



COMMENTS:

Nestle Railings – Planning Conditions
LBH Ref: 1331/APP/2017/1883

Our ref: HILL 1220/P8026

05/07/2018

Protection Method Statement & Schedule of Repairs and Management Plan

1.1 Introduction

- 1.1.1 MOLA is asked to respond to the conditions listed below and in the first instance, prepare a protection method statement prior to the commencement of development; latterly a schedule of repairs and management plan. The wording of the relevant conditions is as follows:

Retention of Railings (Residential)

Condition 63 states:

“Notwithstanding the plans hereby approved, all locally listed boundary railings, gates, plinths, gate piers and lanterns shall be retained.

Prior to the commencement of the industrial phase (MP 7 61 Rev. 01) a protection method statement for these retained structures within the industrial land shall be submitted to and agreed in writing with the Local Planning Authority.

Prior to the commencement of any superstructure works of the industrial phase, a schedule of repairs and a management plan for future maintenance shall be submitted to and agreed in writing with the Local Planning Authority.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed front boundary treatment, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).”

- 1.1.2 The above conditions should also be read in conjunction with Condition 5:

Condition 5 states:

Prior to the commencement of development, including any site clearance and works of demolition to the site as a whole (including the Industrial Land and the Residential

MOLA.org.uk





COMMENTS:

Land):

a) A Written Scheme of Investigation/WSI (in accordance with Historic England's Best Practice Guidance), setting out the scope, approach and phasing of the buildings and site recording, shall be submitted to and approved in writing by the Local Planning Authority. The record will be agreed to Historic England recording levels and standards. This should include a detailed record of the whole site including the conservation area and all locally listed buildings and structures at agreed stages before and during demolition;

b) The record prior to site clearance and demolition (for both the Residential Land and Industrial Land) will be submitted for review and comment prior to formal submission to discharge the condition and agreed in writing by the Local Planning Authority before commencement of demolition;

c) The phased recording throughout the demolition process will be in accordance with the agreed demolition strategy, Condition 7, and the WSI;

d) The completed recording document will be submitted to the Local Planning Authority for final approval, unless otherwise agreed in writing, prior to the commencement of development and new construction on the Industrial Land and Residential Land in accordance with the WSI.

REASON

To safeguard the special architectural and/or historic interest of the conservation area and buildings in accordance with Policy BE8 and BE12 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

1.1.3 The above conditions should also be read in conjunction with Condition 10:

Condition 10 states:

RESIDENTIAL CONDITION

Notwithstanding the plans hereby approved, all locally listed boundary railings, gates, plinths, gate piers and lanterns shall be retained.

Prior to the commencement of Phase 1 (MP 7 60 Rev. 04) of the residential development a protection method statement for these retained structures within the residential land shall be submitted to and agreed in writing with the Local Planning Authority.

Prior to the commencement of any superstructure works of Phase 1 of the residential development, a schedule of repairs and a management plan for future maintenance shall be submitted to and agreed in writing with the Local Planning Authority.

REASON

To safeguard the special architectural and historic character and appearance of the

MOLA.org.uk





COMMENTS:

Botwell Nestle Conservation Area and the locally listed front boundary treatment, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

- 1.1.4 The railings and gates facing onto Nestles Avenue, Hayes together comprise one locally listed building as designated by Hillingdon Borough Council (Hillingdon Locally Listed Building Ref: 318). For the purposes of this report, we have treated the ensemble as one entity, comprising both the residential and industrial 'phases'.
- 1.1.5 The asset consists of gates, piers, metal railings capped with finials and decorative curved supports facing onto Nestles Avenue.
- 1.1.6 Two gates are included in listing: One in the approximate centre, opening from Nestles Avenue to a track leading toward the south-east entrance of the Nestle Works building (Hillingdon Locally Listed Building Ref: 093) and a second, at the western extent of the railings, opening from Nestles Avenue to a service entrance adjacent to the Nestle cafeteria building (Hillingdon Locally Listed Building Ref: 316). A third gate, at the eastern entrance to the complex, is not included in the local listing.
- 1.1.7 The railings appear to have been installed between 1954 and 1963, during the same period a new principal entrance foyer to the factory was added to the south elevation of the factory with an associated avenue through the wooded area to the south, allowing greater visual presence from Nestles Avenue. It is believed that the decorative metal railings were taken from the Nestlé's original Head Office building in Vevey, Switzerland.
- 1.1.8 General observations were made of the railings and gates on 7th March 2018 and access was obtained for closer observation to both on 14th May 2018. There follows a synthesis of these observations, with accompanying photographs and measurements (in mm), below.

