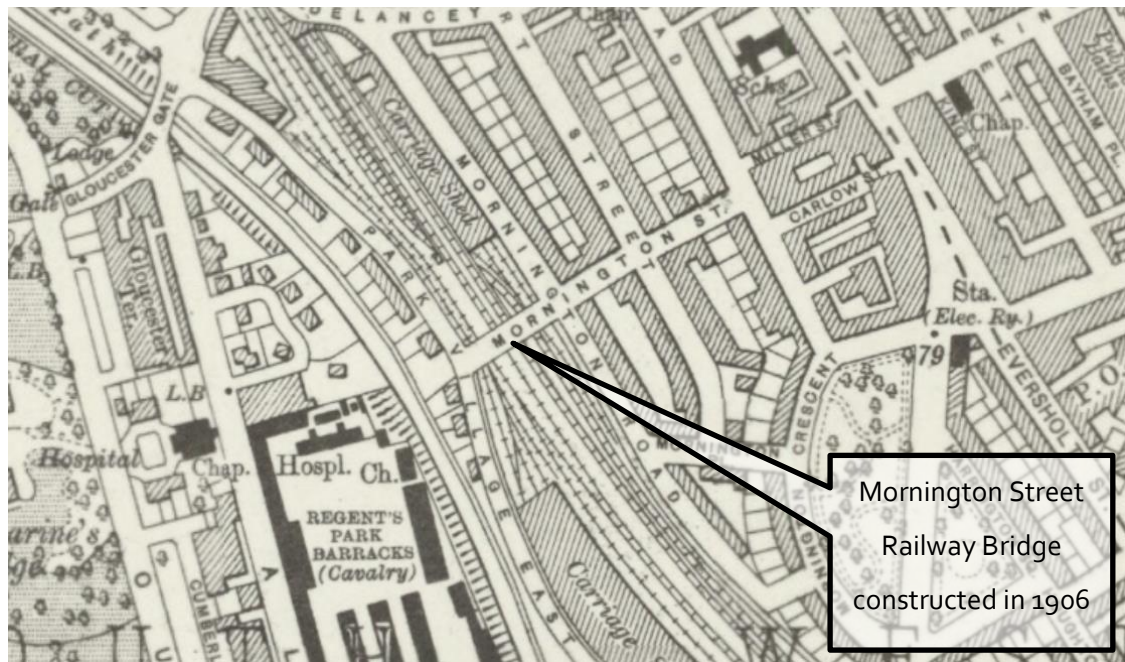
Figure 4 OS Middlesex XVII, Surveyed 1868-1873.



- 2.2.4 In 1846, several companies amalgamated to form the London & North Western Railway (L&NWR). In the early 20th century, expansion of the railway included the construction of additional lines (L&NWR Society, 2017). This required the widening of the cutting north of Euston Station. The widening of the cutting had a significant impact on the surrounding area, leading to the demolition of land on the east side of Park Village East and the properties on the west side of Mornington Road. New retaining walls of blue brick with Portland stone coping and ball finials were constructed. Along Park Village East, the wall which faces the street front was faced in red brick with a shallow planter at ground level. This wall is included on the Local List and dates to c. 1906.
- 2.2.5 This development of the railway and widening of the cutting led to the construction of Mornington Street Railway Bridge and two pairs of stone piers with ornate lamp standards to each end. Built in 1906, the bridge carries Mornington Street over the widened cutting to connect Park Village East with Mornington Road. This was necessary as to the south, the bridge carrying Serpentine Road over the cutting was demolished to allow for the construction of Granby Street Carriage Shed (now known as the DB Schenker shed) to the south (Ellaway, 1994). As such, the construction of Mornington Street Railway Bridge ensured that the residential streets east and west of the cutting remained connected. The bridge can be seen in the OS map surveyed 1913-1914, captured in Figure 5 below.

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Figure 5 OS London Sheet K, Surveyed 1913-1914



- 2.2.6 Mornington Street Railway Bridge comprises an early steel and wood composite bridge (HS2, 2016). The balustrades are of red brick with a blue engineering brick plinth with stone coping and arched capitals on the piers (Camden Council, 2015). The Local List for Camden states that *'the brick piers from the demolished bridge were retained and reused at either end (these are listed at grade II)'*. This likely refers to the demolition of Serpentine Road bridge to the south and the retention of these brick piers, re-situated at each end of Mornington Street Bridge. This may suggest that the listed piers have a brick core and were dressed in Portland stone upon placement on Mornington Street Bridge, and as such some fabric of the asset may date to the 1830s. The piers were placed in pairs at the end of the bridge, either side of Mornington Street. They are situated at the junction with Mornington Road (now Mornington Terrace) to the east Park Village East to the West.
- 2.2.7 It is understood that the lamp standards on top of the stone piers were added in 1906, at the time of the construction of the bridge, and are not taken from the earlier Serpentine Road Bridge. These lamp standards comprise of a circular base with fluted metal shaft, supporting two bracketed arms adorning three glass globes. Delicate metal scrolls to the standard and crowns on top of the globes create ornate and decorative lamp standards.
- 2.2.8 The decorative nature of the metal lamp standards and Portland stone used to dress the piers was a reflection of the surrounding streetscape, particularly at the west end of the bridge at its junction with Park Village East. The Nash properties on this street, built of the picturesque design in the 1820s-30s, feature ornate cast-iron verandas and balconies with iron railings bordering the properties on the street front. As such, the design of the stone piers and lamp standards was likely to have been influenced by the materials and design in the existing streetscape on Park Village East. At the east end of the bridge the streetscape was markedly

different, with terraced properties along Mornington Road (now Mornington Terrace). Although the two pairs of stone piers and lamp standards either end of Mornington Street Railway Bridge are identical, it is likely that the design of the assets was more informed by the setting of Park Village East at the west end of the bridge.

