

Contents

EXECUTIVE SUMMARY	3
BACKGROUND INFORMATION	4
Site location and description	4
Details of proposal	6
Planning history of the site, and adjoining or nearby sites	10
KEY ISSUES FOR CONSIDERATION	11
Summary of main issues	11
Legal context	11
Planning policy	11
ASSESSMENT	12
Principle of the proposed development in terms of land use	12
Environmental impact assessment	14
Design, layout and heritage assets	15
Impact of proposed development on amenity of adjoining occupiers and surrounding area	24
Noise and vibration	25
Energy and sustainability	29
Planning obligations (S.106 agreement)	29
Mayoral and borough community infrastructure levy (CIL)	31
Community impact and equalities assessment	31
Human rights implications	32
Positive and proactive statement	32
Positive and proactive engagement: summary table	32
CONCLUSION	33
BACKGROUND INFORMATION	Error! Bookmark not defined.
BACKGROUND DOCUMENTS	33
APPENDICES	33
AUDIT TRAIL	34
Appendix 1: 1st Recommendation	35
Appendix 1: 2nd Recommendation	44
Appendix 2: Planning policy	46
Appendix 3: Relevant planning history	49
Appendix 4: Consultation undertaken	51

Item No. 7.1	Classification: Open	Date: 6 December 2021	Meeting Name: Planning Sub Committee B
Report title:	<p>Development Management planning application: 21/AP/0628 for Planning permission 21/AP/0629 for Listed building consent</p> <p>Address: BRUNEL MUSEUM, RAILWAY AVENUE, LONDON SOUTHWARK SE16 4LF</p> <p>Proposal: Planning application for the erection of a new entrance pavilion building and external alterations to the Engine House as part of the Museum Reinvented project, and associated landscaping works to the site (21/AP/0628), and Listed Building Consent application for the proposals for minor works within the Tunnel Shaft to create a new audio-visual experience (21/AP/0629).</p>		
Ward(s) or groups affected:	Rotherhithe		
From:	Director of Planning of Planning and Growth		
Application Start Date	23.02.2021	PPA Expiry Date	31 May 2022
Earliest Decision Date	13.04.2021		

RECOMMENDATION

1. That planning permission be granted, subject to conditions and a S.106
2. That listed building consent be granted, subject to conditions.
3. In the event that a legal agreement is not signed by the applicant by 6 May 2022, the Director of Planning and Growth be authorised, if appropriate, to refuse planning permission for the reason in paragraph 120 of this report.

EXECUTIVE SUMMARY

4. The application site is the Brunel Museum in Rotherhithe and is for alterations to the Pumping Engine House, the construction of a new facilities building, new landscaping and alterations within the access shaft, and is connection the museum complex and the adjacent Grade II* listed Thames Tunnel. The new facilities building would be single storey and provide a welcome/ ticketing point, visitor amenities and back-of-house accommodation. The alterations to the Pumping Engine House, a Grade II listed building and Scheduled Monument, are designed to improve visitor circulation and the museum's display; whilst the alterations to the access shaft, a Grade II* structure, provide further display

improvements. The museum is located within the Rotherhithe conservation area and Rotherhithe Strategic Cultural area.

5. Consultations have been undertaken, with 138 responses received, 90% of which raised an objection, mainly on the loss of trees, open space and transport. The proposed development is acceptable in land use terms, supporting arts and culture within the designated Strategic Cultural Area, but would impact upon Borough Open Land, with a small loss of soft landscaping. The loss of trees are offset by new landscaping, including replacement trees and a financial contribution towards tree planting in the vicinity. The local road network and public transport can accommodate the development. Conditions sufficiently address concerns of amenity and acoustic attenuation.
6. The new entrance pavilion is compact and carefully designed, remaining secondary in scale and appearance to the Pumping Engine House and access shaft. Its architecture is modern, but low-key and engaging. Its design has been modified to improve its urban design contribution and ease its impact on the local conservation area. Its impact will be modestly harmful and offset by the considerable refurbishment of the Pumping Engine House, which should ensure the long-term viability of the heritage asset, and by the improvements to the museum. Historic England has consented the internal works to the Pumping Engine House as a Scheduled Monument. The external works to the building are modest, whilst those to the interior of the access shaft are minor, preserving the heritage assets.
7. For the reasons set out in full in the 'Assessment' section of this report, it is therefore recommended that planning permission and Listed Building Consent are granted subject to conditions and a S.106 agreement.

BACKGROUND INFORMATION

Site location and description

8. The site is the application site is the Brunel Museum, which is located close to the south bank of the River Thames and is near to the London Overground station at Rotherhithe. The museum and an adjacent plaza occupy a small street block formed by Rotherhithe Street to the north, Railway Avenue to the east and Tunnel Road to the west, the latter dog-legging to form the southern boundary to the site and an access route into a neighbouring housing estate.
9. The street block sits within the historic core of St Mary's Rotherhithe; a London riverside village that centres on the nearby grade II listed St Mary's Church and several surrounding streets, and which are designed the St Mary's Rotherhithe Conservation Area.

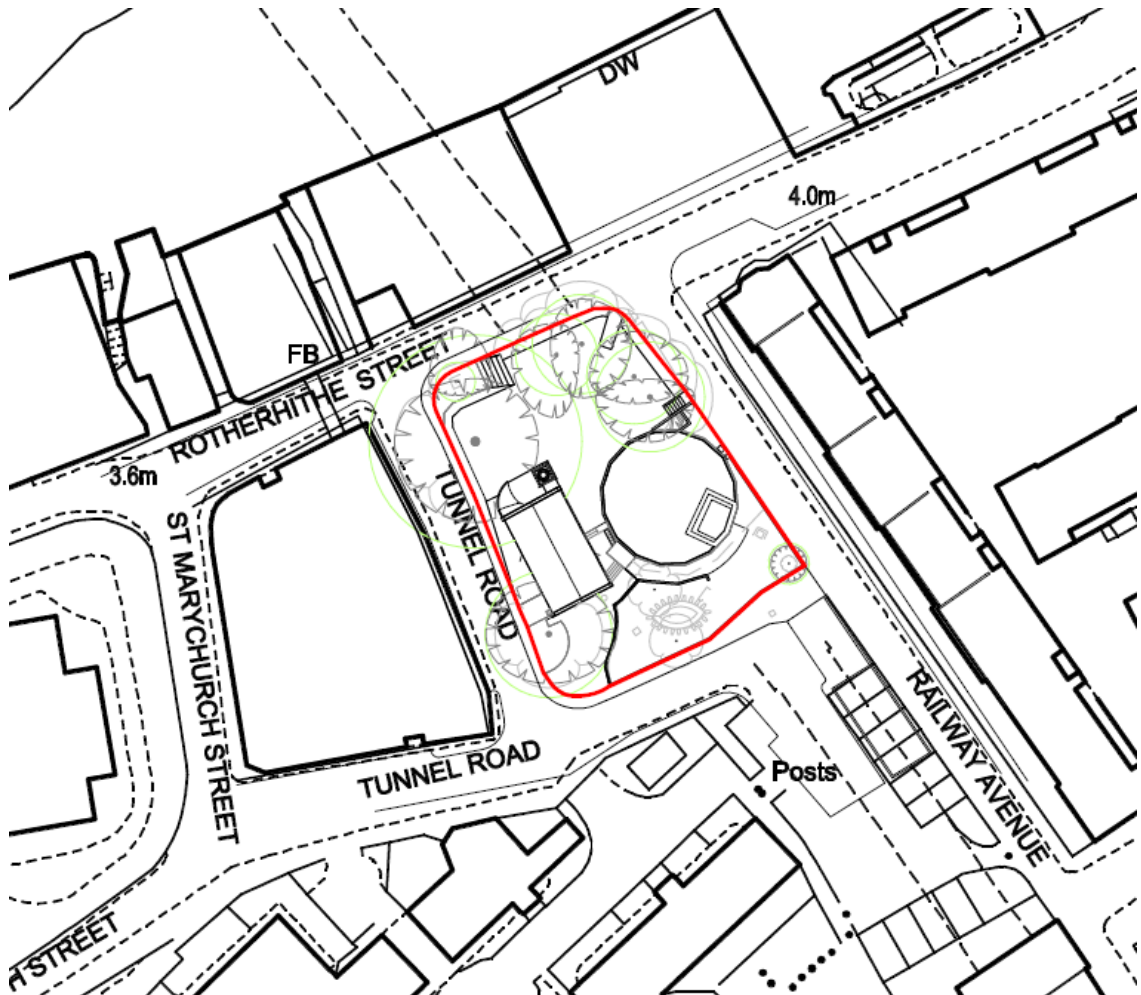


Figure 1: Existing site layout

10. The museum celebrates the Grade II* listed Thames Tunnel, which opened in 1825 and was the first tunnel to be successfully constructed beneath the River Thames. The museum site comprises the Pumping Engine House (aka Engine House), the adjacent access shaft (aka Ventilation Shaft) and a series of small external soft and hard landscaped spaces, including the plaza. The Pumping House is designated Grade II and is a Scheduled Monument, whilst the access tunnel is Grade II* listed.
11. The Pumping Engine House is a simple, two-storey brick building with pitched clay pan-tiled roof and a slender steel-plated chimney stack on a brickwork base. It previously housed the boilers for the steam-powered drainage pumps that kept the Thames Tunnel free of water. The building was cleared of machinery and later repurposed as a museum in 1980, providing a small exhibition space, administration offices and toilet.
12. Immediately to the east of the Pumping Engine House is the access tunnel; a vertical shaft that was constructed to facilitate the digging of the tunnel and later provided ventilation and services route for the tunnel. The access tunnel has recently been 'plugged', providing a concrete floor midway up the shaft. The 15m diameter, cylindrical shaft is brick-lined and is capped by a concrete roof, with

the internal space used for exhibitions and occasional events, and the space above as an informal garden.

13. The museum also includes a small apron area adjacent to the Pumping Engine House that is finished in granite setts and is used for off-street parking; and an area of soft landscaping on the southern edge of the site that features an oval-shaped metal and ceramic installation, planting and a monkey puzzle tree. The adjacent plaza, which is a tree-lined and hard surfaced space in brick paving and features benches, sculptures and public display boards regarding historic Rotherhithe and the Thames Tunnel.
14. The site is subject to the following designations:
 - Archaeology Priority Zone
 - Air Quality Management Area
 - Borough Open Land
 - Canada Water and Rotherhithe Action Area
 - Flood Zones 2 and 3
 - Public Transport Accessibility Level (PTAL) 4
 - Rotherhithe Strategic Cultural Area
 - St Marys Rotherhithe Conservation Area
 - Suburban Density Zone (north).

Details of proposal

15. The applications is part of the 'Brunel Reinvented Project', which is being lead by the museum's charity and aims to improve the visitor experience for those coming to the museum. In general, it proposes to 're-present' the Pumping Engine House as an important historic building; delineate and improve access within the museum complex; provide improved exhibition displays and a research point for its recently acquired Brunel's Thames Tunnel Archives; and upgrade the on-site visitor and staff facilities. The project is supported by the Heritage Lottery Fund, which has agreed to fund the scheme, subject to obtaining the appropriate consents.
16. The main features of the proposals are the alterations to the Pumping Engine House as a Grade II listed building and Scheduled Monument; internal alterations to the access shaft as a Grade II* listed building; and the construction of a new single-storey facilities building adjacent to the Pumping Engine House and access shaft.
17. The alterations to the Pumping Engine House are extensive, but are mainly internal and designed to declutter the building, removing a lavatory, staff office, other back-of-house elements, and to make better use of the space for new display frames, with improved circulation, including an accessible lift. Externally, the ramped access would be removed and level thresholds introduced, as well as replacement bi-fold doors to an existing conservatory-style extension.
18. Regarding the access shaft, the interventions are internal only and comprise the

installation of new display boards attached to the existing modern staircase, a fabric projection screen attached to the shaft's circular walls and new audio-visual equipment.

