

**EXAMINATION OF LBTH LOCAL PLAN
HEARING STATEMENT TOM RIDGE (EEWG)
MATTER 10: SITE ALLOCATIONS
ISSUE 10: QUESTION 10.3**

Appendix A

Four photographs of the development at King's Cross where four dismantled gasholder guide frames were reassembled on new sites:*

photograph 1 showing:

- two of the three-tier guide frames (1880) reassembled on new foundations around well-designed circular blocks of flats

photographs 2, 3 and 4 showing:

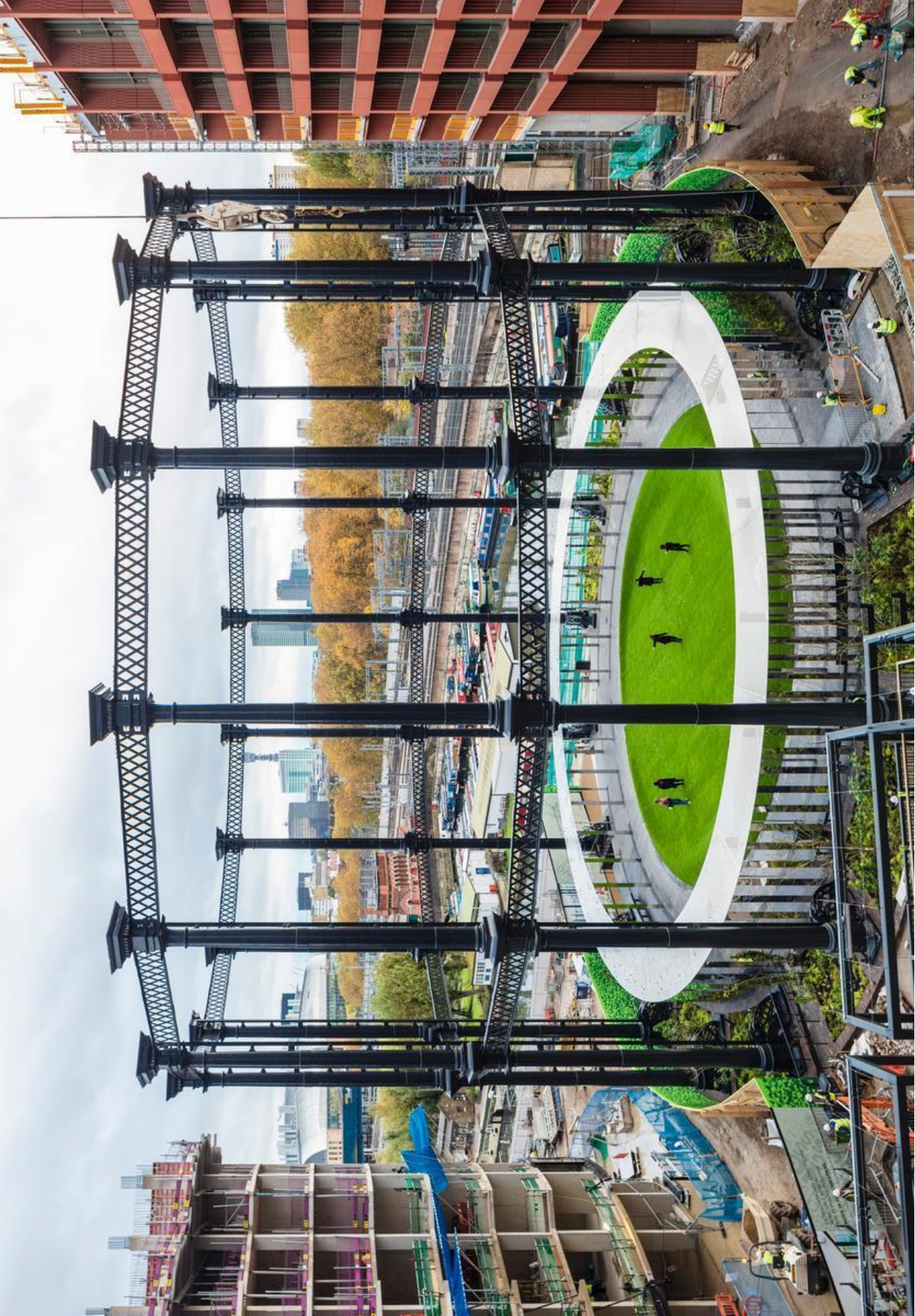
- the two-tier guide frame (1883) reassembled on new foundations around an open space to create Gasholder Park.