- 2.2.9 No evidence has been found to ascertain whether the lamps were powered by gas or were an early example of electric street lighting. Recording of the asset may help provide evidence on the technology of the asset.
- 2.2.10 At the west end, the stone piers at the bridge are abutted up to the Park Village East wall, leaving a small gap to allow for movement of the bridge deck. On both stone piers, there is evidence of former metal railings penetrating from the top of the stone piers. Small fragments of the metal remain with rust staining the stone pier. These extend outwards, towards the top of the Park Village East wall, which runs north of the northern pier and south of the southern pier. This suggests that metal railing attached to the stone piers may have once run along the top of the wall. These railings were likely instated between the ball finials, to act as a safety measure accounting for the cutting below. Today, on the part of the wall extending south of the southern pier, a modern metal anti climb deterrent has been installed along the top of the wall, but this does not extend up to or come into contact with the stone pier. It is possible that the formal metal railings were removed during World War II, where a significant portion of decorative metal railings and gates were requisitioned as part of the war effort (London Park and Gardens Trust, 2015).

Figure 6 Southern pier of the pair to the west end of Mornington Street Railway Bridge, with evidence of former metal railings penetrating from the top of the stone piers



- 2.2.11 The lamp standards on top of the stone piers at Mornington Street Railways Bridge were damaged during World War II bombing (Cleghorn Lighting Ltd., 2020), suggesting that these were not removed, unlike the adjacent railings, as part of the war effort. It is likely that the damage occurred during the Blitz as bombs are recorded as having fallen within the surrounding area between 1940 and 1941. The NHLE entry for the pair at the west end of the bridge states 'the lamp globes have been removed' suggesting that up to 2004 at the time of listing, the glass globes had not been replaced (Historic England, 2004). Joint funding raised by the London Borough of Camden and English Heritage allowed for the replication of the lanterns and restoration to the lamp stands (Cleghorn Lighting Ltd., 2020). These works were carried out by Cleghorn Lighting Ltd., who used 'drawings from the period when the bridge was constructed to replicate the original lanterns'(Cleghorn Lighting Ltd., 2020).

2.3 Description

- 2.3.1 The following description is based upon desk-based sources, including Historic England's listing text, aerial imagery, and readily available literary sources. The description will updated following on-site inspection.
- 2.3.2 The asset is formed of a pair of stone piers with ornate metal lamp standards, located on the western end of the Mornington Street Railway Bridge. The piers are situated north and southern of Mornington Street. The northern and southern piers are identical, formed of a

rusticated Portland stone pier, circular in plan, with a plinth, cornice and rusticated block work. There is a small stone scroll linking the piers to the coping stone of Mornington Street Bridge. The piers may have brick cores re-instated from an earlier 1830s bridge. On top of the piers are cast iron lamp standards with fluted shafts and bracketed arms supporting three glass globes.

- 2.3.3 The glass globes are modern, having been replicated in the 21st century, during conservation works which also restored part of the metal lamp standards. The extent of this restoration is unknown and the recording may help identify how much historic fabric remains. The lamp standards feature ornate, delicate metal work including scrolling to the bottom of the bracketed arms and crowns on top of the globes. Recording of the asset may help provide evidence on the technology, gas or electric, which originally powered the lights.
- 2.3.4 The west pair of stone piers abut up to the Park Village East wall. Mortar packing is visible between the small gap between the wall and piers, likely added for aesthetic purposes when viewed from the Park Village East street front. This mortar packing is failing and falling away. The small planter running along the bottom of the Park Village East wall extends right up to the base of both the northern and southern piers.

Figure 7 Northern pier (left) and southern pier (right) of the pair to the west end of Mornington Street Railway Bridge, with evidence of mortar packing between the stone pier and Park Village East wall



2.4 Assessment of condition

- 2.4.1 An assessment of condition will be undertaken during the historic building recording of the asset.

2.5 Assessment of significance

- 2.5.1 The significance of the pair of stone piers and lamp standards to the west end of Mornington Street Railway Bridge is primarily provided by its association with the L&NWR and the development of the area as a result of the introduction and expansion of the railway from the early 19th century. The asset itself forms part of the rich history of the L&BR company and later L&NWR company, as well as the wider history of railway transport in London and beyond from the Victorian period onwards. This connection adds to the historical interest of the asset.
- 2.5.2 Historical interest is provided in part by the hypothesis that the asset includes historic fabric dating from the 1830s, formed of brick cores to the centre of the stone dressed piers. Camden Council states that brick piers 'from the demolished bridge were retained and reused at either end' of Mornington Street Bridge, potentially referring to the bridge which carried Serpentine Road over the cutting to the south. If present, this historic fabric and developmental history adds to the historical interest of the asset. It is indicative of the design principle to retain fabric and aspects of the railway through years of development.
- 2.5.3 Much of the asset's fabric is believed to be surviving historic fabric. Restoration and conservation works carried out by Cleghorn Lighting Ltd. replaced the glass globes, which had been lost during the Second World War, and carried out conservation repairs to the lamp standards – recording will aid in understanding the extent of these works. Nonetheless the asset retains much original fabric which adds to its architectural interest.
- 2.5.4 Historical interest is provided by the historic fabric of the asset which informs the construction of the structures. The fabric provides evidence of the materials and craftsmanship employed to erect the asset in 1906.
- 2.5.5 The aesthetic value of the asset is provided primarily through its design and ornamentation. The decorative elements of the asset, primarily in the lamp standards which include delicate metal scrolls and crowns on top of the globes, provide evidence of the aesthetic and tastes of the period. The likely intention to respond to the design of the surrounding Nash properties on Park Village East is legible. Whilst added to the streetscape approximately 80 years after the Nash properties, the elaborate nature of the lamp standards shows a deliberate response to the decorative metal balconies and railings of the buildings on Park Village East.
- 2.5.6 Architectural interest is also provided by the evident intention for the design of the asset to be unified with that the Park Village East wall, also constructed in 1906 at the time of the bridge. This is shown in the use of Portland stone both for the dressing of piers, and for the coping stones and ball finials along the top of the wall abutting the asset. This demonstrates the cohesive design along Park Village East which the asset played a part of, despite numerous developments since introduction of the railway in the mid-19th century.
- 2.5.7 The design of the asset demonstrates the original intention to be a decorative addition to the streetscape whilst also being a practical amenity. The main purpose of the stone piers was to act as the junction between the bridge and the abutting wall, whilst the lamp standards were to provide light to the street front and bridge. The placement of the lamp standards on top of