19. The more overt element of the proposals is the new facilities building, which is to be located on the southern edge of the museum site, at the back edge of the pavement and close to both the Pumping Engine House and access shaft. The new building is conceived as a single storey pavilion, designed to act as a welcome and orientation space for visitors, as well as accommodate and upgrade those functions removed from the Pumping Engine House. Its compact plan includes an entrance counter and concessions point, an office and staff kitchen, storage and visitor facilities, such as toilets. The building has an angular built form with a folded pitched roof and a modern appearance, finished in standing-seam metal cladding with timber-framed windows and a ceramic-tiled gable front elevation.



Figure 2: Proposed site plan (axonometric)

20. The proposals include new landscaping, with the regrading and resurfacing of pathways, using permeable paving; some replacement trees and soft

landscaping; the erection of wayfinding totems and additional low-rise fencing. The main plaza and its trees are generally unaffected, as is the museum's notable monkey puzzle tree.

21. In assessing the proposals, it is significant to note that Historic England has granted Scheduled Monument consent for the proposed changes to the Engine Pumping House (HE ref: S00241029, dated 12/4/21). As this legislation takes precedence, express listed building consent is not required for the works specific to the Grade II listed building. That said, the council is nonetheless required to consider the alterations to the Pumping Engine House and the new pavilion building regarding the planning and conservation legislation, including the impacts on the Pumping Engine House and local conservation area as heritage assets; as well as consider the listed building consent application for works to the Grade II* listed access shaft.

Surrounding area

22. The site is located within the tight network of streets that form the historic core of St Mary's Rotherhithe, a riverside 'London village', which centres on the Grade II* listed St Mary's Church (1714, spire rebuilt 1861) and is a street block to the west of the Brunel Museum.

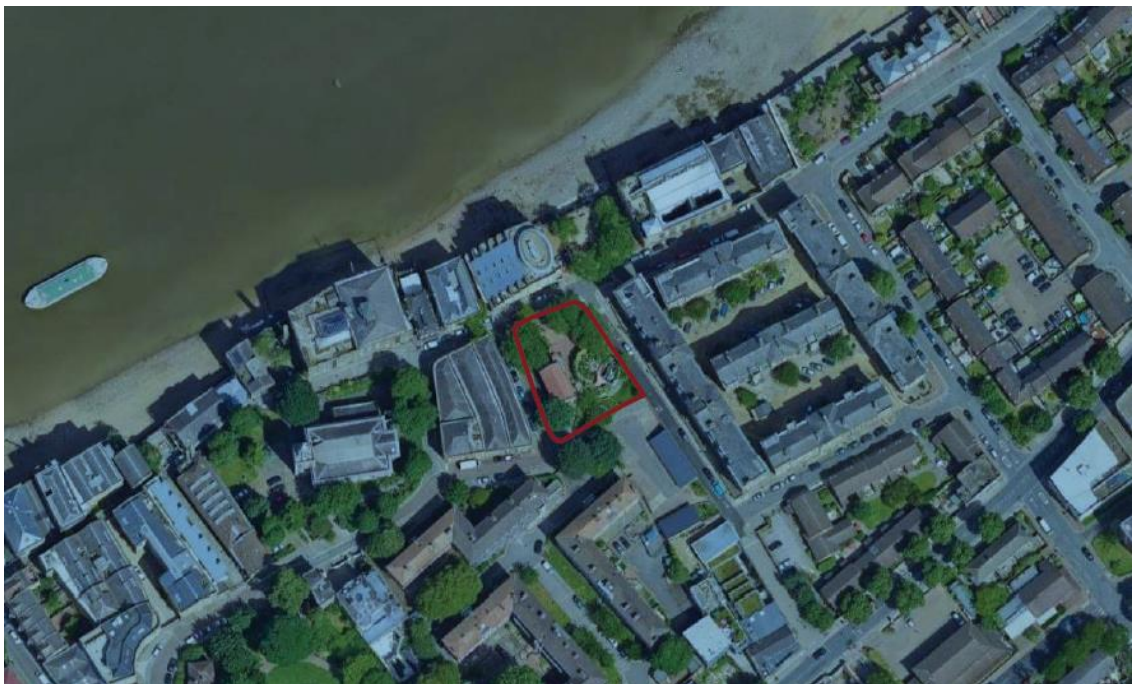


Figure 3: Site and its immediate context

23. The area contains a number of surviving late 18th century and early 19th century buildings, including the 3-storey Grices Granary (now film studios), which is linked by a high-level gangway to the warehouse at 119 Rotherhithe Street (now residential), which are to the immediate west and northwest of the museum, and are Grade II listed. The museum plaza is separated from the riverside by 121-123 Rotherhithe Road (Tunnel Wharf), a modern 7 storey residential building that cascades down westwards to the neighbouring warehouse (119); albeit the

Thames can be seen obliquely and its riverside walk accessed to the east of Tunnel Wharf, adjacent to the 4-storey warehouse building, Brandram's Wharf (now residential) at 127-131 Rotherhithe Street (Grade II listed). This historic core is designated a conservation area.



Figure 4: Site and its historic environment

To the east of the museum and plaza is the 5-storey residential block, Hythe House, which forms part of the council's neighbouring Swan Estate, erected during the early 1900s; whilst to the south is the 4-storey residential blocks of the council's Adam Gardens Estate, constructed in the 1940s, with its intervening parking apron and garages. The estates are outside the conservation area, as is the nearby Rotherhithe Station, which lies directly south of the garaging, some 50m from the museum and accessed along Railway Avenue.

Amendments to the application

24. Following the validation of the planning and listed building consent applications on 22 February 2021, a number of amendments and additional information have been submitted. They include the following:
- Site servicing plan showing the delivery and off-street servicing strategy
 - Site waste strategy showing the bin and recycling collection strategy
 - Revised plans, elevations and sections showing the amended roof located plant to the Pumping Engine House
 - Revised plan and south elevation of the pavilion showing the incorporation of a side window, internal shutters to the main entrance glazing, and the incorporation of cor-ten with an expressed standing seam profile
 - Revised landscape plan showing the proposed location of two new trees on site.

Consultation responses from members of the public and local groups

25. 93no. consultation letters were sent out to those premises fronting onto the plaza, with statutory adverts also placed in the local press. 63no. objections have been received to date, as well as two neutral letters and one letter in support of the proposals. The reasons for objection were fairly wide ranging, although almost all recorded the loss of trees and/or open space.

26. The material planning considerations raised by members of the public are summarised below:

Consultations

- Inadequate engagement by museum with the local community
- Insufficient public consultations on applications

Principle of development and proposed land uses

- Loss of open space as a community facility

Design quality and heritage impacts

- Inappropriate building position/ relocate to plaza
- Mass and shape would block views
- Incongruent design/ out of keeping with historic locality
- Too dominant
- Detracts from the local conservation area
- Over-development of the site
- Loss of artwork

Transport, parking, highways, deliveries and servicing matters

- Restricts public right of way
- Safety of entrance onto cycle path

Environmental Impacts

- Loss of valued cherry trees
- Loss of green open space
- Landscaping proposals are unsustainable and not environmentally friendly
- Inconsistent with Climate Emergency

Other matters - Non Material considerations

- Facilities not required and lack purpose
- Method for generating revenue.

27. The material planning considerations are addressed in the body of this report.

Planning history of the site, and adjoining or nearby sites

28. Any decisions which are significant to the consideration of the current application

are referred to within the relevant sections of the report. A fuller history of decisions relating to this site and other nearby sites is provided in Appendix 3.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

29. The main issues to be considered in respect of this application are:
- Principle of the proposed development in terms of land use
 - Environmental impact assessment
 - Design, layout and heritage assets
 - Landscaping and trees
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area
 - Highways and Transport
 - Environmental impacts
 - Energy and sustainability
 - Planning obligations (S.106 agreement)
 - Mayoral and borough community infrastructure levy (CIL)
 - Community impact, equalities assessment and human rights
30. These matters are discussed in detail in the 'Assessment' section of this report.

Legal context

31. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2021, the Core Strategy 2011, and the Saved Southwark Plan 2007. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest, which they possess.
32. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

33. The statutory development plans for the Borough comprise the London Plan 2021, Southwark Core Strategy 2011 and saved policies from The Southwark Plan (2007 - July). The National Planning Policy Framework (2021) and emerging policies constitute material considerations, but are not part of the statutory development plan. A list of policies that are relevant to the

applications is provided at Appendix 2. Any policies that are particularly relevant to the consideration of the applications are highlighted in the report.

34. With regards to listed building consent application 21/AP/0628, the application is required to demonstrate that it conforms with the Listed Building and Conservation Areas Act (1990) [the Act] as amended and updated, as well as the material policy considerations in the NPPF, London Plan 2021, the Core Strategy 2011 and the Saved Southwark Plan 2007.
35. There are also specific statutory duties in respect of the Public Sector Equalities Duty, which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

ASSESSMENT

Principle of the proposed development in terms of land use

Relevant policy designations

36. There are no new land use implications arising from the application proposals in that the Pumping Engine House, access shaft and their environs are already in lawful use as a museum, which is classified as Use Class F1(c). The new building would function as an additional museum facility, and would similarly be classified Class F1(c). Whilst the building would contain a small office, kitchen and a concessions point, these are regarded as ancillary to the operation of the main museum use and therefore would not raise any planning issues regarding potential any changes of use.
37. The improvement to the existing museum is supported in principle, being in accordance with extant planning policy 1.11 - Arts, Culture and Tourism Uses of the Southwark Plan (saved, 2007), albeit subject to a number of requirements. In addition to protecting existing cultural facilities in part (i), part (ii) goes on to state that:
 - ii. New Facilities:
Planning permission will be granted for new arts and cultural and tourism uses if they meet the following criteria:
 - a) Where the character of an area within a Strategic Cultural Area is not unacceptably compromised; and
 - b) Outside the Strategic Cultural Area, where the activity does not have a significant detrimental effect on the environment or local amenity, and has good public transport accessibility; and
 - c) All new visitor attractions will be expected to provide and implement a visitor management strategy to mitigate local impact on amenity.
38. A positive view towards Southwark's cultural activities is reflected in Strategic Policy 10(5) of the Core Strategy (2011), which requires development to "Protect (sic) creative, cultural and tourism facilities and encourage new facilities, particularly in strategic cultural areas". It is also an expectation of the London Plan (2021) policy HC5 - Supporting London's culture and creative industries,

which in paragraph A(3) states expects that development plans and proposals “identify, protect and enhance strategic clusters of cultural attractions”.