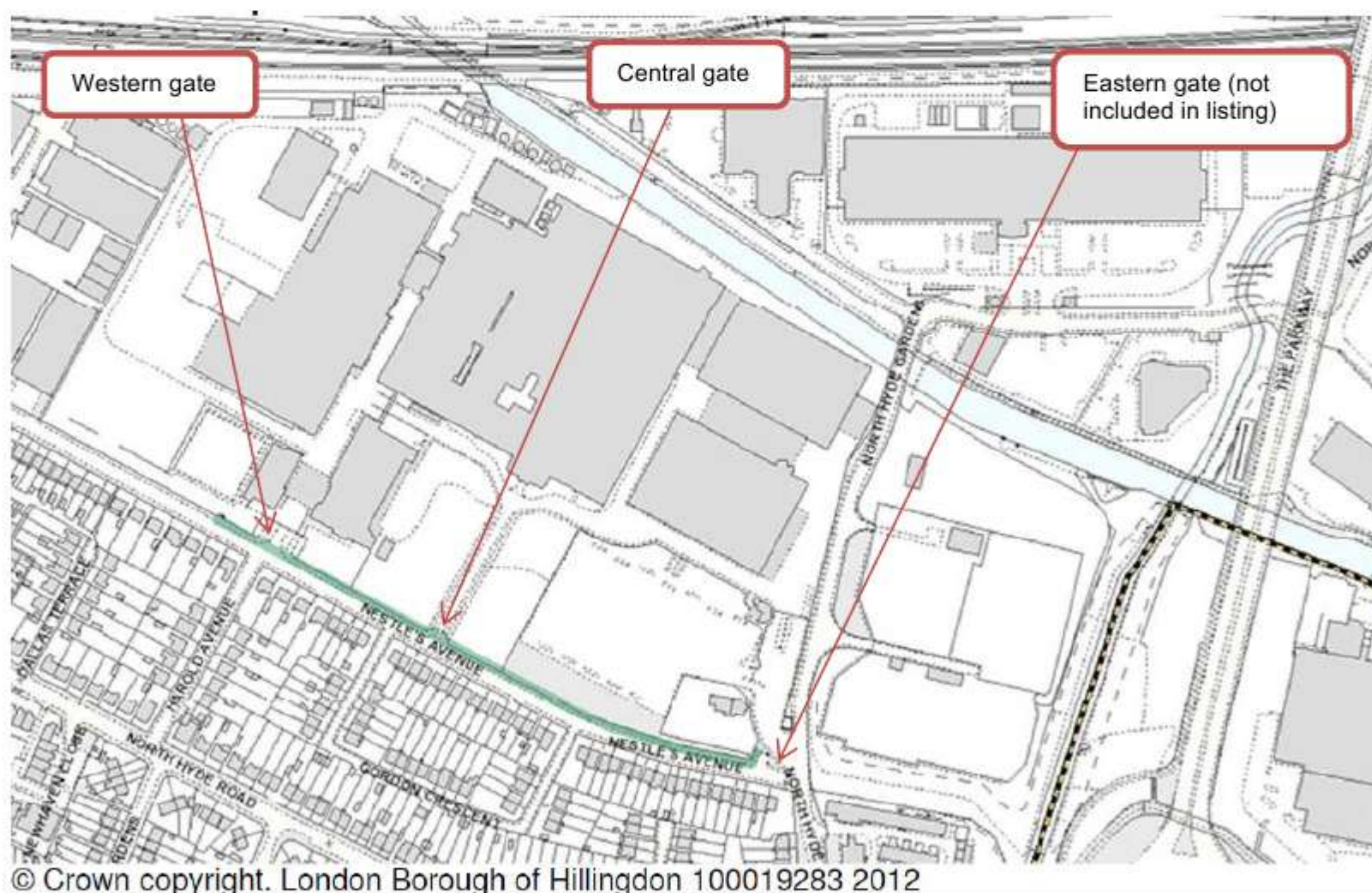


Fig 1: Location plan, with locally listed building (Ref 318) highlighted in green (London Borough of Hillingdon website)



COMMENTS:

Both sets of gates and immediate environs are currently enclosed with 2.5m tall metal fencing and locked gates, of a contemporary finish.