* The sites of four Grade II-listed gasholders at the former St Pancras Gasworks were required for the extension to St Pancras Station.

Appendix A
Photograph 1



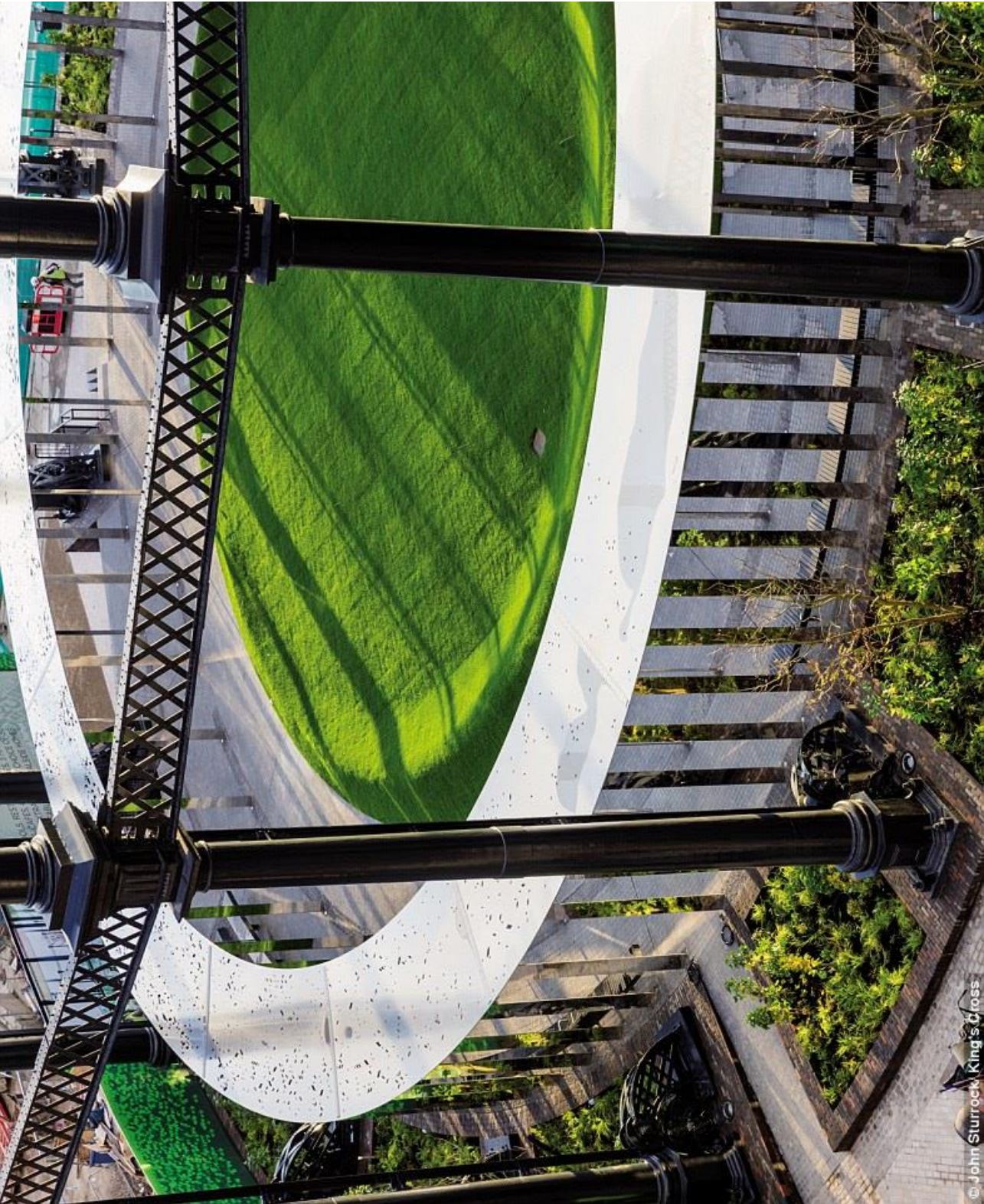
Appendix A
Photograph 2



Appendix A
Photograph 3



Appendix A
Photograph 4



**EXAMINATION OF LBTH LOCAL PLAN
HEARING STATEMENT TOM RIDGE (EEWG)
MATTER 10: SITE ALLOCATIONS
ISSUE 10: QUESTION 10.3**

Appendix B

Five photographs of the listed “Alliance” gasholder building at Barrow Street, Dublin.

