

# Design Statement, Heritage Statement and Statement of Justification

## 62 Delancey Street, London (Flat A)

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.

**Revision:** P01

**Date:** 23/04/2021

# Contents

<b>1</b>	<b>Introduction .....</b>	<b>3</b>
1.1	Scope of this Document .....	3
1.2	Works Affecting 62 Delancey Street .....	3
1.3	Context.....	4
1.4	Publications.....	4
1.5	Heritage Assets .....	4
<b>2</b>	<b>Historical Background .....</b>	<b>6</b>
2.1	The Development of Delancey Street.....	6
2.2	Timeline .....	11
2.3	References.....	12
<b>3</b>	<b>Statement of Significance: 62 Delancey Street .....</b>	<b>12</b>
3.1	Purpose of the Statement of Significance.....	12
3.2	Architectural and Historic Significance .....	13
3.3	Schedule of Significant Elements: 62 Delancey Street.....	13
3.4	<b>Camden Town Conservation Area .....</b>	<b>15</b>
<b>4</b>	<b>Design Statement &amp; Statement of Justification .....</b>	<b>16</b>
4.2	Noise Mitigation during Construction of HS2 .....	16
4.3	Installation of Temporary Internal Secondary Glazing .....	16
4.4	Schedule of Proposed Works .....	17
4.5	Design Proposal.....	17
4.6	Impact Assessment.....	19
4.7	Impact of the Proposed Design.....	20
4.8	Justification .....	21
<b>5</b>	<b>Photographs.....</b>	<b>22</b>
	<b>Appendix 1: Historic Maps .....</b>	<b>23</b>

# 1 Introduction

## 1.1 Scope of this Document

1.1.1 This document relates specifically to Flat A, 62 Delancey Street where secondary glazing is to be installed. The property is a Grade II listed residential terraced house in Delancey Street, within the Camden Town Conservation Area.

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.**

Installation of internal secondary glazing to one (1) window to the **front** of the building at basement floor level for noise mitigation during construction of the HS2 railway at Euston.

**B. Installation of temporary mechanical input ventilation fan(s).**

Installation of one (1) mechanical ventilation **unit** (Sonair F+ unit) to the **front** of the building at basement floor level during construction of the HS2 railway at Euston.

1.1.4 This document fulfils the requirement of National Planning Policy Framework paragraph 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 extracted from the Heritage Impacts Statement relating to the NI works at No. 137 Drummond Street, prepared by Graham Abrey of Ingram Consulting in May 2018.

## 1.2 Works Affecting 62 Delancey Street

1.2.1 62 Delancey Street is a Grade II listed building. Grade II buildings are of special interest and represent 91.7% of all listed buildings. The site also lies within Camden Town Conservation Area, which is bounded by Primrose Hill Conservation Area to the north and Regents Park Conservation Area to the west.

- 1.2.2 As a Grade II listed building, 62 Delancey 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 62 Delancey 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 Town Conservation Area Appraisal and Management Strategy*', adopted 4 October 2007
- '*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 Heritage Assets

- 1.5.1 **Camden Town Conservation Area:**

Designated in 1986, Camden Town Conservation Area is positioned centrally to the London Borough of Camden. It lies to the north of Euston Station and south of Kentish Town and is defined to the west by the rail tracks which run from Euston to Birmingham.

- 1.5.2 **Listing Description**

### **NUMBERS 40-60 AND ATTACHED RAILINGS, 40-60, DELANCEY STREET**

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

County: Greater London Authority

District: Camden (London Borough)

Grade: II

List Entry Number: 1067393

Date first listed: 14-May-1974

TQ2883NE DELANCEY STREET 798-1/76/297 (North side) 14/05/74 Nos.40-60 (Even) and  
attached railings

Terrace of 11 houses, No.40 with a shop. Mid C19. Yellow stock brick with rusticated stucco ground floors. Continuous stucco cornice and blocking course; Nos 40, 50 and 60 cut back. Some with mansard roofs and dormers. 3 storeys, attics and basements. 2 windows each. Doorways have stucco pilasters carrying entablature: pilaster-jambs carrying cornice-heads, overlights and panelled doors. Architraved sashes, 1st floor with console-bracketed cornices and cast-iron balconies. No.40 has a timber shopfront on a splayed corner with pilasters carrying an entablature with projecting cornice; shop window altered but having a panelled dado below. 2-window return.

SUBSIDIARY FEATURES: attached cast-iron railings with cone finials to areas.

HISTORICAL NOTE: poet Dylan Thomas lived at No.54 in 1951-2 (GLC plaque); the garden had a Romany caravan.