the piers, putting them at height above the street front, and the ornate decoration of the lamp standards, provides evidence that the asset was intended to reach a compromise between form and function. The fact there are no similar lamp standards in the surrounding streets suggests they were designed specifically for their placement on Mornington Street Railway Bridge. The decorative metal crowns adorning the globes may have been specifically chosen due to the asset's placement on the boundary to Park Village East, included in Regents Park crown estate, acting as a statement on the invisible social, cultural and class boundary formed at the bridge. This adds to the assets architectural interest of the asset.

- 2.5.8 There is group value with the separately listed Pair of Stone Piers with Lamp Standards to East End of Mornington Street Bridge (NHLE: 1391094) which form a separate listed asset. They are identical to the pair on the West end of the bridge and as a unified design add symmetry to the bridge. They provide group value in their common origins and design as well as intention to be appreciated as a group on the same bridge.
- 2.5.9 The setting of the asset is a principal contributor to the significance of the asset and has been discussed in section 2.5 below.

2.6 Survival of significant features, fabric and setting

Features and fabric

- 2.6.2 Much of the original features and fabric of the asset appears to remain since its construction in 1906. Camden Council states that the piers have brick cores, re-used from an earlier 1830s bridge. The original globes were lost, likely during damage inflicted by bombing in WWII, and were replaced during restoration works which used drawings of the original for replication. These works also saw conservation works to the lamp standards, the extent of which is unknown, however it is believed much of the original historic fabric is retained.
- 2.6.3 These features and fabric have both the ability to illustrate the design and the construction of the asset, as well as the relationship with the Park Village East Wall and Mornington Street Railway Bridge which the asset has connections with.

Setting

- 2.6.4 The setting of the asset comprises of the Mornington Street Railway Bridge and Park Village East Wall which abut up to both stone piers. Park Village East to the immediate west (including the listed Nash properties), Regents Park crown estate further west, the railway cutting and railway infrastructure below, and the residential streets to the east on Mornington Terrace also form the setting of the asset.
- 2.6.5 The setting is integral to the significance of the asset as it provides evidence of the historic context in which the asset was constructed in. The most important element of the assets setting is Park Village East. The design of this streetscape, including Nash properties and boundary treatments, was likely influential on the design of the stone piers and lamp standards. The

decorative nature of the metal work particularly can be seen to have been informed by the historic metal work found on Park Village East. Some aspects, such as the decorative metal crowns, may have been chosen to reflect the boundary Park Village East forms to Regents Park crown estate to the west. This suggests that the design of both pairs of piers to each end of the bridge was informed primarily by the setting of Park Village East.

Figure 8 Mornington Street Railway Bridge looking north-west towards the northern pier of the pair at the west end of the bridge and Nash property on Park Village East



- 2.6.6 The Park Village East wall is an important part of the setting also, as this utilises the same materials as the stone piers and lamp standards (Portland stone and metal railings, before removal). This provides an element of visual continuity to the setting and aids in understanding how the stone piers and lamp standards formed part of a unified design when constructed.
- 2.6.7 The setting of the railway and cutting adds to the understanding of why the asset was constructed – to form the terminus of a functional engineering structure. It provides evidence for why the Mornington Street Railway Bridge was constructed and developmental history of the railway.
- 2.6.8 The setting of the asset is an amalgamation of residential and industrial character, a product of the development of the railway in Britain from the Victorian period. Much of the modern railway elements add to this history of a continuously developing transport resource and adaptation of the setting of the asset.
- 2.6.9 As such, the setting of the asset is integral to understanding its history, purpose and design. Its setting adds legibility to its historical and architectural interests and therefore makes a positive contribution to the significance of the asset.

Code 11 Accepted

3 Specification for recording

- 3.1.1 The recording methodology is subject to a Heritage Agreement with London Borough of Camden and Historic England. This section sets out general standards for recording the heritage asset.
- 3.1.2 Recording will be undertaken in accordance with Historic England's 'Understanding Buildings: A Guide to Good Recording Practice' (2016) as per the requirements of the Heritage Agreement.
- 3.1.3 A **Level 3 analytical record** will be required for the asset. This has been specified in accordance with guidance in the Historic England document, which identifies that assets requiring dismantling prior to re-erection will require either a Level 3 or Level 4 record. In this instance, Level 3 has been selected because the asset is a Grade II listed asset, which requires detailed understanding of its history, fabric (including hidden constructional details), setting and significance, in order to aid understanding of the asset to ensure it is dismantled, protected, transported and stored in a means to protect the asset and allow for select an appropriate location for its re-erection. HS2 Technical Standards (Specification for Historic Environment Investigations Document number HS2-HS2-EV-STD-000-000035) will also be adhered to during the recording exercise. The HS2 Technical Standards informed the development of this report.
- 3.1.4 The asset will be recorded in-situ. The asset will also require recording during dismantling – this recording will be carried out by a third party.