39. Southwark Council has designated St. Mary’s Rotherhithe a Strategic Cultural Area, which is based around St Mary’s church, the Mayflower wharf and the Museum. As discussed in greater detail within the Design section of this report, the alterations to the Pumping Engine House are designed to improve visitor access to and within this important historic building and to de-clutter the space and provide an enhanced museum display. The works to the access shaft are similarly in connection with upgrading the museum’s display, providing new audio-visual exhibits. The new facilities building is intended to rationalise the back-of-house activities, as well as providing an appropriate ‘welcome’ point for visitors.
40. Taken together, the proposals will enhance the operation of the museum and its promotion as an important historic and cultural facility within the strategic cultural quarter, and as such is accepted in principle. Regarding the criteria (a) to (c), these matters are addressed later within this report.
41. It is also relevant to note that as a museum, the Brunel Museum provides an educational resource within Southwark, with primary and secondary school parties from across the borough visiting the museum. This is regarded as generally in line with the Core Strategic Policy 4 – Places for learning, enjoyment and healthy lifestyles, which looks to improve educational opportunities.
42. The Brunel Museum, however, is designated within the council’s development plan as Borough Open Land (BOL). Open Space OS33 has its boundary drawn around the museum site and adjacent plaza. Policy 3.26 – Borough Open Land of the Southwark Plan (saved, 2007) states that:

Within Borough Open Land planning permission will not be granted for development unless:

 - i. It is ancillary to the use of the open space; and
 - ii. It is small in scale
 - iii. It does not detract from the site’s open nature and character and
 - iv. It is required to enhance activities associated with the particular open space and
 - v. It positively contributes to the setting and quality of the open space.
43. The policy approach is reiterated in Strategy Policy 11 – Open spaces and wildlife of the council’s Core Strategy, which seeks to maintain a network of open spaces and green corridors by “continuing to protect important open spaces from inappropriate development.”. This protection extends to include Borough Open Land. The London Plan (2021) similarly recognises the value of open space at neighbourhood level, stating in policy G4(B.1) that “Development proposals should not result in the loss of protected open space.”
44. In this instance, the construction of the new facilities building would result in the loss of 66sqm (GEA) of open space within the designated open space OS33. The latter is referenced within the Southwark Plan as 1.2ha, measured as the

outer perimeter of the street block and including the existing buildings. The proposed loss would equate to 5% of the open space, rising to 7% if the existing buildings are excluded. The loss is therefore small both in its extent, but also in comparison to the overall size of the open space.

45. In terms of the quality of space that would be lost, whilst the land is grassed and contains shrubs and several trees, the landscaping provides modest amenity as the grass is patchy in places and the trees are mainly juvenile, though the semi-mature cherry trees have more of an impact. The public can gain access to the land. However, a large piece of artwork occupies much of the space, limiting the extent of public use of this part of the open space.
46. Though larger than the artwork, the scale and positioning of the new facilities building would nonetheless preserve the sense of space and character of the site, with the building being low-rise, carefully sculpted to reduce its wider visual intrusion (see later) and with open space retained to either side of the building, as well as a small threshold space. Moreover, the main plaza area to the north would be unaffected by the proposals and would remain the predominant space, strongly characterising the square. As such, it is considered that the development would not unduly detract from the open nature and character of the wider BOL. In addition, the building's notable design quality and the proposed landscaping enhancements would contribute positively to the setting and quality of the open space.
47. The museum is part-and-parcel of the open space in that the open space exists because of the buildings, its subterranean structures and the history of the site. The open space is the setting of the museum, as well as partly circulation space within the museum complex. It is therefore accepted that the new facilities building would enhance activities associated with the particular open space in terms of the museum use. In respect of criterion (i) – whether the building is ancillary to the use of the open space – this is a matter of activity and scale. Whilst the museum complex is significant, the wider public recreational use of the designated open space is likely to be greater as a result of this development and this use would only be marginally affected, if at all, by the new building. The public recreational use of the BOL currently focussed on the main plaza, would continue unaffected.
48. In conclusion, it is acknowledged that the scheme is not in full compliance with the council's planning policy on Borough Open Land. Nonetheless, the development is small, would not unduly affect the public recreational use of the space or its open nature or character as a leafy public square and would provide an engaging new building and landscaping that would contribute positively to the setting. The shortcoming would be outweighed by the strong contribution the development would make to the museum's cultural offer within a designated cultural quarter, and by the contribution to education. Therefore, on balance, the proposed land use is considered acceptable in principle.

Environmental impact assessment

49. The applicant did not make a screening request to determine whether an Environmental Impact Assessment (EIA) is required in respect of the proposed

development due to the size and scale of the proposed scheme at 0.066 hectares.

Design, layout and heritage assets

Heritage considerations

50. The report considers both the relevant planning and listed building impact of the development. Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 states that “In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The NPPF (July 2021) reinforces this principle stressing that heritage assets are “an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations” (para 189).
51. The NPPF requires Local Planning Authorities to identify the significance of a heritage asset and its setting, and to and take this into account when considering the impacts of a scheme, to avoid or minimise any conflict between the listed building and the proposals (para 195). It requires local authorities to take account of ‘the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation’ (para 197, b). It also sets out the tests for considering the impacts of a proposed development on a listed building, highlighting the need to give great weight to the conservation of the heritage asset (and the more important the asset, the greater the weight) and of evaluating the extent of harm or loss of its significance, and its justification. It expects the Local Planning Authority to generally refuse consent where the harm is substantial, or where necessary, assess that the impacts are outweighed by substantial public benefits (para 201). Where the development leads to less than substantial harm, this should be weighed against the public benefits, which can include securing the building’s optimum viable use (para 202).
52. With regards to the council’s Core Strategy, Chapter 12, Design and Conservation requires the conservation of listed buildings and conservation areas, while saved Southwark Plan policies 3.15 Conservation of the Historic Environment; Policy 3.16 Conservation areas; and 3.17 Listed Buildings are also relevant. The policy approach will shortly be carried through to the New Southwark Plan (NSP) in policies P18 and P20.

Significance of the heritage assets

53. The Pumping Engine House and access shaft are integral elements of the Thames Tunnel, a ground-breaking engineering project, conceived and executed by the celebrated 19th century engineers, Marc and Isambard Kingdom Brunel. The tunnel was the first ever tunnel in the world successfully excavated below a river, stretching contemporary engineering with new technology including the Cochrane tunnelling shield. It was designed to allow goods to easily cross the Thames, but on completion became used as a pedestrian tunnel, fair, venue and

host to all types of activity. It passed out of public use and eventually became a railway tunnel in 1869, and now serves the London Overground route.

54. The surviving historic fabric includes the tunnel itself and associated access shaft (Grade II* listed) and the Pumping Engine House (Grade II and scheduled monument). The buildings at ground level fell into disuse in 1920s, becoming derelict and neglected, before being transformed by the Brunel Museum Trust in 1975 into the museum.
55. The buildings have considerable significance, most notably their strong historical significance, being closely associated with and rare surviving buildings of Marc and Isambard Kingdom Brunel. The Engine House was only ever a temporary building to facilitate the construction of the tunnel, so its survival, albeit in modified form, is particularly notable. It provides great evidential value, along with the shaft, of the design and revolutionary construction techniques employed to construct the tunnel. Aesthetically, the buildings were part of a functional industrial landscape, but one designed to be temporary. They now sit within a relatively quiet residential area, and form a pleasing contrast to the adjacent traditional church of St Mary and the surviving elegant riverside warehouses. The buildings also have communal value as a museum, with international interest in the Brunel family and in industrial history, and is popular with a wide range of people from engineers to historians to local schools.
56. The museum forms a part of the St Mary's, Rotherhithe Conservation area, recognised as a good surviving example of a Thames riverside village, comprising its fine early 18th century church, domestic residences, warehouses and the industrial buildings of the Brunel Museum.

Design and impacts of the proposals on the heritage assets and townscape

57. The design proposals fall into three main elements; the alterations to the Engine House; alterations to the access shaft; and the construction of the new pavilion. Taking each element in turn:

Alterations to the Pumping Engine House

58. The proposals are for the refurbishment of the Engine House, looking to promote the space as one of the two main exhibition rooms; the other being the space at the base of the access shaft. The works would involve relocating the existing toilet and modest kitchen facilities out of the building and re-organising the storage and office facilities to generate additional display space. A new exhibition floorplate would be inserted with stairs and a new platform lift. The new mezzanine structure would incorporate new display boards and services (lighting, power, heating) and would be mainly self-supporting, with minimal fixtures into the existing walls. The structure would be in metal and timber and would have a modern, quasi-industrial design, similar to the modern staircase previously inserted within the access shaft.
59. Elsewhere, the modern glazed rear extension at mid-level would be upgraded for staff offices, including replacement bi-fold doors, and the small basement

revamped for museum storage. Several interventions would be made within the external fabric of the building, designed to improve visitor access and circulation, and to accommodate new services. They include the opening up of a new doorway at lower level and the lowering of the threshold of an existing doorway at mid-level on the east elevation, incorporating a painted loured fanlight above the door. Whilst the building would remain naturally ventilated, a natural ventilation heat recovery unit (NVHR) would be installed, located on the west side of the pitched roof below the gable end. The new door would be in metal.

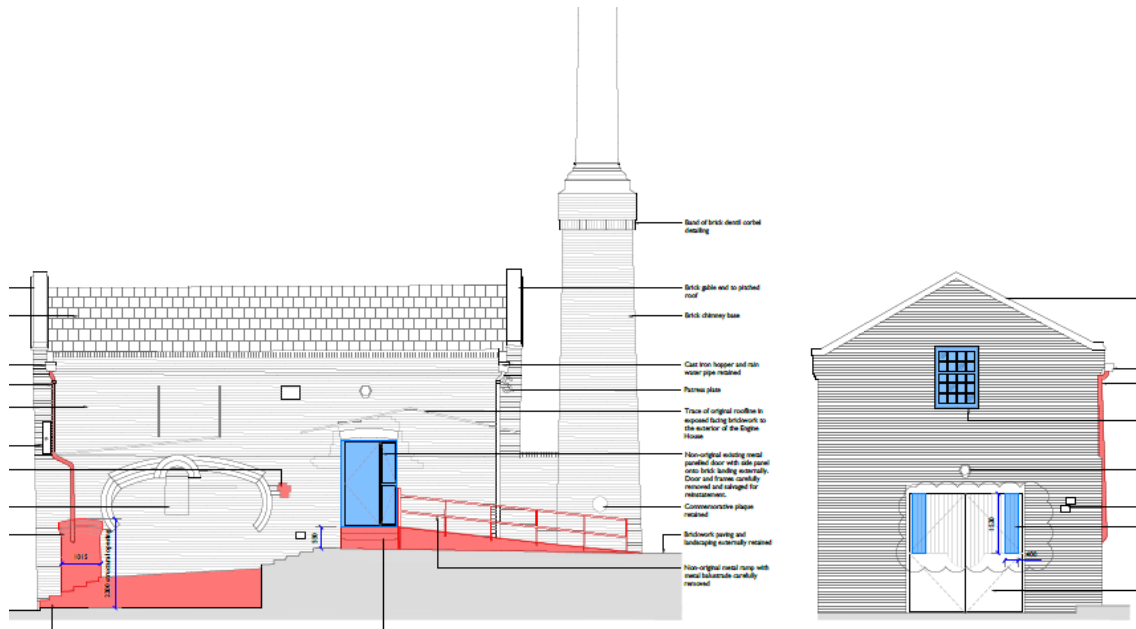
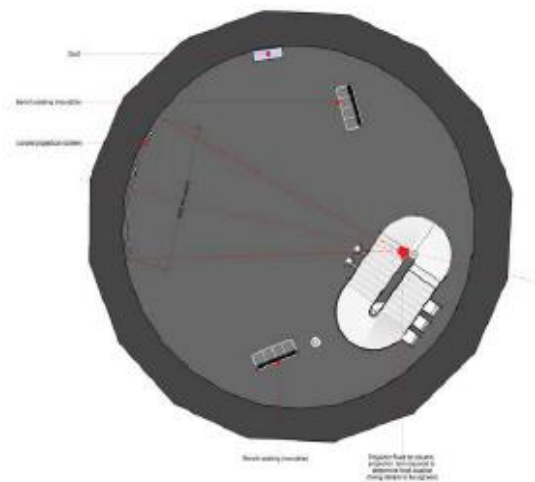


Figure 5: Proposed external alterations (east and south facades)

60. As noted earlier, the proposed alterations have been assessed by Historic England as sufficiently preserving the special interest of the building as a Scheduled Monument, and have therefore been approved. This is welcome in terms of assessing the current planning application, with the preservation of the heritage asset an important consideration. The decluttering of the space and opportunity to reveal its sense of scale and its brickwork construction are supported, as is the re-organisation of the exhibition display and its incorporation into the new circulation structure, which will form a freestanding structure with minimal fixings to the walls. The improved access and circulation, including disabled access, are supported. The external alterations are relatively minor in impact, with the new doorway positioned within an existing bricked up opening, whilst the lowering of the thresholds to allow level access is sensible and carefully handled. The new bi-folds replace modern conservatory doors, and are finished in black metalwork with a more industrial character. The new NVHR would vent through the roof, which is itself a replacement slate roof, whilst the unit would be modest in size, of a neutral colour and carefully positioned to reduce its visibility.
61. Overall, the proposed changes to the Pumping Engine House remain sympathetic to the host building and would not detract from its contribution to the townscape or the conservation area in general, preserving its character and appearance. This would be subject to conditions, ensuring details of the new rooftop plant, louvres and doors, including bifolds.