Listing NGR: TQ2880483588

**NUMBERS 62-82 AND 68A AND ATTACHED RAILINGS, 62-82 AND 68A, DELANCEY STREET**

County: Greater London Authority

District: Camden (London Borough)

Grade: II

List Entry Number: 1067395

Date first listed: 14-May-1974

TQ2883NE DELANCEY STREET 798-1/76/298 (North side) 14/05/74 Nos.62-82 AND 68A  
(Even) and attached railings (Formerly Listed as: DELANCEY STREET Nos.62-82 (Even))

Terrace of 11 houses, No.68A being above the vehicle entrance between Nos 68 & 70. Early/mid C19. Yellow stock brick with channelled stucco ground floors. Continuous stucco cornice. Some with slated mansard roofs and dormers. 3 storeys, attics and basements. 2 windows each. Doorways with stucco pilasters carrying entablature; pilaster-jambs carrying cornice heads, overlights and panelled doors. Gauged brick flat arches to recessed sashes; Nos 62 & 78 with stucco surrounds. Cast-iron balconies to 1st floor windows.

SUBSIDIARY FEATURES: attached cast-iron railings with acorn finials to areas.

Listing NGR: TQ2874683589

### **NUMBER 84 AND ATTACHED RAILINGS, 84, DELANCEY STREET**

County: Greater London Authority

District: Camden (London Borough)

Grade: II

List Entry Number: 1067396

Date first listed: 11-Jan-1999

TQ2883NE DELANCEY STREET 798-1/76/299 (North side) No.84 and attached railings

End of terrace house. Early C19. Yellow stock brick with stucco ground floor, 1st band and cornice. Roof not visible but with a dormer. 3 storeys, attic and basement. 2 windows. Round-arched ground floor openings. Doorway with pilaster-jambs, fanlight and panelled door; window with margin glazing. Uppers floors have segmental-arched heads to recessed sashes; 1st floor with bowed cast-iron balconies.

SUBSIDIARY FEATURES: attached cast-iron railings to areas.

Listing NGR: TQ2871283595

## **2 Historical Background**

### **2.1 The Development of Delancey Street**

2.1.1 Historical research into the origins of Delancey Street has revealed limited information. The site which Delancey Street now occupies, along with that of Albert Street and Mornington

Terrace, was undeveloped land until the railways arrived in the 1830's and generated increased speculative development.

- 2.1.2 Based on map evidence, Delancey Street was originally formed in c. 1843. Maps from this time show the position of Delancey Street, along with Mornington Terrace, but the streets are left unnamed. On a further map, Delancey Street appears as 'Warren Street West' and Mornington Terrace as 'Stanhope Street North'. The latter was combined with Warren Street West to form Delancey Street, most likely, in 1867<sup>1</sup>. The exact date is uncertain since various sources indicate different years.
- 2.1.3 A third map of 1843 also shows five new roads; 'Mornington Road' (now Mornington Terrace), 'West Stanhope Street' (now Delancey Street) 'Gloucester Street' (an extension of the existing York Street and now the northern end of Albert Street between Delancey Street and Parkway), Albert Street and Mornington Street. Refer to Appendix 1 for additional Historic Maps.
- 2.1.4 Delancey Street was named after James Delancey Esq. of Marylebone. In 1795, the Fitzroys granted a number of fields between the High Street and Regent's Park to James Delancey.



*Figure 1: Park Street and Arlington Street are shown on the top right part of the 1834 map. The area where Delancey Street is today is highlighted by the red oval, in The Camden Town Book, John Richardson (London, 2007), p. 55.*

<sup>1</sup> '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.

