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Application Ref: **2017/5621/L**  
Please ask for: **Nick Baxter**  
Telephone: 020 7974 **3442**

23 November 2017

Dear Sir/Madam

## **DECISION**

Planning (Listed Building and Conservation Areas) Act 1990

### **Listed Building Consent Granted**

Address:

**Kingsway Tram Tunnel  
Southampton Row**

Proposal:

Restitution of the Kingsway Tram Tunnel as required by Section 11(2) of Schedule 7 of the Crossrail Act 2008, including installation of a grout compensation shaft and two boreholes and concrete silos

Drawing Nos: Schedule 7 restoration written statement for agreement CAM 3 5, location plan, appendix 6 proposed position of silos, heritage deed method statement for a grout shaft at Kingsway tram tunnel

The Council has considered your application and decided to grant Listed Building Consent subject to the following condition(s):

Conditions And Reasons:

- 1 The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.



- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: Schedule 7 restoration written statement for agreement CAM 3 5, location plan, appendix 6 proposed position of silos, heritage deed method statement for a grout shaft at Kingsway tram tunnel

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.

- 3 All new work and work of making good shall be carried out to match the existing adjacent work as closely as possible in materials and detailed execution.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.

#### Informative(s):

- 1 Reasons for granting listed building consent:

The site is a grade-II-listed underground tram station, ramp and tunnel of 1906, deepened in 1931 to allow double-deckers, closed in 1952 and said to be the only underpass specifically constructed for trams. The site was built as a pair of bored tunnels opening into a full-height station but, when the enlargement works were done, the twin tunnels were replaced with a cut-and-cover rectangular trough. This means that, while the section around the station retains glazed tiles, a low island platform, framed poster panels and a central core containing lavatories, the northern section is walled and floored in concrete and contains little historic fabric other than the tram lines. To the south, the ground gradually rises to ceiling level.

It is proposed to repair temporary works to the tunnel associated with tunnelling for Crossrail, comprising two 7m-deep supply shafts, a large grout shaft, concrete silos on concrete pads and protective timber boxwork.

The boreholes are approximately 1m wide and are sited in a part of the tunnel that lacks historic features, being cut through a rough concrete floor. The removal of their upper parts and infill with concrete will result in no noticeable alteration to the tunnel, likewise the grout shaft, which has already been restituted.

The boxwork protecting the glazed tiles on the ramped entrance to the tunnel has been hung by nylon ropes from the railings above, without physical connection to the structure. Consequently, its removal is de minimis. The concrete silos were mounted on concrete pads set on plastic sheets, so again no physical connection was made and their removal is also de minimis.

The proposed works will not harm the special interest of the grade-II-listed building.

The site's planning history has been taken into account in making this decision.

Special attention has been paid to the desirability of preserving the special interest of the listed building, under s.16 of the Listed Buildings and Conservation Areas Act 1990 as amended by the Enterprise and Regulatory Reform Act (ERR) 2013

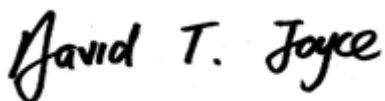
As such, the proposal is in general accordance with policy D2 of the Camden Local Plan 2017. The proposed development also accords with the London Plan 2016 and the NPPF.

- 2 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 3 You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.
- 4 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully



David Joyce  
Director of Regeneration and Planning