Alterations to the access shaft

62. The proposed interventions to the access shaft are internal and do not affect the townscape or conservation area, being matters for listed building consideration only. Within the access shaft the exhibition has been designed to tell the story of the construction of the tunnel, using audio visual devices and augmented reality. The equipment would mainly be fixed to the existing modern staircase in the shaft, minimising the need to fix the structures to the historic masonry walls. Where such fixings are required, the size and placement of the fixings have been minimised. A large projection screen would be attached to the wall, opposite the staircase, but has been designed as a curved, lightweight fabric screen, limiting the extent of fixings back to the wall. Proposed new furniture, including seating, would be freestanding and have no impact on the historic fabric.



Proposed screen layout



Proposed screen artist's impression

Figure 6: CGI of proposed audio-visual display within access shaft

63. Overall, the proposals have minimal impact upon the historic fabric, preserving its special interest, albeit any harm would be offset by the display itself, which would enhance the visitor experience and understanding of the shaft.

New facilities building

64. The proposals are for a pavilion building positioned at the southern end of the museum site on land currently given over to soft landscaping and an art installation. The building is designed to be compact in scale, with a modest sized footprint of 53 sqm (NIA) and single storey, with its massing carefully designed to reduce its visual impact. The building would be multi-functional, providing an entrance reception for ticketing, a grab-and-go concessions point for visitors, an office and staff kitchen, toilet facilities for visitors, and bin stores.
65. The building is almost kite-shaped in its planform, arranged east-west, with its entrance positioned towards its south-eastern flank, where it would set back from the back edge of the pavement to provide a modest threshold space, where visitors could gather before entry. A small bench is provided for amenity. The internal layout is cleverly arranged to provide a single ticketing point that allows the same member of staff to oversee the entrances to both the Pumping engine House and access shaft. The staff office and kitchen are located directly adjacent to this, whilst the toilets are located to the rear and are accessed from the museum courtyard space. Four toilets are provided, including a fully accessible WC.

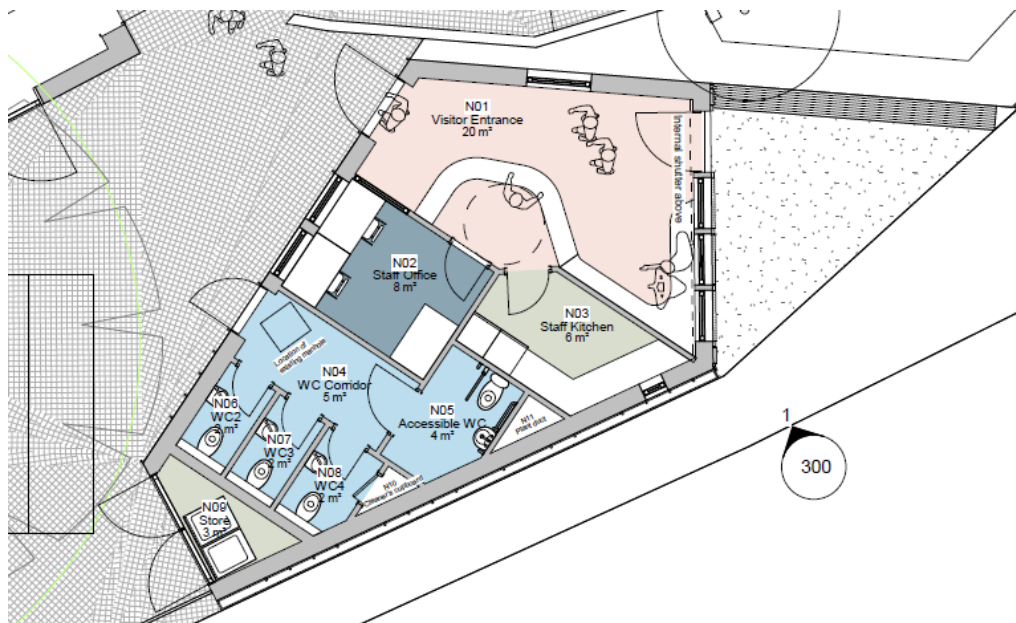


Figure 7: Pavilion - proposed floorplan

66. The single storey structure features an asymmetrical pitched roof form, which is designed to reduce its sense of scale within the townscape and its visual intrusion within the museum complex. The elevations would be finished in patinated metal cladding with a standing seam finish, which then folds to form the roof, creating a singular built form. The exception is the entrance elevation, which is finished in decorative ceramic tiles. Timber framed windows and entrance doors are provided, including a slot window on the southern flank elevation, overlooking the adjacent street.
67. Assessing the new facilities building, the structure is well-conceived in terms of its architecture and urban design. The positioning and orientation of the facilities building are rational and sensible, making good use of an under-utilised area

within the site and proximity to Railway Avenue, responding to the likely direction of arrival of most visitors. The setback threshold space and entrance design are engaging, whilst the side window brings design relief to the street elevation and informal surveillance. The internal layout is compact, but is well considered and functional.

68. In terms of scale, the restrained height of the new building is supported, given the sensitivity of its position immediately adjacent to the Pumping Engine House and access shaft. Importantly, the height remains low-rise and subservient to the heritage assets, allowing the listed structures to remain visually prominent in views into and across the museum complex. The new building would be apparent within Tunnel Road and Railway Avenue, by virtue of its position on the site's southern boundary, but would have limited impact on the wider townscape, being generally obscured from view by the existing museum buildings and mature tree cover, and by the tight urban form of the local context. Public views of the new building from within the plaza and adjacent streets would be glimpsed.

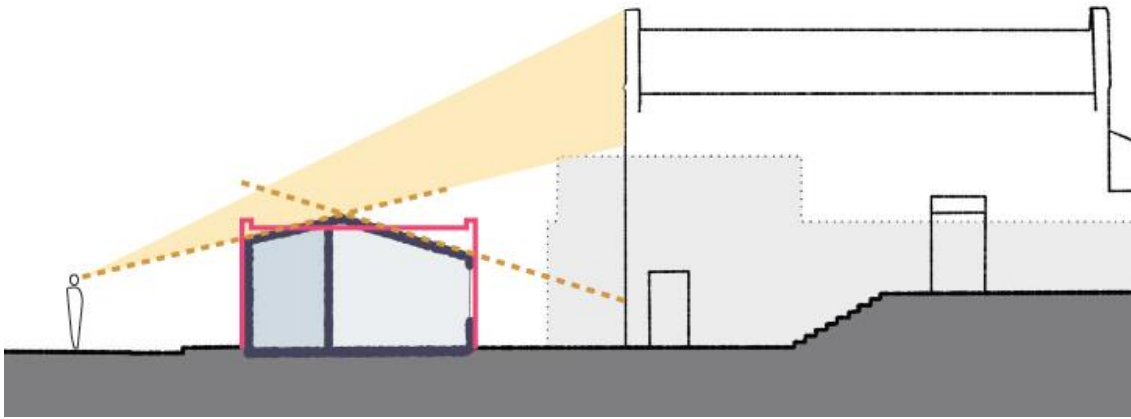


Figure 8: Pavilion - proposed height and massing

69. The design is modern and engaging, with its clever angularity and articulated massing carefully conceived to retain sightlines of the heritage assets, particularly from the southeast and southwest corners of the site. Combined with the material finishes, the design brings an architectural integrity to an otherwise modest building. The materials have been carefully selected to contrast with the existing traditional brick building of the Engine House and raw metal of the shaft. The cor-ten steel with its natural patination will be attractive, whilst giving a quasi-riverside industrial character to the designs and the appearance of a subsidiary structure. The quality of finishes is important and would be secured by condition, requiring the details of the decorative ceramic tiling, window and doorframes and internal shutters.
70. Overall, the architecture is convincing, its modern style reading as an evident, but nonetheless low-key intervention within the heritage site. It will intrude in the view of the Pumping Engine House and access shaft from the south, although the harm is minimised by the compact design. The building would not disrupt the views from within the remaining museum complex or adjacent plaza to the north.

Furthermore, it would not affect public views of the surrounding listed former warehouses and buildings within the immediate vicinity. Overall, the harm to the heritage settings would be less than substantial, and minor. Moreover, its construction would permit the back-of-house functions to be relocated from the Pumping Engine House, allowing the listed building to be better appreciated and promote greater interpretation of the Thames Tunnel.

71. The loss of the open space and trees would detract from the immediate townscape, albeit the loss would be limited by the building's compact form and offset to an extent by its engaging architecture and replacement trees (see below). The infill would also detrimentally impact upon the local conservation area with the loss of space and the building's unusual form contrasting with the grain and character of the conservation area, albeit its quasi-industrial design tones well with the access shaft and steel chimney. As such, the harm is less than substantial to the conservation area as the heritage asset, and minor.

72.



Figure 9: CGI of proposed pavilion – view from Railway Avenue

73. *Statutory consultations on heritage:* Historic England has responded to the proposals, confirming its support for the planning application on heritage grounds. It considers that whilst there was potential to cause a small degree of harm to the setting and character of the conservation area, the overall heritage benefit would outweigh the harm.

Conclusion on design and heritage impacts

74. Looking at the designs overall, the designs are intended to improve the functioning of the museum and the visitor experience. The proposed works to the Pumping Engine House and access shaft are sensible and sufficiently sensitive

to the heritage assets. Those to the Pumping Engine House would better reveal the historic fabric, as well as improve the visitor's understanding of the building and the Thames Tunnel in general. Historic England has acknowledged this in granting Scheduled Monument consent for the works. In terms of the planning application, the changes would have no detrimental impact on the townscape, preserving the local conservation area. The works to the Grade II* access shaft are internal only and minor, and would be carried out in a manner that conserves the heritage asset.