- 1.1.10 In general the railings between and beyond the gates throughout the length of the frontage are not currently enclosed or protected. These elements are thought to be less vulnerable. The railings are probably mass produced items of lesser quality of detail than the gateway elements. As long as due care is exercised, the potential for damage is minimal.
- 1.1.11 Overall, our preliminary assessment of the condition of the locally listed item is average-fair, but in need of maintenance and some repair.

1.2 Threats

- 1.2.1 Potential threats are direct or indirect:

Direct threats include construction traffic and plant collision damage, vandalism, theft, undermining support /foundations, 'wear and tear'.

Indirect threats include damp incursion leading to frost damage, other effects of the weather, neglect/lack of maintenance, (in the case of walls and railings near vegetation) root damage.

1.3 Protection Method Statement - Strategy

- 1.3.1 The condition part 1 reads:

Prior to the commencement of development a protection method statement for these retained structures shall be submitted to and agreed in writing with the Local Planning Authority.

General

- 1.3.2 The walls and railings between and beyond the two gateways are less at risk from direct off-site factors (with the possible exception of vandalism or theft). Erection of a suitably robust clamber-proof fencing to effect an exclusion 'zone' of a minimum of 3m on the inside of the boundary would minimise potential impact.
- 1.3.3 In terms of indirect threats, the gates and railings are at risk from the effects of weather but will probably not become markedly worse during the development period if it is not overly long. (Subject to detailed review, see below). An annual condition assessment during the work period should be sufficient to monitor the situation and deal with any deterioration accordingly.

Gates and environs

- 1.3.4 We looked at potential options for the gateways and environs:

MOLA.org.uk





COMMENTS:

- a. Exclusion
- b. Robust protection in situ
- c. Removal

1.3.5 In summary, option b. is preferred.

a. *Exclusion*

1.3.6 Often the best way to minimise, hopefully eliminate, direct threats is to keep plant, vehicles and people away from the fragile heritage assets by a combination of site/work organisation and robust physical barriers.

1.3.7 If it were possible to preclude access to the site via the set-piece gateways for the entire duration of the development process i.e. retain the locked gates and fenced enclosures around them, little else would need to be done.

1.3.8 In discussion with our Client it was found that this option is not feasible as the project will need to use the main factory entrance (at the south end of Canal Street) for construction traffic and the pedestrian access onto Wallis Walk will be used as a temporary vehicular access for visitors to the sales and marketing suite and for the residents of some of the housing areas during the earlier phases of the project.

b. *Robust protection in situ*

1.3.9 As it is not possible to manage the development process to avoid the need to utilise either of the two gated accesses, it will be necessary to protect the fragile railings, gates and supporting walls, etc. independently.

1.3.10 Clearly, the type and amount of traffic using an access correlates to the potential level and severity of damage. There are two types of entrance through the existing gates and as such we would recommend the following measures to protect the gate posts and adjacent railings whilst these are used for vehicular access:-

Gateway - access onto Wallis Walk

1.3.11 Post-development, this will be a pedestrian access; however, the project plan requires use of this as a residential vehicle access for the duration of the construction period. Once construction activities are complete this access will revert to pedestrian use, however whilst it is used for vehicular purposes we would propose that the gates are carefully removed and stored, in a secure and dry facility nearby and robust vehicular bollards installed both side of the railing to prevent vehicle strike during the project period.

1.3.12 These bollards would be removed at the end of the development period.

Gateway - access onto Canal Street

1.3.13 Post-development this will be a mainly domestic use vehicular access; however for the

MOLA.org.uk





COMMENTS:

duration of the construction period it will be the main access for construction traffic and therefore will require substantial protection from vehicle strike.