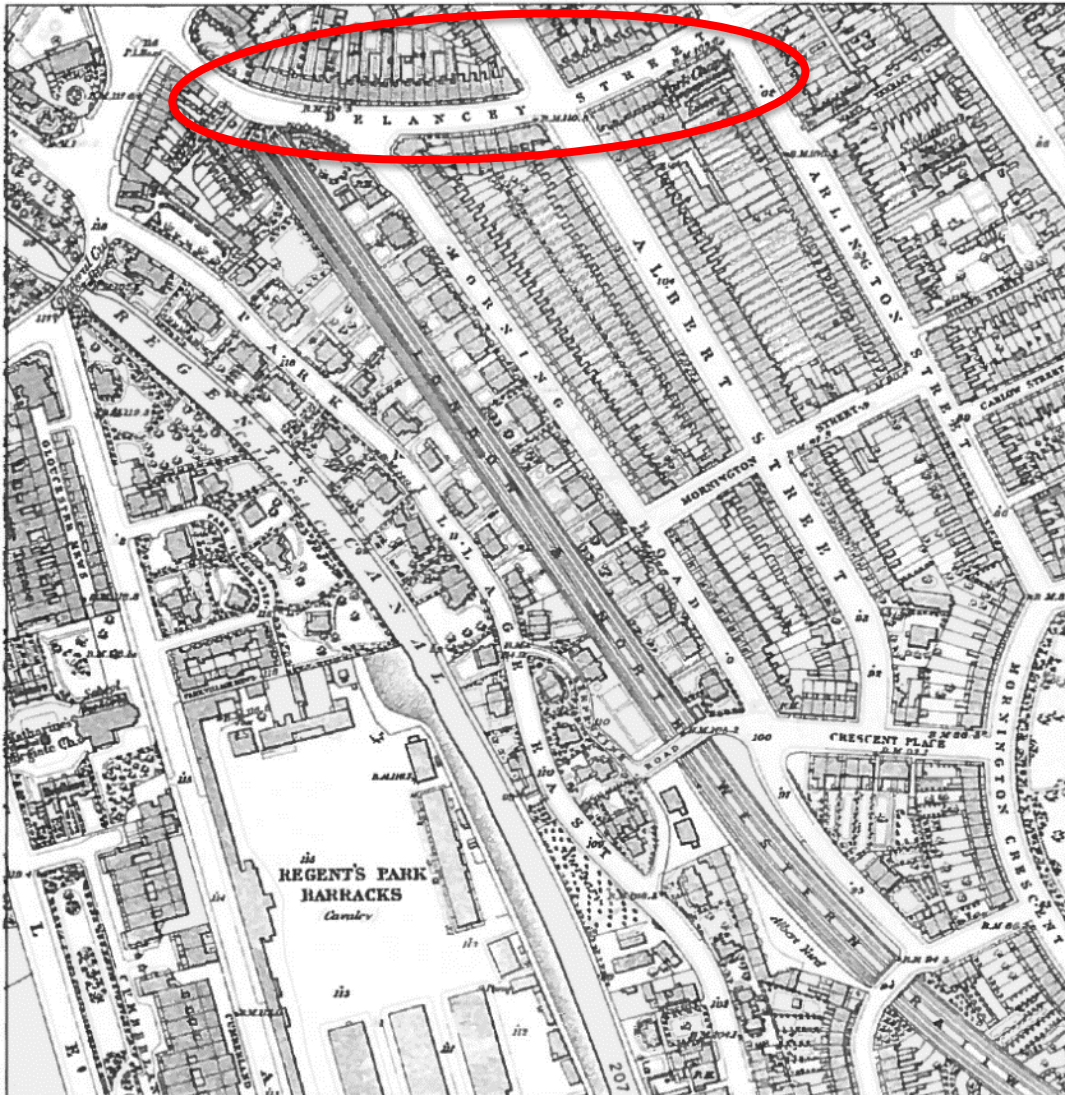


Figure 2: An 1870 map of the L & NWR route through the lower part of Camden Town – Delancey Street is highlighted by the oval, in The Camden Town Book, by John Richardson (London, 2007), p. 84.