The columnar guide frame (erected 1885 by Samuel Cutler & Sons of Millwall) was retained on its in-ground tank and a nine-storey circular block of flats was built 2006 inside the *in situ* columnar guide frame (photographs 2, 3, 4, 5 Malcolm Tucker 2016).

Appendix B
Photograph 1



Appendix B
Photograph 2



Photograph 3



Appendix B
Photograph 4



Appendix B
Photograph 5



EXAMINATION OF LBTH LOCAL PLAN
HEARING STATEMENT TOM RIDGE (EEWG)
MATTER 10: SITE ALLOCATIONS
ISSUE 10: QUESTION 10.3

Appendix C

Photographs to illustrate the relevant sections of *Historic Waterside Gasholders in LB Tower Hamlets*.

Eleven photographs of the 1889 No. 5 gasholder (lattice girder guide frame) and the 1866 No. 2 gasholder (columnar guide frame) at the Bethnal Green Holder Station Pritchard's Road (photograph 5 Malcolm Tucker 1973; photographs 1, 2, 3, 4, 6, 7, 8, 9, 11, 13 Malcolm Tucker 1998), with three photographs of the 1883 columnar guide frame at the Gasholder Park to compare and contrast with the more 'classical' and better-proportioned 1866 columnar guide frame at Bethnal Green:

- photograph 10 showing the octagonal pedestal with external holding-down bolts at the base of one of the superimposed columns in the 1883 columnar guide frame at St Pancras Gasworks (Malcolm Tucker c 1995); compare and contrast with photograph 8 showing the more 'classical' square-section pedestal containing concealed holding-down bolts at the base of a superimposed column in the 1866 columnar guide frame at Bethnal Green.
- photograph 12 looking into Gasholder Park at King's Cross with the reassembled 1883 two-tier columnar guide frame; note particularly the utilitarian lattice girders (joining the junction boxes between the superimposed columns and above the upper columns) and compare and contrast with photograph 11 showing one of the junction boxes (between the superimposed columns in the No. 2 guide frame at Bethnal Green) and the ends of its classically-inspired decorated girders; note also that the attenuated upper and lower columns are much longer than the utilitarian girders, and compare and contrast with photograph 5 which shows that the upper and lower columns are only slightly longer than the decorated girders in the more 'classical' and better-proportioned 1866 columnar guide frame at Bethnal Green.
- photograph 14 showing the basal parts of two superimposed columns at Gasholder Park with the lower ends of the guide rails (on the backs or inner sides of the pedestals and lower columns) each with two lattice-girder carriage rollers, which were originally fixed to the rims of the two telescopic lifts to guide the rise and fall of the lifts (Malcolm Tucker 2016); compare and contrast with photograph 13 showing a junction box (above the upper column in one of the superimposed columns in the No. 2 guide frame at Bethnal Green) with the ends of decorated girders and the guide rail part of the unusual and very distinctive carriage roller on the rim of the upper telescopic lift with its plate girder sides connected by rods and closed flat bars.

Clearly, the carriage rollers from the rims of the two telescopic lifts in the No. 2 gasholder at Bethnal Green should be salvaged for placement at the bottom of each of the guide rails on the backs or inner sides of the sixteen superimposed columns, which is the position they would have occupied when the telescopic lifts were down and fully accommodated within the circular sides of the in-ground brick tank. Photograph 5 shows the No. 2 gasholder at Bethnal Green with the upper telescopic lift almost fully accommodated in the circular in-ground brick tank, and four of its carriage rollers are seen behind the upper parts of square-section pedestals.