1.3.14 We would recommend the following:-

Careful removal and storage of the gates as above, installation of motorway type concrete crash barriers (TVCB - Temporary Vertical Concrete Barrier) adjacent but not fixed to the front and rear faces of the gate posts with an Armco type barrier spanning between the two block to protect the gate posts from sideways vehicular impact.

c. Removal in total

1.3.15 We have briefly considered this option, but have discounted it on the grounds of feasibility, the specialised nature of the work, process hazard and cost. Success in dismantling would rely on highly focussed expertise, via a specialist cast iron/ metalwork consultant/contractor.

1.3.16 Having the gate, fences and columns dismantled and stored as above could make the process of repair and renovation potentially easier to achieve, but the items would be at risk yet again during the process of transportation back to site and then reconstruction.

1.4 Schedule of Repairs and Management

1.4.1 The condition reads:

Prior to the commencement of any superstructure works, a schedule of repairs and a management plan for future maintenance shall be submitted to and agreed in writing with the Local Planning Authority.

1.4.2 We have considered the elements in two sections; the Central gate and railings to the east; and the West gate and railings either side.

Central gate

1.4.3 This gate's primary (south) elevation is arranged from east to west with railings turning inward from the street frontage at a right angle (profile in Fig 5), terminating in a small gate opening to the works complex flanked by two posts (2345 high, from top to base, the base being 450 wide). From here the gate curves inward in a semi-circular shape, centred on a two gates measuring a total 3230 width and 2568 height, flanked by metal posts on either side.

1.4.4 The posts flanking the main gate have an additional decorative detail facing onto the street in front of the concrete plinth in the form of two metal spheres (these could not be accessed for measurement or close observation). The eastern pattern is repeated in reverse following the two central gates, including a further subsidiary gate of 2445 height, spanning 1940 width between the corner and end-post. The concrete plinth of railings was measured on the western curve at a height of 570.

1.4.5 The capping of the piers appears to be a later addition, of inferior material. One of the side



COMMENTS:

columns has a finial similar to a standard 'acorn' design, although the motif may well be cocoa related in this instance. It is considered likely that the side piers at least all had the same finial and the gate piers may have had lamps (Fig 6 shows what appears to be redundant trunking on the inner curved section of the railings only.)

Condition

- 1.4.6 The following photographs indicate the condition of the elements (NB visual, non-intrusive observation only).



Fig 2: Central gate corner post looking south, base showing exposure and corrosion



COMMENTS:



Fig 3: Central gate corner looking south, exposed metal frame in concrete base



MOLA.org.uk





COMMENTS:

Fig 4: Central gate, corner post base showing exposure and corrosion

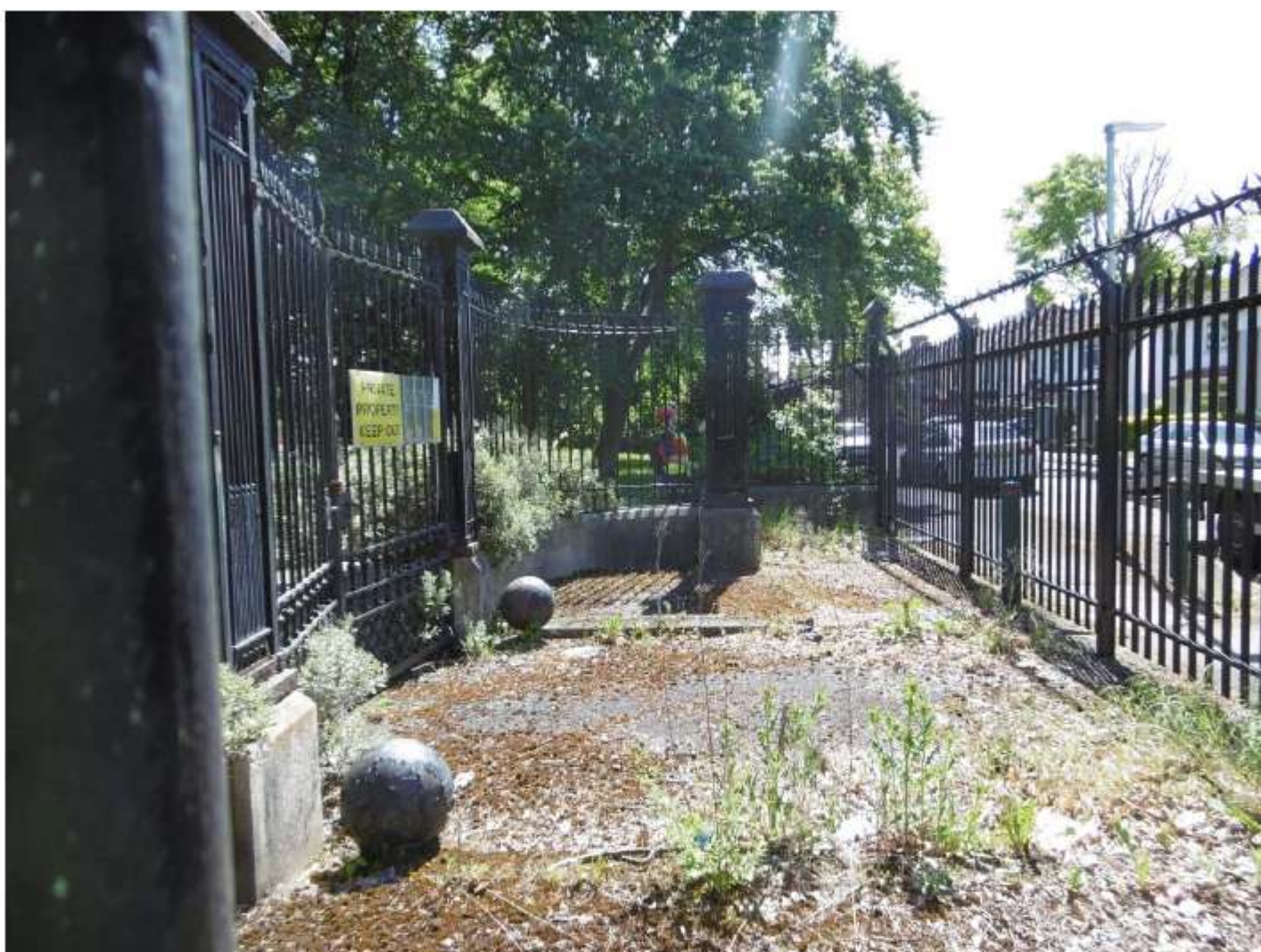


Fig 5: Central gate, looking south-east – general untended condition



Fig 6: Central gate, corner post, looking south. Note redundant pipe/trunking.

MOLA.org.uk





COMMENTS:



Fig 7: Central gate, looking north-east



Fig 8: Central gate, looking west; decorative finial atop corner post capital

- 1.4.7 Decorative detail is visible on the posts flanking the inward railing curve, in the form of cast
MOLA.org.uk





COMMENTS:

leaves with berries beneath the capitals. Railings and gates are topped with “spearhead” finials, 100 wide and 275 high, all of which are intact. A small panel of metalwork was exposed beneath the concrete base at a corner, suggesting exposure of the frame through erosion (Fig 3). Paint has stripped away in places exposing the railings and posts to rust in localised areas; with the bases of posts being most visibly affected (Figs 2, 4, 7). All posts on this elevation are capped with trapezoid “capitals”, each with a simple appearance of being constructed from plate and contrasting slightly from the more ornate appearance of the posts upon which they are located. A single decorative finial resembling an acorn rests atop the post capital on the east side of the curved railings. It is unclear whether this represents a single surviving remnant of a regular decorative feature on all of the posts or not.

Elemental assessment and recommended treatment

1.4.8 Table 1 refers to the Central gate set:

Table 1		
Element	Situation	Action/Recommendation
Lighting	Not found	Check conduit/pipe for wiring. Decision to replace rests with the Client. If replaced, fit to manufacturer's specification.
Copings (outer pillars)	Intact and apparently sound	Check individually for seaming or deflection. Check fixing onto pillars. Check seal and any mortaring. Make good.
Plinths to pillars/piers	Showing some minor surface cracking and impact damage	Carefully detach a small portion of the surface/render around one of the cracks to inspect the substrate. The render should be tested for constituents. Repair to a certain extent dependent on the base found. Remove any loose render. All cracking to be grooved out and brushed, replaced with render based on the mix and constituents found in analysis. Refurbish render where detached and if required, repaint in breathable system to manufacturers' specification.