3.2 General standards

- 3.2.1 In accordance with objectives set out in GWSI: HERDS, the results of the historic building recording will contribute to the following:
- KC43: Investigate the link between the development of the railways and broader changes in the historic landscape, such as urban settlement expansion and the decline of the canal network.
 - KC45: The conflicts of the 20th century define the history of modern Britain and the world: how can we achieve a greater understanding of the significance of sites associated with conflict to local communities along the route?
 - KC54: Identify key changes in the technology of railway infrastructure and how these changes influenced the distribution of goods or the movement of people. Can we recognise changing public perceptions of railway infrastructure and associated buildings over time?
- 3.2.2 The Contractor shall archive resulting reports and supporting data and information in accordance with HS2 Ltd.'s standard procedures. A digital copy of the report will be provided to the local authority and made available to the public through the Archaeology Data Service

(ADS) and the Greater London Historic Environment Record (GLHER). The report will include the data gathered and outputs created as a result of the recording exercise.

- 3.2.3 Historic environment investigations involving the production of maps shall adhere to a standard approach to GIS deliverables as set out in the relevant HS2 Ltd GIS Specifications.
- 3.2.4 HS2 Ltd.'s standard templates for maps will be used. Mapping and spatial data deliverables will conform to a standard approach to ensure consistency across all the contracts.
- 3.2.5 For written accounts, HS2 Ltd.'s standard templates for reports will be used. A final copy will be saved in PDF format for maximum readability.
- 3.2.6 In accordance with Historic England's 'Understanding Buildings: A Guide to Good Recording Practice' (2016), the general standards for drawings are as follows:
- Drawings should include the following basic information: the name and address of the building, the civil parish and county, London Borough or unitary authority, and the National Grid Reference; the name of the individual(s) responsible for the drawing, and for the survey, if different; the date of the survey; and the name of the originating body or institution;
 - A drawn metric scale, in addition to a stated scale (for example 1:50) should be included on the drawing. A drawn scale will remain accurate if the drawing is reproduced at a smaller scale;
 - Drawings derived from a measured survey should be produced by Computer-Aided Design (CAD) and saved in PDF file format;
 - Drawings should follow the standard conventions identified by HE guidance in 'Understanding Buildings: A Guide to Good Recording Practice'; and
 - Dimensioned site sketches of constructional details should be scanned and saved in digital format, preferably as TIFF files, to prevent compression of the image and resultant loss of data.
- 3.2.7 In accordance with Historic England's 'Understanding Buildings: A Guide to Good Recording Practice', the general standards for photographic records are as follows:
- Photography should be carried out in digital format, using a high-resolution camera with sensors exceeding 10 mega pixels;
 - Images should be shot in RAW format on a DSLR camera and converted to an uncompressed file format (TIFF);
 - Where no alternative is available, a compact digital camera may be used which allows the override of automatic features and production of high-resolution JPEG files;
 - Where possible, a tripod and shift lens should be used to help minimise distortions in elevational photography. The camera angle should be levelled to avoid distortions;

- A lens causing the least distortion should be used, usually a standard or telephoto lens. Wide-angle lenses should be avoided except where required by site and building constraints (for example, interiors will usually require wide angle lenses);
- Use of a tripod will minimise the risk of blurring from camera shake and will aid with image composition and framing;
- All photographs should be in focus, with an appropriate use of depth of field;
- Photographs should be adequately exposed in natural light or by adequate artificial light where required. Care should be taken as to the time of day and direction of lighting. Often a bright but overcast day can provide suitable lighting to avoid over- or under-exposure;
- For areas with compromised lighting, electronic flash may be used for photography. An off-camera source will give greater relief and a better result, and a task light can be used. Natural light may also provide a suitable source. Camera-mounted electronic flashes should be avoided where possible;
- The white balance setting of the camera should be checked to ensure colour distortions are not introduced in the record;
- When photographing details, a clearly marked and suitably sized scale should be positioned parallel to one edge of the photograph;
- Standard colour cards may be included in the frame when photographing details to ensure an accurate record of the colour balance is made;
- When recording the general appearance of constructional details, photographs should be taken at close proximity and further afield to relate constructional details to locations;
- Any metadata saved (including date) should be accurate to the record taken; and
- When creating prints from digital files, photographic printing paper, preferably a silver halide paper, should be used, and a resolution of 300dpi should be maintained.

3.3 Recording the heritage asset in-situ

- 3.3.1 The below sections outline the methodology for the recording of the asset in-situ. Recording of the heritage asset in-situ will be carried out to Level 3 standard, in accordance with guidance provided by Historic England in 'Understanding Historic Buildings: A Guide to Good Recording Practice', 2016.
- 3.3.2 Much of the asset will be visible and recorded from ground level, on footpaths on both the bridge deck and Park Village East. Access to view the upper parts of the asset, including the lamp standards and globes, will be provided by a form of standalone platform, either a tower scaffold with no fixings into the asset, or by way of a mechanical platform. Traffic management may be necessary and will be managed by the Contractor.