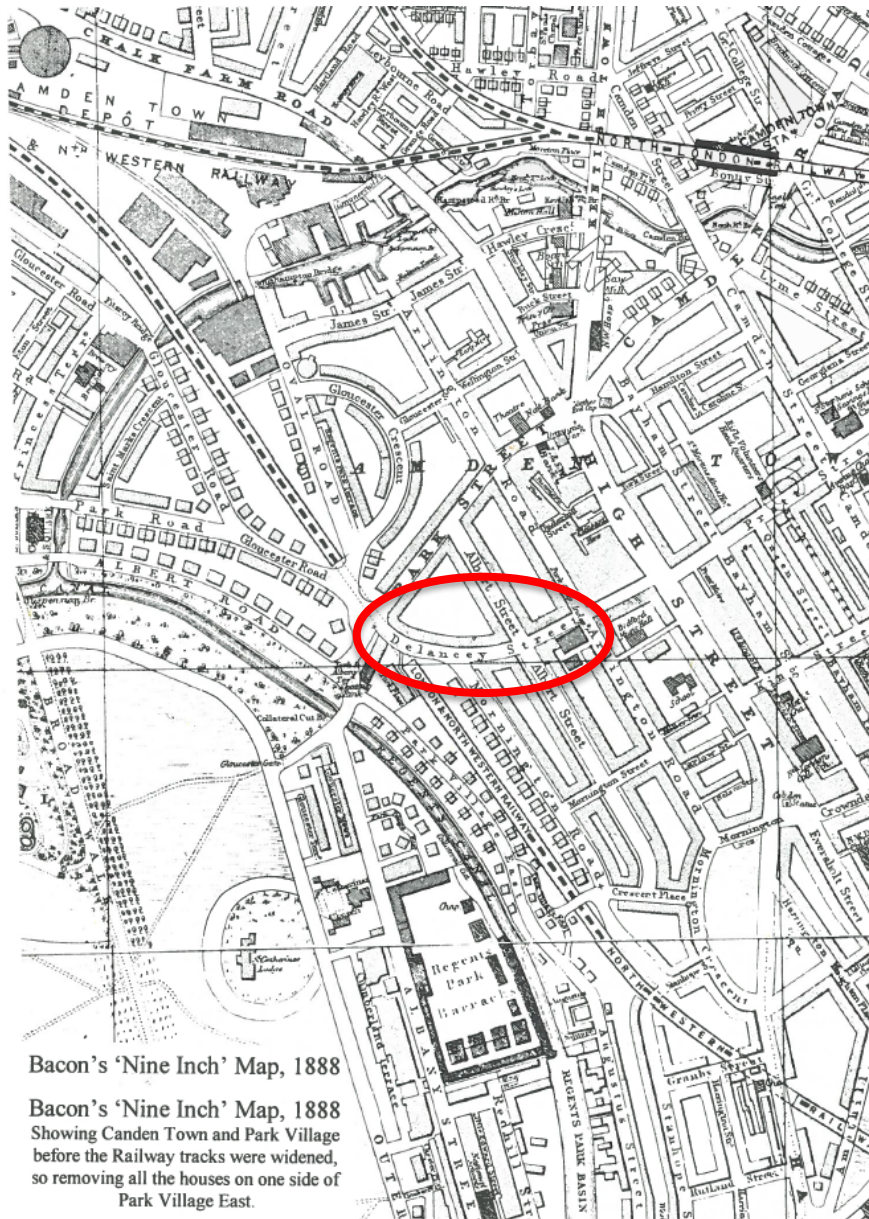


Figure 3: 'Bacon's Nine Inch Map, 1888, showing Camden Town and Delancey Street before the railway tracks were widened. Delancey Street is highlighted by the oval, in the Growth of the Camden Town: AD 1800-2000, by Jack Whitehead (London 1999), 16.

2.1.5 Historic photos of Delancey Street show the state of disrepair of the buildings along the road following the end of the Second World War (Figure 4 & Figure 5).



*Figure 4: Photograph of 62 Delancey Street, 1958, Copyright: Camden Local Studies and Archives Centre.*



*Figure 5: Delancey Street, 1964, Copyright: Camden Local Studies and Archives Centre.*

## 2.2 Timeline

2.2.1 A brief chronology is included of the development of Delancey 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 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.
- 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 183, 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.
- c. 1843 Based on map evidence, Delancey Street was laid out as a road, yet the street remained unnamed.
- By 1843 2 buildings have been built on Delancey Street.
- 1846 London & Birmingham Railway amalgamated with other rail companies to become London & North Western Railway (LNWR).
- 1868-73 Exact date is uncertain but based on map evidence, further buildings on Delancey Street are built.

## 2.3 References

- '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: 62 Delancey 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
- **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 Delancey Street, Mornington Terrace and surrounding streets were laid out from c. 1843.
- 3.2.2 Delancey Street encompasses a row of 23 houses, comprising blocks of five storeys of brick and stucco, including a basement and an attic storey with dormer windows in slate mansard roof. There is a cast iron balustrade to the front balcony at first floor.
- 3.2.3 Properties on Delancey Street have historic cast-iron railings around basement areas with various patterns of finials (i.e. acorn, fir cone or fleur-de-lys shaped finials).
- 3.2.4 Original locally cast metal coalhole covers, set into York stone paving outside properties populate the street.
- 3.2.5 62 Delancey Street has **SIGNIFICANT** architectural, historic and aesthetic value as part of the original development of Delancey Street.

### 3.3 Schedule of Significant Elements: 62 Delancey Street

- 3.3.1 The following schedules provide guidance on the heritage significance of the grade II listed 62 Delancey 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	Delancey Street	c. 1843	Evidential, Historic, Aesthetic & Communal Value	<b>Significant</b>	The setting of 62 Delancey Street has a shared or group value with the houses in the terrace building including 40-60, 62-82 and 84 Delancey Street.

