

Application ref: 2024/4381/HS2  
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Mr Kenneth Whittaker  
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Dear Sir/Madam

## **K rDECISION**

### **High Speed Rail (London - West Midlands) Act 2017**

#### **Schedule 18 - Heritage Agreement Approval**

Address:  
**Camden Incline Winding House**  
**Gloucester Avenue**  
**London**

Proposal:  
Heritage Agreement Method Statement for non-intrusive and intrusive investigative surveys.

Drawing Nos: Heritage Agreement Method Statement (HAMS) - Intrusive Site Investigations (Coring) at Camden Winding Vaults: Document no: 1MC03-SCJ\_ABX-EV-MST-SS02\_SL01-000003

The Council as the Local Planning Authority & Qualifying Authority within the meaning of the above Act has **granted** permission subject to the following condition(s) and informative(s) listed below:

Condition(s) and Reason(s):

Informative(s):

- 1 Reasons for granting approval:

This application has been submitted by HS2's nominated undertaker under Schedule 18 of the High Speed Rail (London to West Midlands) Act 2017. It seeks approval from the London Borough of Camden to carry out investigative coring works to the Camden Incline Winding Engine House.

Under the High Speed Rail (London to West Midlands) Act 2017 listed building consent is disapplied for works to listed buildings and under Schedule 18 Table 2 they are authorised to carry out works to alter or extend this listed building for heritage or monitoring purposes. However, there is a Heritage Agreement between Camden and the Secretary of State for Transport under which HS2, or their nominated undertaker, must gain approval from Camden for such works. Camden does not control the principle of these works, and can only approve or request reasonable amendments or requirements to what is submitted.

The grade II\* listed building dates from 1837 and was constructed by Robert Stephenson. It is an underground engine house consisting of four parallel vaulted chambers beneath the railway track, which housed machinery to cable haul trains up the initial incline out of Euston Station. It is of special historical interest for being a notable engineering feature on the first all modern main line railway to London. The winding engine vaults represent a relatively brief transitional stage in the technological development of railway transportation. Its architectural interest comes from its grand scale and unique design whilst it has some group value with nearby railway structures such as the Primrose Hill Tunnel and the Roundhouse.

For this application the submitted method statement sets out the location and dimensions of the proposed sample cores. These cores are necessary to better understand the composition, method of construction and condition of the masonry arches and backfill. This will better inform the modelling of the Ground Movement Assessment (GMA) caused by tunnelling works, so that appropriate mitigation to protect the listed building can be put in place if required.

The method statement sets out that the number of cores has been reduced in number to the minimum necessary, how the locations will minimise the loss of historic fabric and how the core holes will be made good afterwards. Whilst the works will cause some harm to the historic fabric, given the overall scale of the building this will be relatively small and have been designed in a way to reduce this to the minimum. This limited harm is outweighed by the benefits of ensuring the stability and survival of the listed building during HS2 construction works.

Public consultation was undertaken by means of a site notice and a press notice. Historic England and Primrose Hill CAAC were also consulted. Historic England raised no objection to the proposals. Primrose Hill CAAC responded raising no objection but requesting the establishment of a feedback process with the local communities to inform on the progress of the survey works, outcomes and tunnelling itself. HS2's nominated undertaker have responded outlining the methods with how they engage with the local community already, and that they can provide the requested information through these methods. They are also willing to discuss this directly with the CAAC.

An additional comment was submitted by the CAAC requesting that the ground conditions form part of the assessment for the GMA. HS2's nominated undertaker have responded and acknowledge that further work is required on this and that further survey works are in preparation, which will be submitted under a different application. The approval of this application will allow initial survey works to progress, whilst the arrangements for additional ground condition surveys can be developed.

This application sufficiently meets the requirements of the Heritage Agreement to warrant approval by the London Borough of Camden.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with the National Planning Policy Framework. The council publishes its adopted policies online, along with detailed Camden Planning Guidance. It also provides advice on the website for submitting applications and offers a pre-application advice service.

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', is positioned above the printed name and title.

Daniel Pope  
Chief Planning Officer