- 3.3.3 The Contractor will produce a report, which will constitute the record alongside archive material and will include:
- **The rationale for the recording;**
 - **An outline of the methodology** and techniques employed;
 - **Details of engagement** and any external parties involved;
 - **A written description** containing the required information as specified in Table 1;
 - **A brief summary of elements of the heritage asset to be affected;**
 - **Historic and recent maps**, as specified in Table 1;
 - **Photographic material**, within the body of the report and in appendices, as specified in Table 1;
 - **Maps, plans and figures** to illustrate key points, as specified in Table 1; and
 - **The specialist metal sculpture conservation sub-contractor's condition and work record report (if available)** - to be included in the final record (as an appendix)
 - **Any other material or outputs** that may have be required and collated.
- 3.3.4 Historic England ('Understanding Historic Buildings: A guide to good recording practice'; 2016) has defined an approach to historic building recording identifying a range of techniques and providing guidance on when these may be applicable. Descriptions of the 4 levels of recording, plus photographic study, and their specifications, are set out in section 5 of the Historic England document.
- 3.3.5 The asset will be recorded using 3D laser scanning. A Leica RTC360 laser scanner in conjunction with Leica TS16 total station will be deployed to geo-locate the assets with 1 second precision. A minimum of three scans per pier will be undertaken and an overlap of the data from each station will ensure high quality data and precision as well as suitable density and detail in the point cloud capture. The control network utilised during this process will be the HS2 Snake grid allowing the asset locations and data to be tied into the overarching HS2 grid. This can be converted to the relevant OS grid as required. Final output will be a colourised point cloud which will be delivered as either dot.pod file, 3D pdf or similar. All work will be carried out in line with HS2s Technical standards for survey (HS2-HS2-GL-SPE-000-000002).
- 3.3.6 The Level 3 record will comprise the following elements set out in Table 1 below:

Table 1. Specification of recording

Type of record	Specification of record
Drawings	<ul style="list-style-type: none"> • A site plan at a scale of 1: 1,250 relating the asset and to the adjacent buildings and structures, to record the asset's existing location and condition.

	<ul style="list-style-type: none"> • A measured and dimensioned plan drawing at a scale of 1: 20, as existing. • Dimensioned orthographic photographs. • Measured elevation drawings of the asset's elevations at a scale of 1:20, produced using Computer-Aided Design (CAD) from orthographic images from photography (see below) will only be produced if the orthographic images do not provide a sufficient level of detail to be used for recording constituent parts of the asset for reconstruction.
Photography	<ul style="list-style-type: none"> • Photographs of the asset's external appearance at close range, including oblique views and elevation views straight on. These photographs should have minimal background space shown. • Photographs showing principal views of the asset within context. • Photographs showing principal views from the asset. • Photographs showing the condition of the asset. • Photographs showing specific features or fabric of interest, particularly in relation to the iron work of the lamp standards. Photos should include any makers marks evident. • Photos of all joints and junctions should be taken - including but not limited to junctions between the lamp standards and decorative scrolls, lamp standards and bracketed arms, bracketed arms and metal work on glass globes and lamp standards and stone piers. Photos of all joints and junctions related to the blocks of stone dressing the piers and between the stone piers and the abutting Park Village East wall and Mornington Street Railway Bridge should also be taken. • Photographs showing any areas which indicate the assets condition including any defects, staining or damage. • Comprehensive photographic survey of the asset to be rectified for use in photogrammetry.
Written Record	<ul style="list-style-type: none"> • The precise location of the asset as an address and in the form of a National Grid reference, as well as a short description of the location.

	<ul style="list-style-type: none"> • A note of any statutory designations (that is, Grade II listing and within a conservation area). • The date when the record was made, the name(s) of the recorder(s) and the location of any archive material. • A summary statement, summarising the asset's form, function, date and sequence of development. • The names of the designer/architect/engineers where known should be given. • An introduction briefly setting out the circumstances in which the record was made, its objectives, methods, scope and limitations and any constraints. The introduction will explain that the record is a Level 3 record of the asset. The introduction will include acknowledgements to all those who have made a significant contribution to the making of the record, or who have given permission for copyright items to be reproduced. There will be a discussion of the published sources relating to the asset. • There will be a historical summary. This will include an account of its history as given in published sources, an analysis of historic map evidence (map regression) and a critical evaluation of previous records of the asset, where they exist. This will be illustrated, where appropriate, with cross references to any maps, photographs and other material included in, or appended to, the report and other material consulted. Key historic maps illustrating the main changes over time will be included in the record. • A detailed description of the asset's form including structure, materials and decoration, together with the evidence supporting this analysis. A detailed description of the asset's condition. An analysis of the asset's past and present location and purpose, with the evidence for these interpretations and any evidence for the former existence of demolished structures associated with the asset. A description of the historic construction methods used, with the evidence for these interpretations. A description for the
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	<p>technology used to power the lamps (either gas or an early example of electric street lighting) with evidence for these interpretations. This will include, where available, any information supporting the suggestion that the brick piers now dressed in Portland Stone were relocated from a former bridge, possibly that to the south which carried Serpentine Road over the cutting.</p> <ul style="list-style-type: none"> • An analysis of the significance of the asset. This will seek to identify both the significance of the asset and its features, its setting and the latter's contribution to its significance (how it contributes) and level of contribution to its significance (the degree to which it contributes) and can also set important aspects of the asset in a regional or national context. • A conclusion setting out the findings of the assessment. • Full bibliographic and other references, or a list of the sources consulted.
Laser scanning	<ul style="list-style-type: none"> • A Leica RTC360 laser scanner in conjunction with Leica TS16 total station to be deployed to geo-locate the assets with 1 second precision. • A minimum of three scans per pier to be undertaken and an overlap of the data from each station to ensure high quality data and precision as well as suitable density and detail in the point cloud capture. • The control network utilised during this process to be the HS2 Snake grid allowing the asset locations and data to be tied into the overarching HS2 grid. This can be converted to the relevant OS grid as required. • Final output will to be a colourised point cloud which will be delivered as either dot.pod file, 3D pdf or similar. • All work to be carried out in line with HS2s Technical standards for survey (HS2-HS2-GL-SPE-000-000002).

