

Delegated Report		Analysis sheet		Expiry Date:		11/08/2010	
		N/A / attached		Consultation Expiry Date:		30/07/2010	
Officer				Application Number(s)			
Catherine Bond				2010/3353/L			
Application Address				Drawing Numbers			
Kingsway Tramway Subway Kingsway London				Refer to decision letter			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
The erection of an aluminium plaque to the south wall of the former Kingsway Subway entrance.							
Recommendation(s):		Grant Listed Building Consent					
Application Type:		Listed Building Consent					
Conditions or Reasons for Refusal:		Refer to Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		English Heritage letter of direction received 22 July 2010. Site notice displayed: no responses.					
CAAC/Local groups* comments: *Please Specify		N/A					

Site Description

Grade II listed structure, built as the northern section of the Kingsway Tram Subway from 1904-6 by the London County Council. The above ground structure subject of this application comprises a granite-clad portal and surrounds. The tunnel entrance is square in section, heightened in 1929-31 to take double-deckers. There is a cast and wrought-iron gas lamp stand at the southern end with monogram 'LCC' incorporated at its base. This listed structure has featured on the English Heritage Buildings at Risk Register and Heritage at Risk Register for Greater London for many years, but the above ground structures have recently been refurbished, including the reinstatement of lamp standards.

Relevant History

15/06/2010: listed building consent 2010/1943/L granted for the installation of a [Red Wheel] plaque at the Roundhouse Theatre, Chalk Farm Road.

Relevant policies

Replacement Unitary Development Plan 2006: policy B6 listed buildings, B7 conservation areas.

LDF Core Strategy and Development Policies: policy DP25

As the draft LDF Core Strategy and Development Policies documents have now been published, they are material planning considerations. However, as a matter of law, limited weight should be attached to them at this stage.

Assessment

The proposal is for the erection of a plaque to mark the importance of the Kingsway Tunnel in transport history by the Transport Trust as part of its national Red Wheel Programme. To quote the Transport Trust's website:-

On 3rd April 2009 the Transport Trust launched a nationwide programme to mark sites of historical interest with Red Wheel plaques. A major new initiative to commemorate Britain's rich and globally important legacy in the development of transport, the Red Wheel programme will mark hundreds of sites of special historic interest with a distinctive Red Wheel plaque and will be administered by The Transport Trust, the hub of the transport preservation and restoration movement in Great Britain.

To place each Red Wheel plaque in historical and geographical context, each carries a link to a dedicated website - www.transportheritage.com - which sets out the history and importance of locations and individuals. Just as transport linked towns and villages to generate economic prosperity, the internet will link each Red Wheel plaque to educate, inform and enthuse the nation.

The scheme is structured by counties, each managed by a Red Wheel County Co-ordinator, with sites identified by learned societies, historians and enthusiast groups. There is much work to be undertaken – a relatively small number of locations are currently within the public gaze, yet there are many of great, perhaps greater, historical importance that should be awarded recognition. The sites will include locations such as Roman roads, coaching inns, canal aqueducts, or aerodrome buildings yet, equally, there are locations that need to be marked for the benefit of future generations where physical evidence no longer survives.

The Red Wheel Scheme has been launched in time to play its part in the 2012 London Olympics, a global event which will focus not only on sporting excellence, but also on the recording and promotion of our national cultural heritage. The Red Wheel programme will leave an enduring legacy, highlighting the importance of science and engineering to our past history, and to the nation's future.

A physically prominent location has been selected for the siting of the plaque. It is to be positioned at a central point at eye level on the south facing side of the southern parapet wall of the northern entrance to the tram subway, which is clad in granite. Directly above this is a sizeable and ornate cast and wrought iron lamp bracket. However, the addition of the plaque will not detract from this feature, nor from the overall composition of the wall itself. Immediately to the south is an area of paving forming a central island bounded by the northbound and southbound carriageways of the public highway (Kingsway).

It will be positioned centrally on the pier, with the highest point of its circumference skirting the moulding forming the coping of the masonry wall.

The circular plaque is 495mm in diameter and 10mm thick. It is painted red with white lettering in Gill Golden Cockerel typeface. It is weatherproof, constructed from cast aluminium and weighs approximately 4 kg.

It is fixed by three bolts – 80mm long by 7mm diameter – screwed into the back of the plaque (380mm between bolts). The bolts are captured by resin in predrilled holes. In the case of a masonry wall (such as found here), the holes are to be drilled into mortar joints to

cause the minimum damage to the masonry.

The graphics, layout and wording of the plaque, which follows a design selected for all of the Red Wheel plaques, is considered appropriate for and in keeping with the robust architecture of the above ground elements of the tunnel. The wording specific to this plaque reads, "KINGSWAY TRAM SUBWAY (1906-1952). Northern end of Cross-London tram link retaining between the tracks the unusual conduit power supply."

It should be noted that, although outside the regime of listed building consent, Martin Reading in Highways Engineering has informally been consulted on the proposal and is happy with the location in highways terms.

Due to the solid and robust nature of the tram subway and its above ground elements, the introduction of a plaque at street level will not impact negatively on its special historic and architectural interest; instead, its presence will reinforce its significance both transport history. Its location will not clutter the external façade, and the reversible nature of its fitting will not damage the historic fabric of the listed building. The plaque will also be seen to preserve and enhance the character and appearance of the Kingsway Conservation Area. Listed building consent with standard conditions plus a condition specifying that the plaque is fixed below the mouldings on the coping of the wall is therefore recommended.