75. The main factor is the new pavilion, which is central to rationalising the Pumping House Station and providing enhanced visitor facilities. Its positioning and form are well considered, minimising its land-take, optimising its oversight of the museum, and limiting its disruption of views of the heritage assets. The design is modern and engaging, but remains both low-key and low-scale, that is for the most part sufficiently sympathetic with and subservient to the heritage assets. Whilst acknowledging its inherent design quality, it will nonetheless visually intrude within the immediate street scene, infilling an area of green open space and causing a degree of harm to the setting of the listed buildings and local conservation area.
76. The harm is less than substantial and minor, and is outweighed by the wider heritage benefits of better revealing the Pumping Engine House and the significance of the Thames Tunnel in general with the improved museum exhibitions, and securing the long-term viability of the heritage assets; and by the design benefits of improving access within the museum and informal surveillance.
77. In conclusion, the scheme meets the requirements of the council's design policies and the NPPF, providing a high quality design that sufficiently sustains the historic environment, and is therefore supported on these grounds, subject to appropriate conditions.

Landscaping and Trees

78. The proposals are for minor works to the landscape, designed to improve and clarify circulation around the museum complex, provide a safeguarded space for school groups, and improve the appearance of the grounds. This, however, is set against the backdrop of the loss of the open space and the removal of several existing trees to accommodate the new pavilion building.
79. The new pavilion would result in the loss of just over 50sqm of open space on the south side of the museum complex. The space currently comprises mainly grass with several shrubs, 2 semi-mature cherry trees and several juvenile trees. It also features a large metal and ceramic sculpture in the form of a stylised boat-shaped table and chairs. As discussed above, the loss of the open space is regrettable, but would be outweighed by the improvements to the museum as an important cultural space. Furthermore, improvements would be made to the biodiversity of the remaining area of soft landscaping.
80. The loss of the semi-mature cherry trees is important, however, the proposals would not affect the five mature false acacia trees (category A) to the north that positively contribute to plaza's tree-lined appearance and to the local

conservation area. Furthermore, the distinctive monkey puzzle tree (category A) in the south-east corner of the site would similarly be retained. The evergreen was donated by the Brunel Trust.

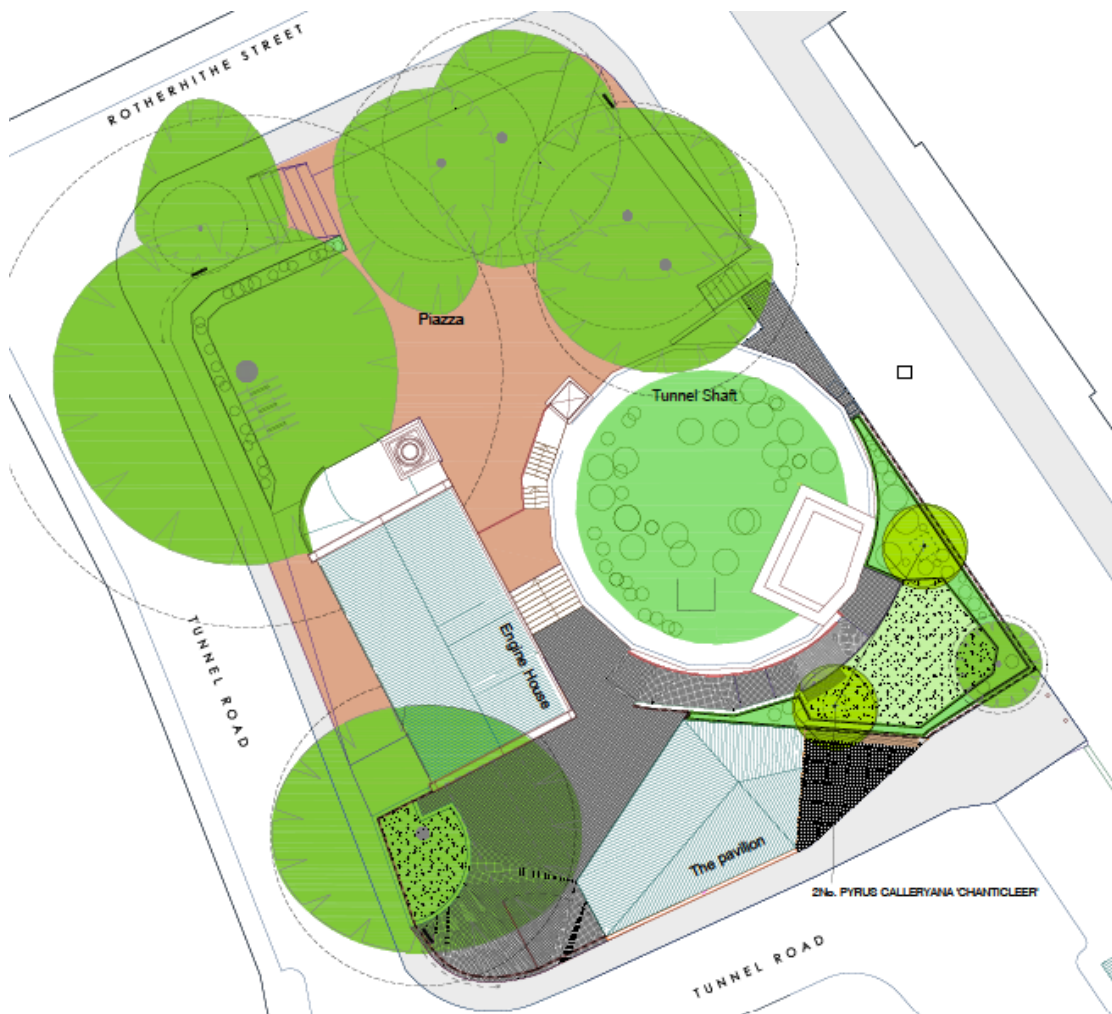


Figure 10: Proposed landscaping, including replacement trees

81. The cherry trees nonetheless bring an attractive, seasonal softness to the southern edge of the site when in blossom. The semi-mature trees are classified by the Council's arboriculture officer as category B, with a moderate amenity value and life expectancy of 20+ years. The scheme cannot accommodate their retention without significantly compromising the building's heritage-sensitive positioning and already compact footprint. There is also insufficient space for replacement cherry trees within the remaining garden space. The scheme therefore proposes two callery pear trees, which have a more compact form and which would be positioned within the south-east corner of the site, close to access shaft. As the new trees would have a narrower girth, a CAVAT payment of just over £4,600 is offered to provide new tree planting within the locality. Overall, this is considered sufficient mitigate for the loss of the two cherry trees and would be secured by a S.106 agreement.
82. Regarding the sculpture, the artwork does not relate to the story of the Thames Tunnel and its engineering. As the site contains a number of former industrial components as artwork (valves and pumps), as well as several sculptural pieces

that reference the tunnel, the removal of this piece from the site is not resisted. Arguably, its loss is balanced by the new decorative ceramic tiling of the pavilion entrance, which would provide visual interest. The museum has contacted a local community centre to discuss its relocation.

83. Looking at the main landscaping elements, the existing perimeter metal fence would be refurbished and painted in a neutral gun-metal grey colour. It would also be extended to enclose the southwest corner of the site, which is currently only bollarded, and to delineate the museum complex from the plaza to the north. Gates, however, would be provided to allow secondary access at these points. The extended railings would work with the new entrance pavilion to create a 'paywall' to the museum in a suitably low-key manner, with the railings only 0.9m in height. The perimeter railings would also provide an element of security for school groups, who would have the opportunity to use the hard-landscaped southwest corner as a flexible breakout/ picnic space.
84. The museum's new entrance threshold would be surfaced in granite setts with a low-rise brick all to the side that would double as informal seating. Elsewhere within the site the pathways would be finished in permeable brickwork, with the levels regraded by the Pumping Engine House to allow level entry to the lowered doorway. Onward access would be either through the building using the internal stairs and lift, or by passing to the side of the building, using a new metal staircase that would replace and regrade the existing concrete stairs and suggest a more industrial character. The ramp towards the access shaft would be retained, but would incorporate new planters and handrails. New wayfinding and information totem signs would be erected within the museum complex.
85. Regarding the soft landscaping within the museum, the remaining area of grass and shrubs in the southeast corner would be cleared and replanted as wildflower meadow, with additional shrub planting along the site boundaries and adjacent circulation ramp. The informal garden area above the access shaft would be retained as is. Lastly, additional perimeter planting would also be introduced within the plaza, which itself would remain finished in brickwork paving that would be overhauled.
86. Assessing the landscaping, the improved delineation of the museum site and its circulation is welcome, as is the proposed hard and soft landscaping, which are of sufficiently high quality, although the details for the new planting should be confirmed by condition, as should the detailed design of the totem signs. The low-key character of the paywall is supported.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

Daylight, sunlight and overshadowing

87. The main amenity consideration is the position of the new facility building and its proximity to existing residential flats within the neighbouring Adam Gardens Estate to the south and Hythe House (Swan Estate) to the east.
88. The new building is single storey with a compact form and has been designed to

limit its physical and visual intrusion within its context. The building is 3.2-3.3m to eaves height on its south-facing elevation, with its gabled east elevation 3.8m in height. The roof form is folded, reaching a maximum height of 4.3m. The building is located to the north of the Adam Gardens estate and to the east of Hythe House, with intervening distances of approximately 21m and 20m, respectively. Given its location, low scale and intervening distances, the development would have no impact upon neighbouring residential windows in terms of daylight, sunlight or overshadowing.

Privacy, outlook and sense of enclosure

89. The new building would be offset to one side of the residential blocks of the Adams Gardens Estate. The main view from the museum entrance frontage would be onto the estate's parking forecourt. Whilst a window is provided within the building's southern elevation it is narrow and therefore limited in its outlook. Moreover, the view towards the residential buildings would be oblique and largely obscured by the estate's bin store, which sits at the front of the estate. Given this and the intervening distance of 21m to the nearest residential window, the proposals would have no impact on privacy and outlook, and would not cause any sense of enclosure to flats within the estate.
90. There would be a more of a direct relationship with Hythe House, which is to the east of the site, albeit the entrance façade is angled, easing this relationship with the residential building. Moreover, the entrance façade would be set back behind the retained corner green space with its monkey puzzle tree and new landscaping, and similarly given its single storey and the intervening distance of almost 20m is not considered to have any harmful impact upon privacy, outlook or sense of enclosure of the flats.

Noise and vibration

91. Regarding the potential of the new development for generating noise, this could arise from one of two sources, namely the new plant equipment proposed at part of the alterations to the Pumping Engine House, and visitor noise. Regarding the first, the scheme does not propose air-conditioning, but relies on electric radiators and natural ventilation. The plant is part of a natural ventilation heat recovery unit (NVHR), which serves to expel hot air during the summer and draw in air during the winter. The equipment is small in size and relatively quiet to operate. There is no expectation that the equipment would cause any undue problems of vibration.
92. The new facilities building is similar in relying on electric radiators and natural ventilation, albeit there would be no heat recovery services in this instance, the building being too small to make it practical. The extraction equipment for the toilet facilities and small kitchen area would be of a domestic scale, using fans and grilles typically found on residential properties. Nonetheless, a condition is proposed ensuring any plant noise output or vibration from both buildings would remain within an acceptable level for neighbours.
93. In terms of noise from visitors, it is not expected that there would be any

disturbance to residents over-and-above the present operation of the museum. The museum would continue with its current hours of operation, which for those visiting the museum are generally 11am to 5pm, partly reflecting the fact that it is run by volunteers. The museum is a lawful established use and the premises has a license to operate daily, between 10am to 12.30am, although the museum does so only occasionally for special or private events.