3.4 Recording the heritage asset during dismantling

- 3.4.1 Following recording in-situ, the asset will also be recorded during dismantling. This recording will be carried out by a third party. Recording will be undertaken during dismantling because elements of the asset, such as the brick columns within the piers, will only be exposed once

dismantling has begun. Recording of hidden constructional details including fixings during dismantling is required to meet the requirements of the Heritage Agreement with London Borough of Camden and Historic England. The below sections outline the methodology for the recording of the asset during dismantling which will also be carried out **Level 3** standard as outlined in Historic England's 'Understanding Buildings: A Guide to Good Recording Practice' (2016).

- 3.4.2 During dismantling of the asset, below ground elements such as footings of the piers or historic fabric of the adjacent carriageway may be exposed. If any below ground elements are revealed during dismantling, these elements will be recorded as set out in this Heritage Agreement Method Statement.
- 3.4.3 The level of recording of the constructional details of the asset should be sufficient to enable sensitive dismantling and re-erection. The recording of constructional details should also aim to identify any defects in the brick, stone, metal or any other materials of the asset which may require attention prior to reinstatement.
- 3.4.4 For the record of the asset, written descriptions will accompany any visual records, where the visual record provides incomplete data. For example, all details of jointing and fixing methods and materials will require a written description in the form of notes, hand-written annotations on photographs or drawings. This information is then to be summarised and incorporated into the final report.
- 3.4.5 The Contractor shall produce an addendum to the Level 3 report, which will constitute the record alongside archive material and shall include, depending on the nature of the record:
- **Copies of elevation, section and plan drawings** with corresponding reference numbers of parts of the asset, to aid in reconstruction;
 - **A written description** containing the construction details as specified in Table 2;
 - **Photographs of constructional details**, as specified in Table 2;
 - **Sketches of constructional details**, as specified in Table 2;
 - **Identification of any constructional details requiring remedial action before reassembly**, as specified in Table 2; and
 - **Specialist sculpture conservation subcontractors' records** – to be incorporated as an appendix to the final record, with principal findings and key information included in the main body of text.

Table 2 Specifications for constructional details record

Type of record	Specification of record
Drawings	<ul style="list-style-type: none"> • Where the asset is exposed beneath the ground, the level of the ground will be recorded and the exposed material will

	<p>be drawn at a scale of 1:20, or, if appropriate, 1:10 in plan and elevation.</p> <ul style="list-style-type: none"> As the asset is dismantled (likely comprising the separation of the lamp standard from the pier and dismantling of the pier in sections) elevation, section or plan drawings (created as part of heritage asset recording requirements above) should be used to record the location of joints, ties, maker's marks and any other features of interest. Elevation, section or plan drawings (created as part of heritage asset recording requirements above) should be used to note the location of any detail photographs or sketches. Dimensioned orthographic photographs of any faces of material displayed during dismantling.
Photography	<ul style="list-style-type: none"> Photographs of all joint details and any concealed details (including metal ties, all jointing methods and materials, e.g. lime or other mortar) will be required where elements of the asset are dismantled. Photographs of joint width (and depth, if bedding mortar differs from pointing mortar) with a suitable scale included in the frame will be required where sections of the stone dressing to the piers are separated during the dismantling process. Photographs of the colour of mortar and aggregate, as well aggregate size, shape and type, will be required where dismantling is carried out. Colour cards and scales should be included in the frame, where appropriate. Photographs of fixing types and details should be made, particularly noting relative age and materials of fixings. Photographs should be made of any visible deterioration of the asset, including those caused by fixtures, which would require remedial action prior to re-erection. For example, if ferrous fixings have been used internally, these will require assessment by the specialist conservation

	<p>subcontractor, and possible removal prior to re-erection of the asset.</p> <ul style="list-style-type: none"> • Photographs of the foundation of the asset should be made, to aid in re-erection. • Photographs of any material revealed during demolition, particularly within the stone pier, should be taken. This will confirm aspects such as whether the piers comprise of brick cores dressed in stone, and whether this supports the hypothesis that these brick cores are historic fabric from a former 1830s bridge.
Written Record	<ul style="list-style-type: none"> • Written descriptions should accompany any visual records, where the visual record specified above provides incomplete data.