**COMMENTS:**

		Colour to be specified by Client. NB these elements are not painted at present. Client to decide on finish when refurbished.
Metalwork – inner pillars /piers	Average/Fair condition overall, some rust/deterioration of fine detail	The metal work has been over-painted possibly on a number of occasions. All paint should be stripped off using a proprietary method to manufacturers' specification) (NB No chemicals should be allowed to enter the surface water system or escape onto the public highway). Detailed inspection after stripping will reveal the extent of deterioration of fine detail and where moisture has caused problems. Repair and reinstatement of this detail will need to be done by a suitably specialist contractor. The means by which joints are sealed at present should be inspected post-strip and made good. Metalwork to be repainted in a suitable breathing paint system to manufacturers' specification.
Gates	Fair condition overall, some rust/deterioration of fine detail. These gates are to be removed to secure storage. Restoration work could be carried out under cover/off site.	Metalwork to be treated as above. Lock and handle to be refurbished and sealed. Assuming post-development the gates are to be retained in the open position post-development, there will need to be robust fixing posts or some other form of restraint, to Clients' specification. This should form part of the landscaping scheme.
Fences to either side of and between west and central gates.	Fair condition overall, some rust/deterioration of fine detail. Some substitution or replacement of blade finials	Fixing/condition and robustness of rear supporting brackets was not inspected and should be when access is available. All brackets



COMMENTS:

	appears to have taken place in the past. Unless damaged, it is not suggested that these be replaced with better replicas.	should be refurbished and made sound as part of the process. Metalwork to be treated as above.
Surfacing	Mixed	Refurbishment as part of the overall landscaping scheme.

1.5 Western gate

- 1.5.1 The primary (southern) elevation of this gate is set back from the street frontage, the railing turning inward at a right angle toward the western extent of the Nestle Cafeteria Building. Running east to west, the elevation comprises a gate of 2270 width between two concrete posts of 490 width at the concrete plinth. A span of railing (height: 1940) atop a concrete base of 540 height extends 4020 to a metal rail post, a height of 1790 atop a concrete plinth of 600. The two central gates measure 2890 and 2880 respectively. To the west of these main gates, a metal rail post rests atop a slightly wider (520) plinth, followed by a 4010 span of railings to the next post above a 570 wide plinth, and a gate measuring 2280 to the final post. The concrete plinths underlying the railings are 590.

Condition

- 1.5.2 The following photographs indicate the condition of the elements (NB visual, non-intrusive observation only).



COMMENTS:

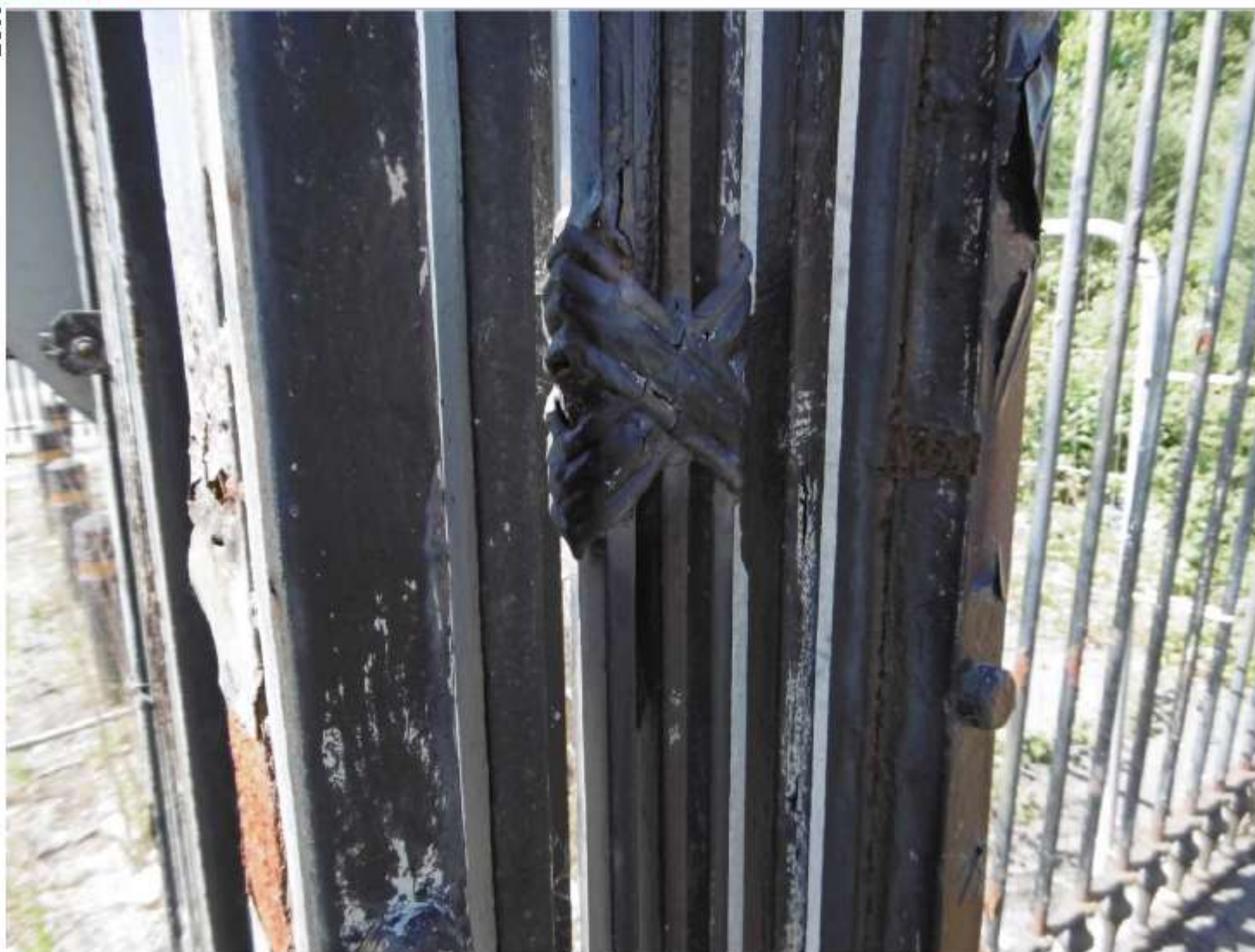


Fig 9: Western gate, looking south-west



Fig 10: Western gate looking south-east, post and gate frame with mounted lamp

MOLA.org.uk





COMMENTS:



Fig 11: Western gate corner post, corrosion exposed



Fig 12: Western gate corner post with accompanying concrete support

MOLA.org.uk





COMMENTS:



Fig 13: Western gate corner post with lamp and decorative detail, looking west



Fig 14: Western gate looking south-east

- 1.5.3 Railings and gates were topped with decorative blade finials measured at 280 from tip to base. Individual railings were measured as 1454 apart from one another. Localised

MOLA.org.uk





COMMENTS:

corrosion was also visible in some of the posts here (Figs 9, 11). The two posts flanking the central gates were supported with braces set in concrete blocks, of more recent appearance than the rest of the concrete plinths and bases (Fig 12). Decorative detailing cast leaves with berries was visible at corner posts as in the case of the eastern gate (Fig 13). The posts around these gates were all topped with circular plastic lamps, (the bowls of which at least are a later addition) though these were not measured (Figs 10, 14).