						<p>The setting is also concerned with the experience of being in Delancey Street and experiencing as part of Camden's Georgian and Victorian townscape. External alterations to the building and landscape, unless very carefully executed could have a significant detrimental impact on the emotional experience of visitors, property owners and the local community. In general, changes to the setting should be of a character and style that maintain or enhance the visual and emotional experience of being in Delancey Street.</p>
2	Building Façade	Street facing elevations	c. 1868	Evidential, Historic & Aesthetic values	<b>Significant</b>	<p>The front elevation (to Delancey Street) is a good example of an end of terrace corner building.</p> <p>The terrace was constructed to a good standard using uniform shaped and coloured yellow London Stock bricks and tuck-pointed joints with stucco rustication at ground floor and plain stucco rendering at basement level, a balcony at first floor and door and window architraves and pediments.</p> <p>Lack of appropriate maintenance to 62 Delancey Street has resulted in the loss of the stucco cornice and loss of isolated stucco details.</p> <p>Further alteration, repair and decoration should seek to enhance the original design, appearance and uniformity.</p>
3	External Windows and Doors	Street facing elevations	c. 1868	Evidential, Historic & Aesthetic values	<b>Significant</b>	<p><b>Flat A – Basement level</b></p> <p>At basement level, the property retains the early 8 over 8 sash window configuration. The window is in fair condition but displays signs of paint wear. An internal metal security grille has been loosely fixed to the side rail of the lower sash.</p>
4	Room Interiors (space, proportions, size and scale) and	Internal Elevations	c. 1868	Evidential, Historic & Aesthetic values	<b>Low Significance</b>	<p><b>Flat A – Basement level</b></p> <p>In the basement lounge, the wall plaster is flat and plain and fronted by a stout skirting board. The ceiling plaster is also flat and plain. No</p>

	internal finishes					evidence of ceiling cornice moulding is visible. Some painted modern cable trunking is visible along the head of the walls.
--	-------------------	--	--	--	--	---

### 3.4 Camden Town Conservation Area

- 3.4.1 Subdivided into two distinct character areas: the commercial high street to the northeast and the quieter, more formal residential area to the southwest, this part of Camden Town Conservation Area represents a phase of late urbanisation while it was subsumed into Greater London.
- 3.4.2 The Conservation Area is celebrated for its high proportion of C19th buildings, and there is an overall C19th architectural and historic character and appearance throughout.

## 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

4.3.1 Refer to design drawings:

Floor/ room	Existing Arrangements	Proposed Details
<b>Basement – Lounge</b>	<b>WPI Po66B NI - 62A DeS-EX-BS-J-01</b>	<b>WPI Po66B NI - 62A DeS-PR-BS-J-01.1</b>
		<b>WPI Po66B NI - 62A DeS-PR-BS-J-01.2</b>



## 4.4 Schedule of Proposed Works

4.4.1 Temporary internal secondary glazing will be installed at the following locations:

### Basement Floor Level

- a) Temporary internal secondary glazing to one (1) window to the front of the property in the lounge;
- b) One Sonair F+ unit (from Titon or similar) in the front lounge, installed to the front external wall (Figure 6, Chapter 5).

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 rooms.

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 Refer to following elevation drawings for indicative location of the mechanical input ventilation fan:

- WPI Po66 NI-62A DeS-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 secondary glazing and mechanical ventilation has been prepared by historic building professionals and HS2. The design is intended to meet the functional requirements of providing additional ventilation within the residential home (44 Mornington Terrace) whilst minimising the impact on the significance of the heritage asset and 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 6.4 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 to match the existing surrounding joinery.
- 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.
- 4.5.7 **Fixing the secondary glazing:** a secondary glazing timber subframe 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 **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 each floor and includes push button controls to increase or decrease the volume of air entering the building; ventilation rates can be adjusted from 28m<sup>3</sup>/h to 225m<sup>3</sup>/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 2882mm<sup>2</sup> EA of background ventilation<sup>2</sup>. For details and dimension of the Sonair F+ see specification included within this application.
- 4.5.10 **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.

---

<sup>2</sup> Titon Test Report No. MD0015b dated 08/11/2007 for Sonair F+ with G2 filter.

- 4.5.11 **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:
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.
- 4.5.12 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 a 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.