Code 1 - Accepted

References and glossary of terms

References

Title	Reference
HS2 Phase One Environmental Statement and Supplementary Environmental Statements	P1S3-ETM-EV-REP-SSo6_SL16-000001_P01
Cultural Heritage GIS Specification	HS2-HS2-GI-SPE-000-000004
Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy	HS2-HS2-EV-STR-000-000015
Technical Standard - Specification for historic environment investigations	HS2-HS2-EV-STD-000-000035
HS2 Technical Standard: Specification for Project Plans and Location Specific Written Scheme of Investigations	HS2-HS2-EV-STD-000-000036
Technical Standard: Historic Environment Physical Archive Procedure	HS2-HS2-EV-STD-000-000039
Technical Standard: Historic Environment Digital Data Management and Archiving Procedure	HS2-HS2-EV-STD-000-000040
Understanding Historic Buildings: A guide to good recording practice.	Historic England. 2016. <i>Understanding Historic Buildings: A guide to good recording practice</i> [Online] Available at: https://historicengland.org.uk/images-books/publications/understanding-historic-buildings/heag099-understanding-historic-buildings/ [Accessed: 12/03/19]

Standards and guidance for the archaeological investigation and recording of standing buildings or structures	ClfA. 2014. Standards and guidance for the archaeological investigation and recording of standing buildings or structures [Online] Available at: https://www.archaeologists.net/sites/default/files/ClfAS&GBuildings_1.pdf [Accessed: 12/03/19]
Table 2 Heritage Agreement	London Borough of Camden, 2017 – Table 2 Heritage Agreement
The Great British Railway Station	Ellaway, K J. 1994.
London and Birmingham Railway	Camden Railway Heritage Trust, 2010. London and Birmingham Railway [Online] Available at: http://www.crht1837.org/history/lbr [accessed 30 April 2020].
Victoria County History - Euston Station and railway works	'Euston Station and railway works', in Survey of London: Volume 21, the Parish of St Pancras Part 3: Tottenham Court Road and Neighbourhood, ed. J R Howard Roberts and Walter H Godfrey (London, 1949), pp. 107-114. British History Online http://www.british-history.ac.uk/survey-london/vol21/pt3/pp107-114 [accessed 30 April 2020].
Historic England Listing Text	HE, n.d. PAIR OF STONE PIERS WITH LAMP STANDARDS TO WEST END OF MORNINGTON STREET RAILWAY BRIDGE [Online] Available at: https://historicengland.org.uk/listing/the-list/list-entry/1409727 [accessed 01 May 2020]

	April 2020].
Historic England Listing Text	HE, n.d. PAIR OF STONE PIERS WITH LAMP STANDARDS TO EAST END OF MORNINGTON STREET RAILWAY BRIDGE [Online] Available at: https://historicengland.org.uk/listing/the-list/list-entry/1391094 [accessed 01 May April 2020].
Historic England Listing Text	HE, n.d. NUMBERS 2-16, 22-34, 36A AND 36B AND ATTACHED RAILINGS [Online] Available at: https://historicengland.org.uk/listing/the-list/list-entry/1322056 [accessed 01 May April 2020].
Historic England Listing Text	HE, n.d. NUMBERS 13-24 AND ATTACHED RAILINGS [Online] Available at: https://historicengland.org.uk/listing/the-list/list-entry/1113139 [accessed 01 May April 2020].
Historic England Listing Text	HE, n.d. NUMBERS 25-35 AND ATTACHED RAILINGS [Online] Available at: https://historicengland.org.uk/listing/the-list/list-entry/1113140 [accessed 01 May April 2020].
About the London & North Western Railway Co.	L&NWR Society, 2017. About the London & North Western Railway Co. [Online] Available at: http://www.lnwrs.org.uk/history01.php [accessed 30 April 2020].

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National Heritage Protection Plan NHPP 4B3	Kinchin-Smith, R. 2004. NHPP 4B3 [Online] Available at: https://research.historicengland.org.uk/Report.aspx?i=15794 [accessed 30 April 2020].
Mornington Terrace, Street, Crescent & Delancey Street	HS2. 2016. HS2 Exhibit List Mornington Terrace, Street, Crescent & Delancey Street [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552052/Exhibit_U_Mornington_Terrace_Area_Specific_Information.pdf [accessed 01 May 2020]
Camden's Local List	Camden Council. 2015. Camden's Local List [Online] Available at: https://www.camden.gov.uk/documents/20142/8118440/Local+List.pdf/674e9b7b-6fed-d44c-9593-096a22bb271d [accessed 30 April 2020].
Cleghorn Lighting Ltd.	Cleghorn Lighting Ltd. 2020. Mornington Street Bridge [Online] Available at: http://www.cleghornlighting.co.uk/projects/mornington-bridge/ [accessed 30 April 2020].
London Parks & Gardens Trust	London Parks & Gardens Trust. 2015. Putting Back the Style [Online] Available at https://www.londongardenstrust.org/features/railings.htm [accessed 06 May 2020].

Glossary of terms

The following terms have been used in this report:

- Contractor – the organisation undertaking the evaluation on behalf of the Employer.
- Detailed Desk Based Assessment (DDBA) – analytical document that builds on the information gathered previously in the Environmental Statement to address particular issues, questions or uncertainties within a given area. It may be developed to provide a more detailed understanding of the resource in an area to inform design development or construction programming.
- Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy (GWSI: HERDS) – the framework for delivering all historic environment investigations undertaken as part of the HS2 Phase 1 programme.
- Location – a specific HS2 worksite or group of worksites that are being addressed as a combine historic environment investigation programme of assessment, evaluation and investigation.
- Project Plans – specification document for each specific package of activity (e.g. a survey, desk based assessment, excavation, recording project). The plans would respond to the Specific Objectives set out in the GWSI: HERDS and be delivered within an agreed budget.
- Works – the specific historic environment assessment, evaluation or investigation works at each location