94. There would be additional visitors, albeit the museum is predicting only a modest daily increase of 6 two-way person trips above the existing level of 28 two-way person trips. This would occur during its normal visitor opening times and therefore would not cause any undue noise disturbance to local residents or businesses. The new building is designed mainly to facilitate entry into the museum and to improve visitor bathrooms amenities, but is not intended to function as an event space. The location of the entrance and the proposed bench would marshal the visitors within the small threshold space, where they is sufficient distance from neighbouring residential windows to limit any undue disturbance. Nonetheless, a condition requiring the submission of a visitor management strategy is recommended, which would confirm the museum's operation as a visitor attraction and vehicle servicing (see below).
95. In conclusion, it is considered that the development proposals would not cause any detrimental impacts upon residents' amenity, subject to conditions to safeguard noise and vibration levels, and for a visitor management strategy. It is therefore in accordance with saved policies 3.2 – Protection of amenity and 3.11(iiC) - Arts, Culture and Tourism Uses, and Strategy Policy 13 of the Core Strategy.

Highways and Transport

Servicing and deliveries

96. The new pavilion building includes a small refuse store, which is integrated into its western elevation, fronting onto the existing area of hard landscaping within the southwest corner of the site. The store provides 3sqm of storage, which could accommodate two moderate sized Eurobins (770 litres), allowing the separation of residual waste and recyclable waste. Refuse would be collected once per week, with the bins brought out onto the apron area in preparation for collection. Loading would take place from the adjacent roadway, making use of the existing dropped kerb. Adequate turning space is available for the waste collection lorry using the adjacent estate service road. Deliveries would take place using a similar arrangement, with any lengthy delivery having the option of using the area of hardstanding within the site for off-street servicing. The applicants are not predicting any servicing requirements over-and-above the current levels. The proposed arrangements are considered satisfactory.

Cycle Parking

97. The proposal includes the provision of 6 cycle parking spaces for visitors within

the site. These are provided as Sheffield stands, located towards the north west corner of the plaza.

Car Parking

98. No car parking spaces are to be provided for staff or volunteers. There is space for one off-street parking space, though this would be reserved for visitor disabled parking, which would need to be booked prior to arrival. This would allow the museum to co-ordinate the use of the space with servicing, and to ensure the access gate is opened in time for the visitor to arrive. Visitors and staff would be encouraged to use public transport or to cycle.
99. The site has a PTAL score of 4, which demonstrates good connection to TfL services. One disabled car parking space will be provided as off-street parking, which would need to be booked prior to arrival.

Highway Works

100. The Highways Development team have reviewed the submitted information with regards to the proposed development. Alterations and mitigation measures relating to highway works will be required in order to accommodate the proposed development. This includes:
 - *Rectify any damaged footways, kerbs, inspection covers and street furniture due to the construction of the development*
 - *Upgrade street lighting to current LBS standards (including on private roads). Investigate the possibility to provide lamp columns mounted to the building walls in order to improve effective footway widths.*
101. These works will be secured through a S278 agreement which the applicant has agreed to enter into with the Local Authority.

Access

102. The proposal is for one main pedestrian entrance to the museum complex, which serves as a controlled pay-point and is to be on its southern edge, addressing Tunnel Road (south). The entrance would be legible to visitors arriving from Rotherhithe Station via Railway Avenue. New wayfinding totems positioned around its perimeter boundary would direct visitors to the main entrance and its pay point.
103. Whilst the entrance is close to a cycleway (Q14) that runs parallel to the southern site boundary, an existing public footpath would serve the entrance and would separate the building from the cycleway. The footpath width is modest. However, it would be supported by the entrance threshold space, which would provide sufficient room for visitor gathering prior to entering the new building. The layout of the threshold space is splayed, allowing pedestrians clear onward views when

existing the museum. As such, the museum access would not impact upon the operation of the cycleway or cause undue pedestrian safety concern.

104. A pedestrian gate is included within the plaza, which would allow for a secondary means of access. The gateway in the south-west corner of the site would permit vehicle servicing and occasional off-street parking.

Environmental impacts

Archaeology

105. The site is located within the North Southwark and Roman Road Archaeological Priority Zone, formerly the Borough, Bermondsey and Rivers Archaeological Priority Zone. The area of the Pumping Engine House is dual listed and scheduled. The Inspector of Ancient Monuments has issued a decision notice for Scheduled Monument Consent for the works to this building.
106. The applicants have submitted a written scheme of investigation for archaeological recording to be undertaken on site. The council's archaeological officer has reviewed the submission and considers that the document is suitable and mitigates the need for a condition. The archaeological works should be undertaken accordingly.
107. There are no archaeological implications for the works to the Grade II* listed access shaft. The main focus of the archaeological works is the Pumping Engine House as a Grade II listed building and Scheduled Monument, and would be recording any findings during the proposed alterations to its floor levels. The construction of foundations for the new pavilion building would require archaeological monitoring, as would the levelling and access changes within the site in connection with re-landscaping. The recording of any new external fabric of the boiler house exposed by alterations to external levels would be included in any watching brief report. All recording works should be undertaken according to the submitted written scheme of investigation. This will require approval from the council and an appropriate condition is recommended.

Air quality

108. The site is within an Air Quality Management Area. Saved policy 3.6 states that planning permission will not be granted for development that would lead to a reduction in air quality. P64 similarly requires that development achieve or exceed air quality neutral standards and reduces exposure to and mitigate the effects of poor air quality.
109. The construction work related to this application is minor in scale. The proposal would not involve any wholesale demolition of buildings and as such it is not envisaged the proposal will result in adverse impact on air quality. Moreover, proposal includes enhanced soft landscaping and additional planting that would provide air quality benefits.

110. Air quality impacts are more likely to result from any potential increase of visitor car journeys, although the increase in visitor numbers is expected to be modest and visitors would be encouraged to visit on foot or by public transport. Additional cycle spaces are being provided to encourage sustainable travel and are considered sufficient.

Construction Logistics

111. Given the relatively tight network of streets and the sensitivity of the surrounding historic and residential townscape, a Construction Environmental Management Plan is recommended to ensure health, safety and impacts from deliveries and servicing do not cause pollution, collision damage or unreasonable disturbance during the construction phase. This is to be secured by way of a pre-commencement condition which the applicant has agreed to in writing.

Energy and sustainability

112. Strategic Policy 13 of Southwark's Core Strategy requires development to meet the highest possible environmental standards, to be designed and built to minimise greenhouse gas emissions, and to become more energy efficient.
113. Historic England states that listed buildings are exempt from compliance with the energy efficiency requirements of Part L of Building regulations to the extent that the requirements would "unacceptably alter the character or appearance of such buildings". Saved Southwark Plan Policy 3.17 Listed buildings requires that developments should preserve the building and its features of special architectural or historic interest.
114. As the proposal is for a minor application the proposal is not required to provide a minimum of 40% reduction on building regulations and zero carbon (100%). The proposed services within the Engine House have been developed to be as sustainable and low-energy as possible, balanced with the need to limit the impact on new services on the historic fabric. The scheme therefore relies on a strategy of electric low-level radiators and radiant panels for heating, stack ventilation for air circulation, and natural ventilation for cooling; and includes a natural ventilation heat recovery unit (NVHR).

Fire safety

115. Planning applications for specified high-rise residential buildings are required to be accompanied by a Fire Statement as legislated in The Town and Country Planning (Development Management Procedure and Section 62A Applications) (England) (Amendment) Order 2021. As the site is a non-residential the site is not required to provide a fire statement for this proposal.

Planning obligations (S.106 agreement)

116. Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 of the Southwark Plan is

reinforced by the recently adopted Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. Strategic Policy 14 'Implementation and delivery' of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments. The NPPF echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:

- necessary to make the development acceptable in planning terms
- directly related to the development and
- fairly and reasonably related in scale and kind to the development.

117. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

118.	Planning Obligation	Mitigation	Applicant Position
	Trees planting	<i>A Planning Obligation is required for a tree contribution totalling £4,632.04 to allow for 113.925cm girth to be planted within 1km of the site within Housing and Public Realm. This includes the planting of 7 x 14-16cm Cherry trees of different varieties for local housing and open ground.</i>	Agreed.

119. The Highways Development Team have also requested the following works by way of a Section 278 agreement:

- *Rectify any damaged footways, kerbs, inspection covers and street furniture due to the construction of the development*
- *Upgrade street lighting to current LBS standards (including on private roads). Investigate the possibility to provide lamp columns mounted to the building walls in order to improve effective footway widths*
- *Review existing and proposed signage fronting the development and investigate the possibility to install any existing / proposed signs on the building walls or railings in order to improve effective footway widths.*

120. In the event that a satisfactory legal agreement has not been entered into by 6 May 2022, it is recommended that the Director of Planning and Growth be authorised to refuse planning permission, if appropriate, for the following reason:

The proposal, by failing to secure appropriate planning obligations secured through the completion of a s106 agreement fails to ensure adequate mitigation of the loss of trees and the harmful impact this would have on biodiversity, townscape and the character and appearance of the St Mary's Rotherhithe Conservation Area, in accordance with saved policy 2.5 of the Southwark Plan 2007, strategic policy 14 of the Core Strategy and policy

Mayoral and borough community infrastructure levy (CIL)

121. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark.
122. This proposal is not CIL liable, the proposal does not include additional residential floorspace and the proposal is not a CIL development type with a CIL rate.

Community impact and equalities assessment

123. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.
124. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
125. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
 1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
 3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves

having due regard, in particular, to the need to tackle prejudice and promote understanding.

126. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

Human rights implications

127. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
128. This application has the legitimate aim of day care and nursery facilities and refurbishment works to the existing building. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

Positive and proactive statement

129. The council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
130. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

Positive and proactive engagement: summary table

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	NO

CONCLUSION

131. It is therefore recommended that planning permission be granted, subject to conditions and the timely completion of a Section 106 agreement regarding tree planting, and that Listed Building Consent be granted, subject to conditions.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: 269-271-H Application file: 21/AP/0628 & 21/AP/0629 Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Recommendation (draft decision notice)
Appendix 2	Relevant planning policy
Appendix 3	Planning history of the site and nearby sites
Appendix 4	Consultation undertaken
Appendix 5	Consultation responses received.

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth	
Report Author	Richard Craig, Team Leader	
Version	Final	
Dated	22 November 2021	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		23 November 2021

APPENDIX 1

First Recommendation – Planning Permission 21/AP/0628

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

Applicant	Mr Julian Ayre Brunel Museum	Reg. Number	21/AP/0628
Application Type	Minor application		
Recommendation	GRANT permission	Case Number	269-271-H

Draft of Decision Notice

Grant subject to Legal Agreement for the following development:

Works to the exterior and interior of the Engine House as part of the Brunel museum Reinvented project. Proposed new entrance pavilion and associated landscaping works to the site. Minor works to create an audio-visual experience within the Tunnel Shaft.

The Brunel Museum Railway Avenue London Southwark

In accordance with application received on 22 February 2021 and Applicant's Drawing Nos.:

Existing Plans

Proposed Plans

Plans - Proposed BMR-220-A1L received 24/07/2021

Plans - Proposed BMR-221-A1L received 24/07/2021

Floor Plans - Proposed BMR-203-A1L received 24/07/2021

Floor Plans - Proposed BMR-254-A1L received 24/07/2021

Plans - Proposed BMR-270-A1L received 24/07/2021

Plans - Proposed BMR-271-A1L received 24/07/2021

Plans - Proposed BMR-260-A1L received 24/07/2021

Plans - Proposed BMR-270-A1L received 24/07/2021

Floor Plans - Proposed BMR-THA-XX-00-DR-A-150-P7 received 24/07/2021

Plans - Proposed BMR-THA-XX-00-DR-A-300-P8 received 24/07/2021

Other Documents

Waste Management Strategy BMR-THA-DR-A-Waste Servicing received 24/07/2021

Service Management Report BMR-THA-DR-A-Site Servicing received 24/07/2021

Landscaping and open space statement 0669.1.2 01.07.21 received 24/07/2021

Time limit for implementing this permission and the approved plans

2. TIME LIMIT CONDITION

The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required by Section 91 of the Town and Country Planning Act 1990 as amended.