## 4.7 Impact of the Proposed Design

4.7.1 Installation of temporary internal secondary glazing has no impact on the setting of the heritage asset or Camden’s Town Conservation Area. The proposed design has a **LOW** impact on the special interest and character of the grade II listed 62 Delancey Street for the following reasons:

1. The visual impact is significantly reduced to the point of almost being unnoticeable from the exterior of the building.
2. During the HS2 railway construction the noise levels are likely to increase. However, the installation of temporary secondary glazing allows continued use of 40 Delancey Street. The proposed design takes all reasonable steps to reduce noise levels and ensure the health and well-being of the residents.
3. Since the installation is temporary and readily reversible, it has a very low impact on the historically significant building fabric.
4. The impact will be negligible to the overall streetscape of Delancey Street and adjacent roads.
5. 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 and ‘Regent’s Park Conservation Area Appraisal and Management Strategy’ by London Borough of Camden, et al.

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
HIGHLY SIGNIFICANT	Major adverse	Major/moderate adverse	Minimal	Neutral	Neutral	Major Beneficial
SIGNIFICANT	Major adverse	Moderate	<b>Minimal</b>	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.*

- 4.7.2 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.
- 4.7.3 The proposal is compliant with:
1. National Planning Policy Framework paragraphs: 180, 189, 193, 194 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 providing additional ventilation within the residential property whilst introducing only minor harm to the heritage asset and minimising inconvenience to the resident. The design set out in chapter 4.5 seeks to minimise harm as far as possible with this solution.
- 4.8.3 The proposals are in line with HS2's commitments to provide noise attenuating ventilation to listed properties.
- 4.8.4 The proposed works will be reversible following completion of construction works.