List of acronyms

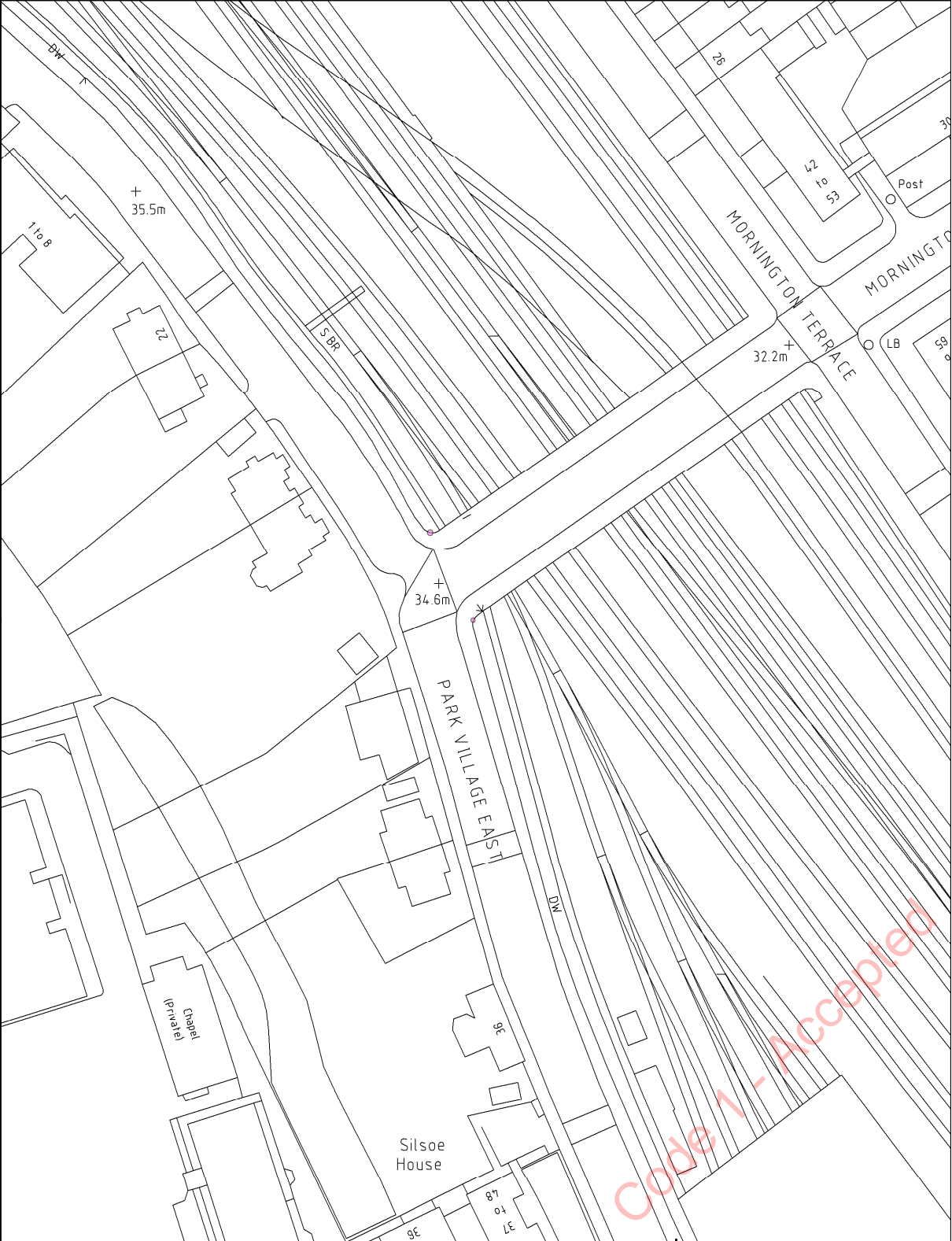
Table 3 List of acronyms

Abbreviation	Definition
CSJv	Costain Skanska Joint Venture
GIS	Geographical Information Systems
GLAAS	Greater London Archaeology Advisory Service
GLHER	Greater London Historic Environment Record
GWR	Great Western Railway
HAMS	Heritage Agreed Method Statement
HS2	High Speed 2 Ltd
L&BR	London and Birmingham Railway
L&NWR	London and North Western Railway
LSWSI	Location Specific Written Scheme of Investigation
OASIS	Online Access to the Index of archaeological investigations
PDF	Portable Document Format
PP	Project Plan

Code 1 - Accepted

Appendix A. Location Plan

Code 1 - Accepted



Legend

Pair of Stone Piers, with lamp stands, WEST
of Mornington Street Railway Bridge



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OS 100049190

1EW02-CSJ-AR-SUR-S001-000014

Appendix B. NHLE Entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1409727

Date first listed: 15-Sep-2004

Statutory Address: PAIR OF STONE PIERS WITH LAMP STANDARDS TO WEST END OF MORNINGTON STREET
RAILWAY BRIDGE, PARK VILLAGE EAST

County: Greater London Authority

District: Camden (London Borough)

Parish: Non Civil Parish

National Grid Reference: TQ2884083346, TQ2884683334

Details: Pair of stone piers with lamp standard to west end of railway bridge (which is not of special interest). c.1900 for London and North Western Railway. Rusticated Portland stone piers, circular in plan, on deep plinths and with cyma recta cornice. To top, metal lamp standards with fluted shafts and a pair of arms to each side. The lamp globes have been removed. Each pier has scrolled stone brackets that rest on the parapets of the Mornington Street bridge.

HISTORY: The railway bridge over the London-Rugby line was widened at this crossing between Euston and Camden c.1900. Contract drawings survive.

Forms a group with the separately listed piers to east end. Also group value with listed buildings on Park Village East. The Mornington Street bridge and attached walls are not included in the listing.

Listed as c.1900 Neo-Classical style Portland stone bridge piers with integral ornate metal lamp standards that have strong group value and form an architectural announcement to this prominent railway crossing.

Sources: None.