**Appendix C
Photograph 1**



Appendix C
Photograph 2



Appendix C
Photographs 3 and 4



BETHNAL GREEN 5 of 6

No 5 Holder of 1889

Appendix C
Photograph 5

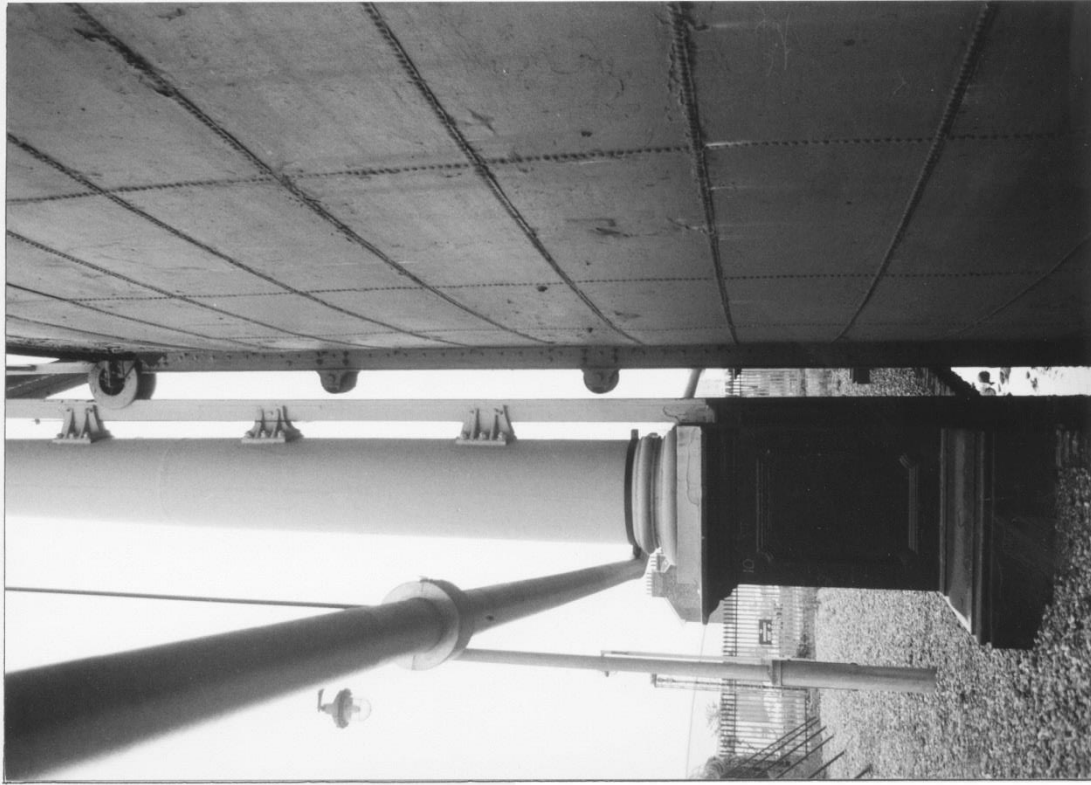


Appendix C
Photographs 6 and 7

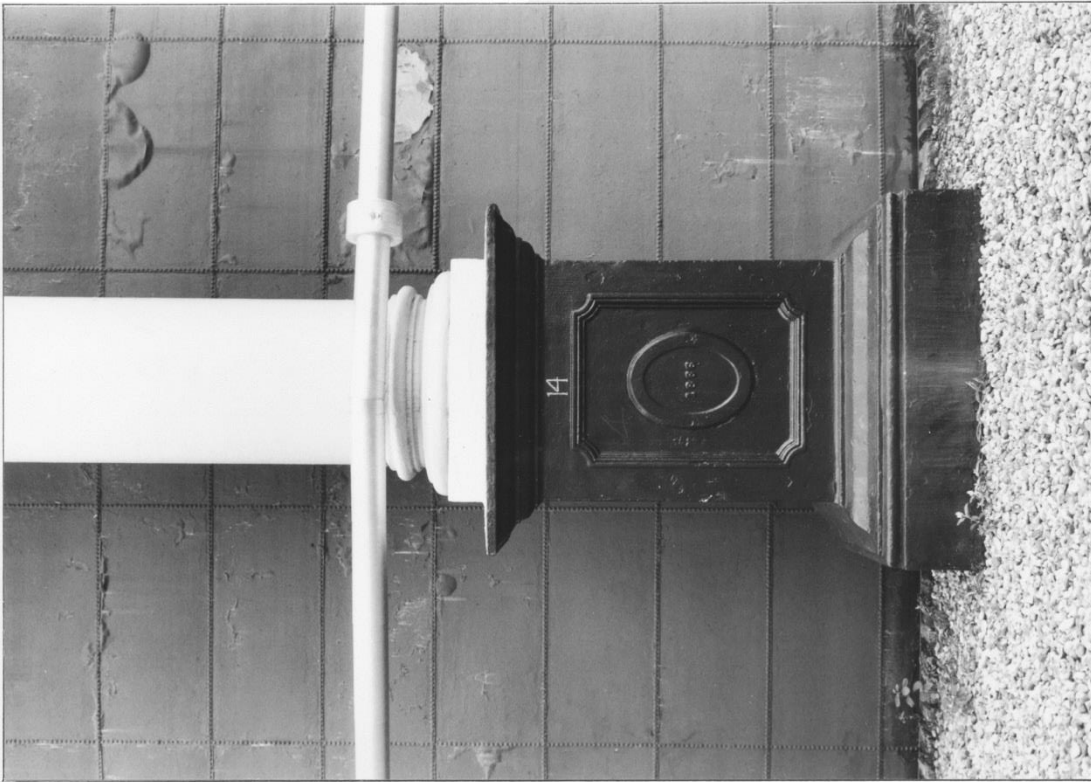


No 2 Holder of 1866