## 5 Photographs



*Figure 6: Internal view of window in lounge at basement level*

# Appendix 1: Historic Maps



Figure A1: 1876-1879, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207



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



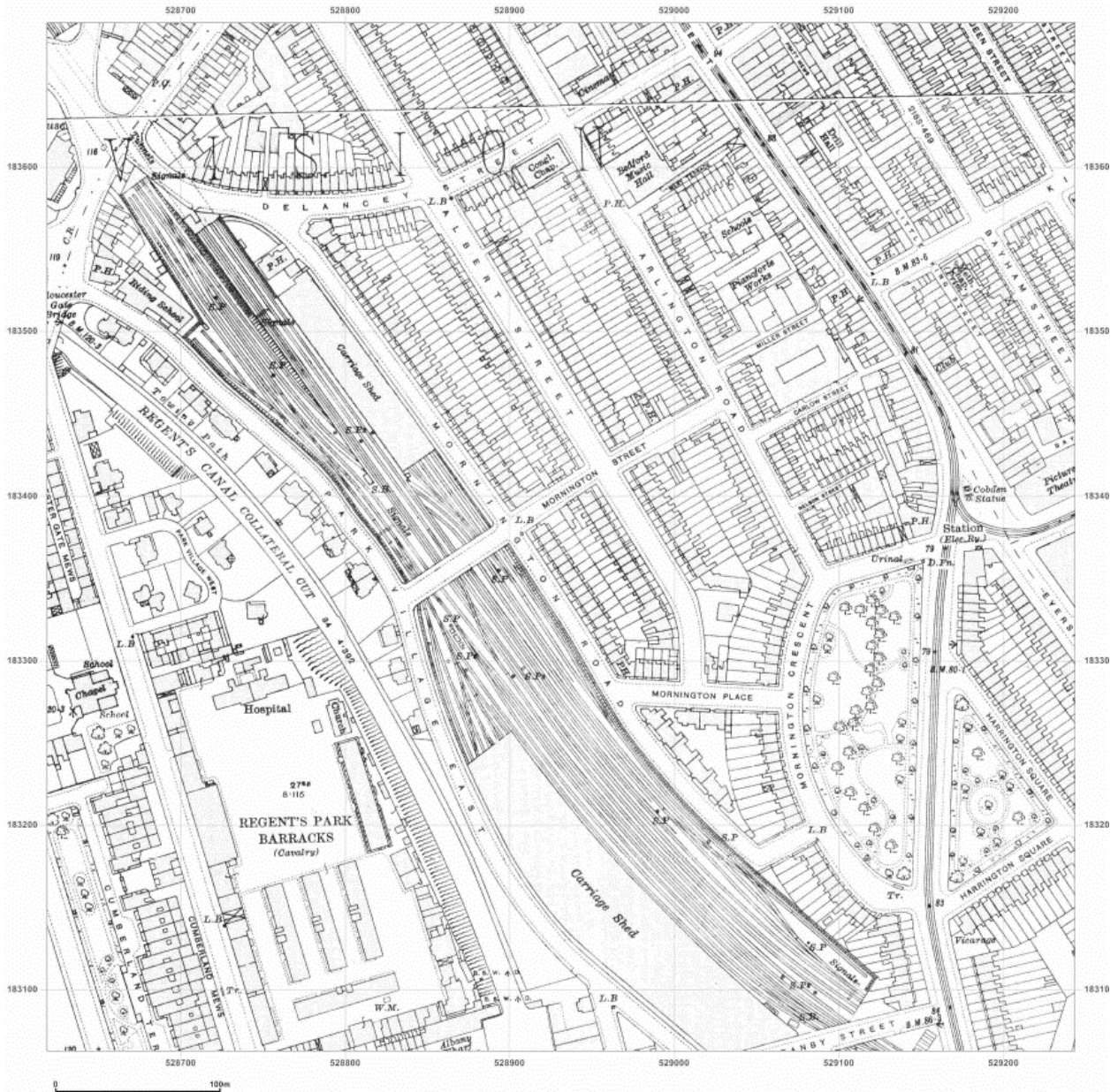