Elemental assessment and recommended treatment

1.5.1 Table 1 refers to the West gate set:

Element	Situation	Action/Recommendation
Lighting	Intact but untested	Check lamp heads for condition and fitting. Check function and refurbish wiring, connections etc. Rub back and Paint upstands with suitable water-based paint system (to Manufacturers' specification; see below)
Copings (outer pillars)	Intact and apparently sound	Check individually for cracking or deflection. Check fixing of lamps and onto pillars. Check seal and mortaring
Render (outer pillars)	Showing some minor surface cracking	Carefully detach a small portion of the surface render around one of the cracks to inspect the substrate. The render should be tested for constituents. Repair to a certain extent dependent on the base found. Remove any loose render. All cracking to be grooved out and brushed, replaced with render based on the mix and constituents found in analysis. Refurbish render where detached and if required,

**COMMENTS:**

		repaint in breathable system to manufacturers' specification. Colour to be specified by Client.
Plinths to pillars	Showing some minor surface cracking and impact damage	Inspect render and treat as above. NB these elements are not painted at present. Client to decide on finish when refurbished.
Metalwork – inner pillars	Fair condition overall, some rust/deterioration of fine detail	The metal work has been over-painted possibly on a number of occasions. All paint should be stripped off using a proprietary method to manufacturers' specification) (NB No chemicals should be allowed to enter the surface water system or escape onto the public highway). Detailed inspection after stripping will reveal the extent of deterioration of fine detail and where moisture has caused problems. Repair and reinstatement of this detail will need to be done by a suitably specialist contractor. The means by which joints are sealed at present should be inspected post-strip and made good. Metalwork to be repainted in a suitable breathing system to manufacturers' specification.
Gates	Fair condition overall, some rust/deterioration of fine detail These gates are to be removed to secure storage.	Metalwork to be treated as above. Lock and handle to be refurbished and sealed.



COMMENTS:

	Restoration work could be carried out under cover/off site.	Assuming the gates are to be retained in the open position post-development, there will need to be robust fixing posts or some other form of restraint, to Clients' specification, as part of the general landscaping scheme.
Fences (to either side of gates) and to east of the Central gates to the East gate	Average -Fair condition overall, some rust/deterioration of fine detail	Metalwork to be treated as above.
Surfacing	Mixed	Refurbishment as part of the overall landscaping scheme.

1.6 Management

- 1.6.1 If carried out appropriately, the gates and railings should require no maintenance of any consequence in the first few years; a regular inspection, we suggest annually, should suffice. Thereafter, management of the gates and railings would be best achieved via a 'quinquennial' type approach - i.e. a detailed recording of the condition of the elements be made at Year 5, and thereafter an annual inspection would reveal any matters for concern and be able to set out a proactive management plan for future years.
- 1.6.2 Recommendations made during this process should be acted upon according to severity. This would ensure the necessary maintenance of the heritage assets in perpetuity.

1.7 Conclusions

- 1.7.1 Overall the gates and railings are in 'average-to-fair' condition. If protected as specified during the development of the site there should be no overarching impediment to restoring the collection of locally listed assets to 'good' condition.
- 1.7.2 The assessment process was not intrusive, in that paint, render and other coatings of surfaces were not breached. When this is done, the methodology may need to be reviewed. (E.g. the four outer piers of the West gateway set are encased in render and the substrate is not evident without peeling off. There is an impression that the metal piers may have been used in the form of an armature and the render coating over has been modelled into its current appearance. If this is the case, it may be possible to fully reveal and restore the metalwork).
- 1.7.3 General inspection, mortar and cement/plinth repairs and stripping/repainting should be achievable with a good level of general practical trade competence. Inspection, recommendations and restoration of the metal work will need to be undertaken by specialist contractors.
- 1.7.4 The refurbishment/reinstatement of the lighting system and 'lost' details such as the 'acorn'



COMMENTS:

finials may need planning permission, but it is thought that details could be included in the submission of the general landscaping scheme.

- 1.7.5 Once the gates on Wallis Walk revert to residential use post-development, it is assumed that the gates are to remain secured open. A standard residential-type bollard could be installed both sides to prevent unauthorised vehicular use.
- 1.7.6 At the Canal Street entrance, it is recommended that protection of the gates into the future is ensured by the installation bollards of a more appropriate character and appearance be located at either side of the gate posts here. This and the above could be achieved and controlled as a part of the landscaping scheme, via conditions on this or subsequent consents.
- 1.7.7 In terms of a management plan for future maintenance, the most effective method would be to take a 'quinquennial' approach as described.

MOLA 2018