Appendix C
Photographs 8 and 9



BETHNAL GREEN 4 of 6



No 2 Holder, details of column base and guide rail

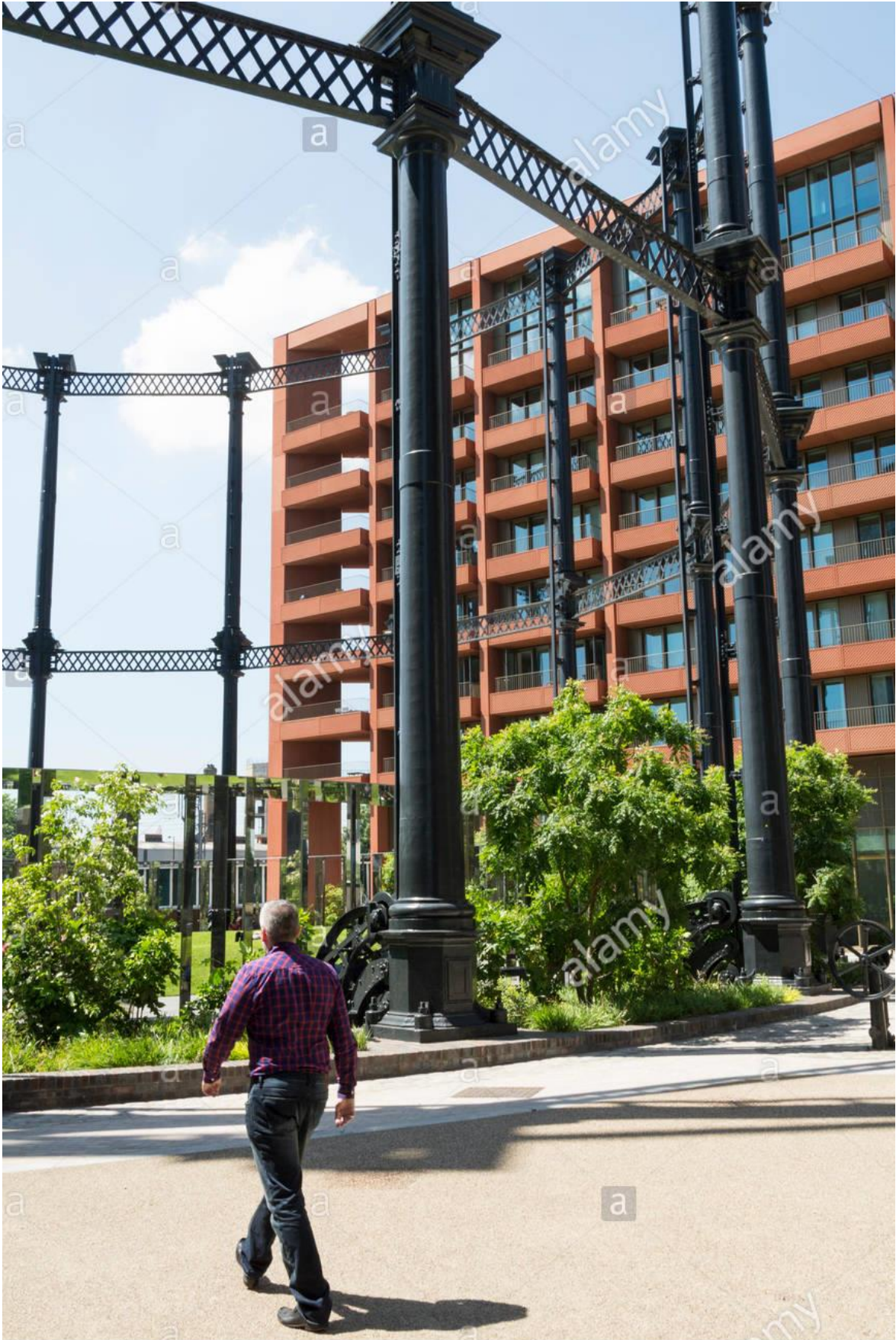
Appendix C
Photograph 10



Appendix C
Photograph 11



Appendix C
Photograph 12



Appendix C
Photograph 13



Appendix C
Photograph 14