Figure A3: 1916, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207

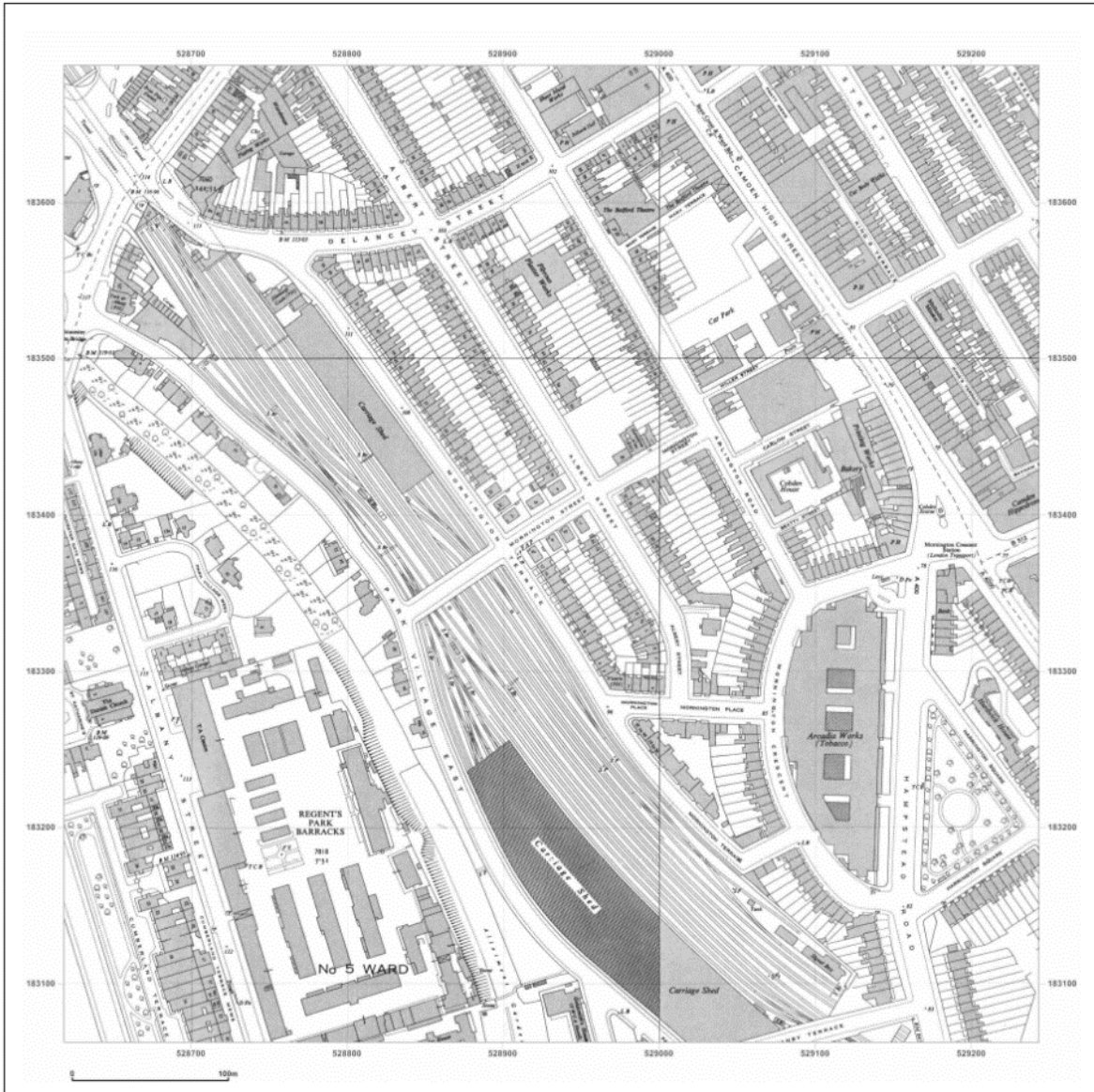


Figure A4: 1952-54, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207

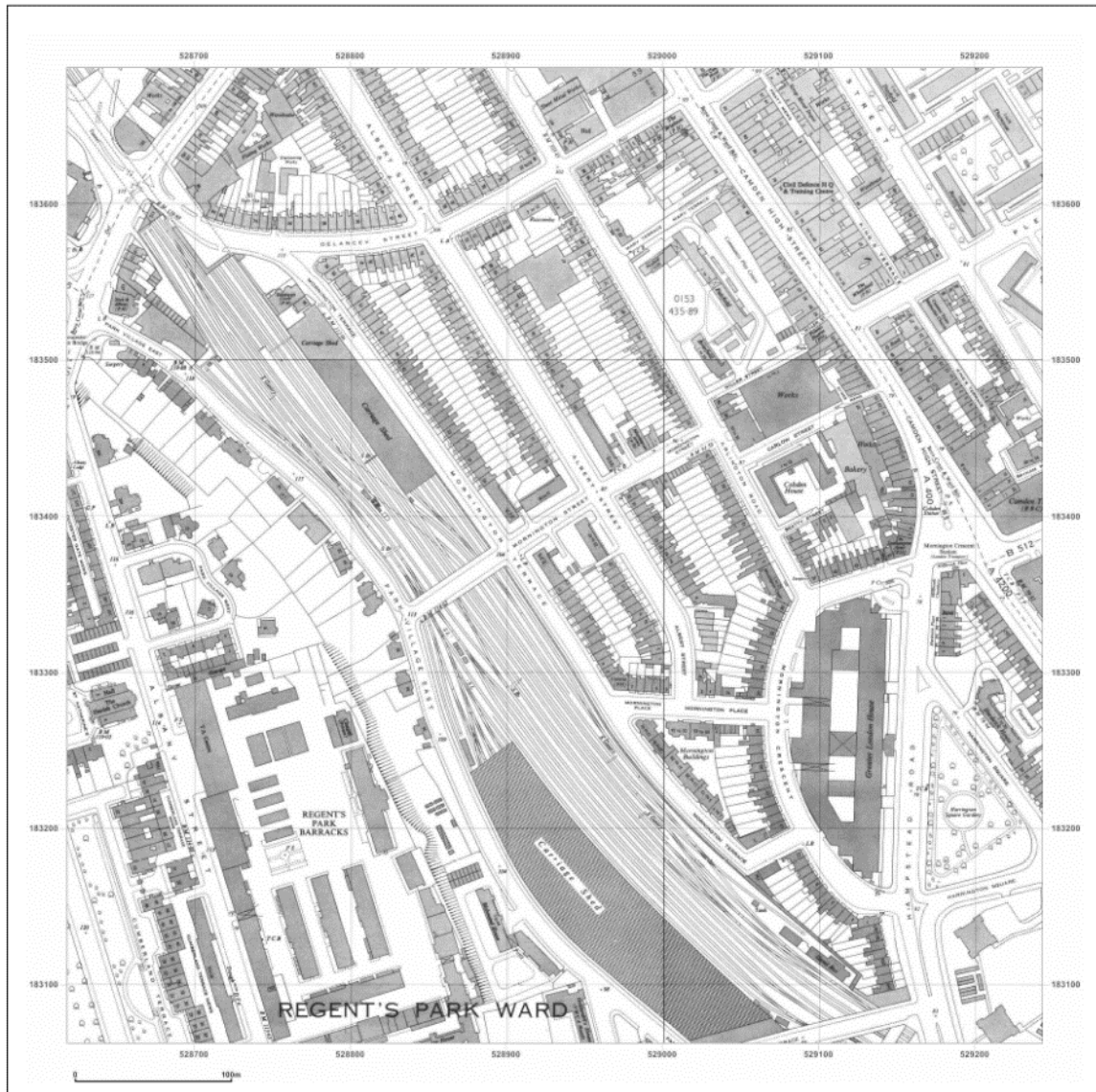


Figure A5: 1971, Ordnance Survey map. (Groundsure, ref: GS-5244828). Copyright: Ordnance Survey 100035207