Permission is subject to the following Pre-Commencements Condition(s)

3. MATERIALS - PAVILION BUILDING

Details (including sample) of the following materials to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any above grade works are carried out and the development shall not be carried out otherwise than in accordance with any such approval given.

- (a) metalwork with standing seam finish for the building's flank and rear elevations and roof
- (b) ceramic finish for the building's entrance elevation

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Strategic Policy 12 (Design and Conservation) of The Core Strategy (2011); and Saved Policies: 3.12 (Quality in Design) and 3.13 (Urban Design) of The Southwark Plan (2007).

4 DETAILS - PAVILION BUILDING

Shop drawings (scale 1:2 or 1:5) for the following shall be submitted to this Local Planning Authority and approved in writing prior to the commencement of the relevant works:

- (a) windows, including reveals
- (b) internal shutters, and
- (c) external doors.

No external shutters or grilles are to be fixed to the building.

The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the listed building in accordance with Chapter 16 (Conserving and enhancing the historic environment) of the National Planning Policy Framework (2021); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Strategic Policy 12 (Design and Conservation) of The Core Strategy (2011) and Saved Policies 3.15 (Conservation of the historic environment), 3.16 (Conservation Areas) and 3.17 (Listed Buildings) of The Southwark Plan (2007).

5. NEW PERIMETER WALL/BENCH AND RAILING

Shop drawings at a scale (1:2 or 1:5) of the new perimeter wall/bench and railings shall be submitted to the Local Planning Authority for approval in writing prior to the commencement of the relevant works; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the listed building in accordance with Chapter 16 (Conserving and enhancing the historic environment) of the National Planning Policy Framework (2021); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Strategic Policy 12 (Design and Conservation) of The Core Strategy (2011) and Saved Policies 3.15 (Conservation of the historic environment), 3.16 (Conservation Areas) and 3.17 (Listed Buildings) of The Southwark Plan (2007).

6. HARD AND SOFT LANDSCAPING

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2019; Strategic Policies 11 (Open Spaces and Wildlife), 12 (Design and conservation) and 13 (High Environmental Standards) of The Core Strategy 2011, and; Saved Policies 3.2 (Protection of Amenity), 3.12 (Quality in Design) 3.13 (Urban Design) and 3.28 (Biodiversity) of the Southwark Plan 2007.

7. HARD AND SOFT LANDSCAPING (2)

Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.

a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.

b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.

c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2019 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

8. Visitor Management Strategy

Prior to the occupation of the new facilities building, a document setting out the museum's Visitor Management Strategy shall be submitted to and approved by the local planning authority, and that the museum shall implement the strategy, unless otherwise agreed by the Council in writing. The strategy is for the management of members of the public visiting the site and shall address matters including but not limited to the following:

- a) Measures to encourage visitors to arrive by foot, bicycle or public transport
- b) Supervision of the site by staff during public opening hours
- c) Measures to discourage noise, anti-social behaviour and crime within the site
- d) Measures to control congestion at the public entrance(s) and public open spaces within the site
- e) Measures to control and co-ordinate servicing, waste collection and the use of the off-street disabled parking bay
- f) Measures to protect the amenity of residents within the streets surrounding the site, including publication of museum's contact details as a considerate operator.

Reason:

In order that the Council may be satisfied as to the details of the development in the interest of the amenity of the area, the safety and security of visitors and staff and visiting the museum and the amenity and privacy of adjoining occupiers in accordance with Chapter 8 (Healthy and safe communities) of the National Planning Policy Framework (2021); Strategic Policy 13 (High environmental standards) of The Core Strategy (2011); and Saved Policies 1.11 (Arts, culture and tourism), 3.2 (Protection of Amenity) and 3.14 (Designing out crime) of the Southwark Plan (2007).

9. DETAILS - PUMPING ENGINE HOUSE

Shop drawings (scale 1:2 or 1:5) for the following shall be submitted to this Local Planning Authority and approved in writing prior to the commencement of the relevant works:

- (a) Roof plant
- (b) external louvres, including material finishes, and
- (c) external doors.

The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the listed building in accordance with Chapter 16 (Conserving and enhancing the historic environment) of the National Planning Policy Framework (2021); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Strategic Policy 12 (Design and Conservation) of The Core Strategy (2011) and Saved Policies 3.15 (Conservation of the historic environment), 3.16 (Conservation Areas) and 3.17 (Listed Buildings) of The Southwark Plan (2007).

Permission is subject to the following Compliance Condition(s)

10. ARCHAEOLOGICAL MITIGATION: COMPLIANCE WITH WSI

a. During all below grade works or impacts to historic buildings, the applicant shall carry out archaeological mitigation in accordance with an archaeological written scheme of investigation (WSI) which has been submitted to and approved in writing by the Local Planning Authority The Brunel Museum, Rotherhithe, London Borough of Southwark, Outline Written scheme of investigation for historic building recording and archaeological watching brief, March 2021, Purcell. The below-grade works shall not be carried out otherwise than in accordance with any such approval given and in compliance with the method set out in the approved WSI.

b. In the event that archaeological finds or deposits are found at any time when carrying out the approved development that could be deemed to be of national significance, they shall be reported immediately to the Local Planning Authority, and a scheme for their protection, investigation, recording and/or preservation shall be agreed and submitted to the Local Planning Authority for approval in writing.

Reason:

To ensure that the archaeological interest of the site is preserved by record or in situ, that archaeological operations are undertaken to an acceptable standard, and in order to mitigate the impact of the works on the archaeological resource, in accordance with: the National Planning Policy Framework 2019; Strategic Policy 12 (Design and Conservation) of The Core Strategy 2011, and; Saved Policy 3.19 (Archaeology) of the Southwark Plan 2007.

11. Archaeological Reporting

Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason:

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

12. PROVISION OF CYCLE STORAGE

Before the first occupation of the building/extension, the cycle storage facilities as shown on the drawings hereby approved shall be provided and made available to the users of the development.

Thereafter, such facilities shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with: Chapter 9 (Promoting Sustainable Transport) of the National Planning Policy Framework (2021); Policy T5 (Cycling) of the London Plan (2021); Strategic Policy 2 (Sustainable Transport) of the Core Strategy (2011); and Saved Policy 5.3 (Walking and Cycling) of the Southwark Plan (2007).

13. PROVISION OF REFUSE STORAGE

Before the first occupation of the building hereby permitted, the refuse storage arrangements shall be provided as detailed on the drawings hereby approved and shall be made available for use by the occupiers of the dwellings/premises.

The facilities provided shall thereafter be retained and shall not be used or the space used for any other purpose.

Reason:

To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with Chapters 8 (Promoting healthy and safe communities) and 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Strategic Policy 13 (High Environmental Standards) of the Core Strategy (2011); and Saved Policies 3.2 (Protection of Amenity) and 3.7 (Waste Reduction) of The Southwark Plan (2007).

14. Plant Noise

The Rated sound level from any plant, together with any associated ducting, shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location.

For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014+A1:2019. A validation test shall be carried out and the results submitted to the Local Planning Authority for approval in writing to demonstrate compliance with the above standard. Once approved the plant and any acoustic treatments shall be permanently maintained thereafter.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2021, Strategic

Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

Permission is subject to the following Special Condition(s)

15. Lighting Details

Details of any external lighting [including design, power and position of luminaries] and security surveillance equipment of external areas surrounding the building shall be submitted to and approved by the Local Planning Authority in writing before any such lighting or security equipment is installed. The development shall not be carried out otherwise in accordance with any such approval given.

Reason

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with Chapter 8 (Healthy and safe communities) of the National Planning Policy Framework (2021); Strategic Policy 12 (Design and Conservation and) Strategic Policy 13 (High environmental standards) of The Core Strategy (2011); and Saved Policies 3.2 (Protection of Amenity) and 3.14 (Designing out crime) of the Southwark Plan (2007).

16. Arboricultural Site Supervision

The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in the tree protection condition shall be submitted for approval in writing by the Local Planning Authority within 28 days from completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by the retained or pre-appointed tree specialist.

Reason:

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2019 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

Second Recommendation – Listed Building Consent 21/AP/0629

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

Applicant	Mr Julian Ayre Brunel Museum	Reg. Number	21/AP/0629
Application Type	Listed Building Consent		
Recommendation	GRANT consent	Case Number	269-271-H

Draft of Decision Notice

Listed Building Consent is granted subject to the following condition(s)

1 The development shall be carried out in accordance with the following approved plans:

Reference no. / Plan/document name / Revision: Received on:
04.03.2021-Waste Servicing Waste Management Strategy 27.07.2021
04.03.2021 - Sire Servicing Service Management Report 27.07.2021
0669.1.2 01.07.21 Landscaping and open space statement 27.07.2021

BMR-220-A1L Plans - Proposed 27.07.2021
BMR-221-A1L Plans - Proposed 27.07.2021
BMR-203-A1L Floor Plans - Proposed 27.07.2021
BMR-254-A1L Floor Plans - Proposed 27.07.2021
BMR-270-A1L Plans - Proposed 27.07.2021
BMR-271-A1L Plans - Proposed 27.07.2021
BMR-260-A1L Plans - Proposed 27.07.2021
BMR-270-A1L Plans - Proposed 27.07.2021
BMR-THA-XX-00-DR-A-150-P7 Floor Plans - Proposed 27.07.2021
BMR-THA-XX-00-DR-A-300-P8 Plans - Proposed 27.07.2021

Reason:

For the avoidance of doubt and in the interests of proper planning.

1. Time limit condition

The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required under Section 18 of the Planning (Listed Buildings & Conservation Areas) Act 1990 as amended.

2. Compliance condition

MATERIALS TO MATCH EXISTING - ACCESS SHAFT

All new internal/external works and finishes and works of making good to the Access Shaft shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance, except where indicated otherwise on the drawings hereby approved or as required by any condition(s) attached to this consent.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the listed building in accordance with Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Strategic Policy 12 (Design and Conservation) of The Core Strategy (2011); and Saved Policies 3.12 (Quality in design) and 3.13 (Urban design) of the Southwark Plan (2007).

Informative notes to the applicant relating to the proposed development

1. This listed building consent only applies to the works specified here, including the drawings and schedules on this notice. Any additional fire, sound and other structural works that may be necessary for building regulations approval and which are not shown on the drawings and schedules on this notice are likely to require an additional application for Listed Building Consent (LBC). Please bear in mind that unauthorised works to a Listed Building could constitute a criminal offence.

Planning policy

National Planning Policy Framework (the framework)

The revised National Planning Policy Framework ('NPPF') was published on 20 July 2021, which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. Paragraph 218 states that the policies in the Framework are material considerations, which should be taken into account in dealing with applications.

The relevant chapters from the Framework are:

- Chapter 2 Achieving sustainable development
- Chapter 6 Building a strong, competitive economy
- Chapter 7 Ensuring the vitality of town centres
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 Conserving and enhancing the natural environment
- Chapter 16 Conserving and enhancing the historic environment.

The London Plan 2021

On 2 March 2021, the Mayor of London published the London Plan 2021. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London. The relevant policies are:

- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D8 Public realm
- Policy D12 Fire safety
- Policy D14 Noise
- Policy HC1 Heritage conservation and growth
- Policy G1 Green infrastructure
- Policy G4 Open space
- Policy G5 Urban greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy SI1 Improving air quality
- Policy SI2 Minimising greenhouse gas emissions
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage

- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling Policy
- T6.5 Non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction
- Policy DF1 Delivery of the plan and planning obligations.

Core Strategy 2011

The Core Strategy was adopted in 2011 providing the spatial planning strategy for the borough. The strategic policies in the Core Strategy are relevant alongside the saved Southwark Plan (2007) policies. The relevant policies of the Core Strategy 2011 are:

- Strategic Policy 1 Sustainable development
- Strategic Policy 2 Sustainable transport
- Strategic Policy 3 Shopping, leisure and entertainment
- Strategic Policy 4 Places for learning, enjoyment and healthy lifestyles
- Strategic Policy 10 Jobs and businesses
- Strategic Policy 11 Open spaces and wildlife
- Strategic Policy 12 Design and conservation
- Strategic Policy 13 High environmental standards.

Southwark Plan 2007 (saved policies)

In 2013, the council resolved to 'save' all of the policies in the Southwark Plan 2007 unless they had been updated by the Core Strategy with the exception of Policy 1.8 (location of retail outside town centres). Paragraph 213 of the NPPF states that existing policies should not be considered out of date simply because they were adopted or made prior to publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. The relevant policies of the Southwark Plan 2007 are:

The relevant policies in the Plan are:

- Policy 1.1 Access to employment opportunities
- Policy 1.11 Arts, Culture and Tourism
- Policy 2.1 Community facilities
- Policy 2.5 Planning obligations
- Policy 3.2 Protection of amenity
- Policy 3.3 Sustainability assessment
- Policy 3.4 Energy efficiency
- Policy 3.6 Air quality
- Policy 3.7 Waste reduction
- Policy 3.9 Water
- Policy 3.11 Efficient use of land
- Policy 3.12 Quality in design
- Policy 3.13 Urban design
- Policy 3.14 Designing out crime
- Policy 3.15 Conservation of the historic environment
- Policy 3.16 Listed Buildings (1)

- Policy 3.17 Listed Buildings (2)
- Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites
- Policy 3.19 Archaeology
- Policy 3.26 Borough Open Land
- Policy 3.29 Thames Policy Area
- Policy 5.2 Transport impacts
- Policy 5.3 Walking and cycling
- Policy 5.6 Car parking
- Policy 5.7 Parking standards for disabled people and the mobility impaired.

SPDs

Of relevance in the consideration of this application are:

- Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD (2015)
- Sustainable Design and Construction SPD (2008)
- St Marys Rotherhithe Conservation Area

New Southwark Plan

The New Southwark Plan is now at an advanced stage. The New Southwark Plan (NSP) was submitted to the Secretary of State in January 2020. The Examination in Public (EiP) for the NSP took place between February and April 2021. The Inspectors wrote a post hearings letter on 28 May 2021 and under Section 20(7)(c) of the Planning and Compulsory Purchase Act (2004) the Council asked the Inspectors to recommend Main Modifications to ensure the Plan is sound. The Council is consulting on the Main Modifications as recommended by the Inspectors from 6 August 2021 to 24 September 2021. The Inspectors will write a report once the consultation has concluded and they have had the opportunity to consider representations.

It is anticipated that the plan will be adopted later in 2021 and will replace the saved policies of the 2007 Southwark Plan, the 2011 Core Strategy, the Aylesbury Area Action Plan 2010, the Peckham and Nunhead Area Action Plan 2014 and the Canada Water Area Action Plan 2015. Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.

The Inspectors have heard all the evidence submitted at the Hearings and in previous stages of consultation. The Main Modifications comprise the changes to policies the Inspectors consider are needed to ensure the Plan is sound.

Relevant planning history

Reference and Proposal	Status
<p>04/AP/0182 and 04/AP/0185 Planning application and listed building consent application for the installation of railings (0.9 metre in height) on existing dwarf wall, provision of new gates, installation of seating area with picnic table, together with ancillary landscaping to lower park.</p>	<p>Dec: GRANTED Date: 22/4/04</p>
<p>05/AP/0713 Planning application for the installation of 3 benches of different designs and a blue glass 'river' motif set into the existing brick pavements of the upper piazza together with a new pedestrian ramp and steps from the street to upper piazza level.</p>	<p>Dec: GRANTED Date: 8/6/05</p>
<p>06/AP/0682 Planning application for the erection of single storey extension by enclosure of open yard with a glazed roof and replacement of railings with glazed screen on north elevation, for use as a cafe; external alterations - replacement of roof slates with clay pantiles, raising of door with new arch over on east elevation, installation and replacement of lead soakers, flashing, gutters and downpipes and brickwork repointing.</p>	<p>Dec: GRANTED Date: 1/6/06</p>
<p>06/AP/1157 Planning application for new roof to protect existing air extract fans and newly refurbished spiral stairs.</p>	<p>Dec: GRANTED Date: 11/10/06</p>
<p>08/AP/0342 Listed building consent application for works, comprising re-cabling, provision of a new power, signals and other works in The Thames Tunnel: all required as part of The East London Line Project</p>	<p>Dec: GRANTED Date: 15/4/08</p>
<p>08/AP/1160 Listed building consent application for the insertion of the new concrete slab within the southern shaft at a depth of 7.5m</p>	<p>Dec: GRANTED Date: 12/6/08</p>

<p>13/AP/0217 Planning application for the retention of works associated with prior approval (LBS Reg: 06-AP-0682), including: i) powder coated grey aluminium frames to cafe conservatory ii) metal ramp to front door iii) brick steps and double entrance doors to café.</p>	Dec: GRANTED Date: 3/4/13
<p>14/AP/2005 Listed building consent application for the insertion of a new internal staircase and re-arrangement of the existing ventilation pipework within shaft, and external works, including new entrance door</p>	Dec: GRANTED Date: 26/8/14
<p>14/AP/2004 Planning application for the change of use from railway infrastructure to museum/ theatre use (D1) within shaft, and alterations, including new entrance door</p>	Dec: GRANTED Date: 1/12/14
<p>16/AP/0199 Listed building consent application for the installation of new security grille to existing doorway in shaft wall.</p>	Dec: GRANTED Date: 17/3/16
<p>18/AP/2178 Planning application for the retention of the use of the gardens above the shaft for social events ancillary to the D1, museum use</p>	Dec: GRANTED Date: 26/9/18

Consultation undertaken

Site notice date: Not displayed
Press notice date: 25/2/21
Case officer site visit date: 14/5/21
Neighbour consultation letters sent: 25/2/21 and 23-24/3/21

Internal services consulted

- Environmental Protection
- Community Infrastructure Levy Team
- Design and Conservation Team [Formal]
- Archaeology
- Urban Forester
- Highways Development and Management
- Transport Policy
- Waste Management

Statutory and non-statutory organisations

- Historic England
- Metropolitan Police Service (Designing Out Crime)

Neighbour and local groups consulted:

123 Rotherhithe Street London Southwark
132 Adams Gardens Estate London Southwark
123 Adams Gardens Estate London Southwark
Flat 19 Hythe House Swan Road Estate Swan Road
2 Grices Wharf Apartments 119 Rotherhithe Street London
Flat B 121-123 Rotherhithe Street London
135 Adams Gardens Estate London Southwark
Flat 8 Hythe House Swan Road Estate Swan Road
Flat 22 Hythe House Swan Road Estate Swan Road
140 Adams Gardens Estate London Southwark
121 Adams Gardens Estate London Southwark
Flat C 121-123 Rotherhithe Street London
Flat 6 121-123 Rotherhithe Street London
Flat 12 121-123 Rotherhithe Street London
Flat 7 Hythe House Swan Road Estate Swan Road
Flat 11 Hythe House Swan Road Estate Swan Road

Flat 8 121-123 Rotherhithe Street London
Flat 3 121-123 Rotherhithe Street London
Flat 29 Hythe House Swan Road Estate Swan Road
133 Adams Gardens Estate London Southwark
1 Grices Wharf Apartments 119 Rotherhithe Street London
Flat A 121-123 Rotherhithe Street London
Flat 1 121-123 Rotherhithe Street London
145 Adams Gardens Estate London Southwark
141 Adams Gardens Estate London Southwark
138 Adams Gardens Estate London Southwark
129 Adams Gardens Estate London Southwark
126 Adams Gardens Estate London Southwark
122 Adams Gardens Estate London Southwark
Flat 9 Hythe House Swan Road Estate Swan Road
Flat 40 Hythe House Swan Road Estate Swan Road
Flat 39 Hythe House Swan Road Estate Swan Road
Flat 36 Hythe House Swan Road Estate Swan Road
Flat 34 Hythe House Swan Road Estate Swan Road
Flat 31 Hythe House Swan Road Estate Swan Road
Flat 3 Hythe House Swan Road Estate Swan Road
Flat 28 Hythe House Swan Road Estate Swan Road
Flat 25 Hythe House Swan Road Estate Swan Road
Flat 23 Hythe House Swan Road Estate Swan Road
Flat 20 Hythe House Swan Road Estate Swan Road
Flat 16 Hythe House Swan Road Estate Swan Road
Flat 14 Hythe House Swan Road Estate Swan Road
Flat 1 Hythe House Swan Road Estate Swan Road
6 Grices Wharf Apartments 119 Rotherhithe Street London
4 Grices Wharf Apartments 119 Rotherhithe Street London
101 Adams Gardens Estate London Southwark
Flat 13 121-123 Rotherhithe Street London
Flat 10 121-123 Rotherhithe Street London
Flat 5 121-123 Rotherhithe Street London
132 Rotherhithe Street London Southwark
Flat 6 Hythe House Swan Road Estate Swan Road
Flat 5 Hythe House Swan Road Estate Swan Road
Flat 4 Hythe House Swan Road Estate Swan Road
Flat 38 Hythe House Swan Road Estate Swan Road
Flat 37 Hythe House Swan Road Estate Swan Road
Flat 35 Hythe House Swan Road Estate Swan Road
Flat 33 Hythe House Swan Road Estate Swan Road
Flat 32 Hythe House Swan Road Estate Swan Road
Flat 30 Hythe House Swan Road Estate Swan Road
Flat 27 Hythe House Swan Road Estate Swan Road
Flat 26 Hythe House Swan Road Estate Swan Road
Flat 24 Hythe House Swan Road Estate Swan Road
Flat 21 Hythe House Swan Road Estate Swan Road
Flat 2 Hythe House Swan Road Estate Swan Road

Flat 18 Hythe House Swan Road Estate Swan Road
Flat 17 Hythe House Swan Road Estate Swan Road
Flat 15 Hythe House Swan Road Estate Swan Road
Flat 13 Hythe House Swan Road Estate Swan Road
Flat 12 Hythe House Swan Road Estate Swan Road
Flat 10 Hythe House Swan Road Estate Swan Road
143 Adams Gardens Estate London Southwark
142 Adams Gardens Estate London Southwark
139 Adams Gardens Estate London Southwark
137 Adams Gardens Estate London Southwark
136 Adams Gardens Estate London Southwark
134 Adams Gardens Estate London Southwark
131 Adams Gardens Estate London Southwark
130 Adams Gardens Estate London Southwark
128 Adams Gardens Estate London Southwark
127 Adams Gardens Estate London Southwark
125 Adams Gardens Estate London Southwark
124 Adams Gardens Estate London Southwark
82 St Marychurch Street London Southwark
1 Tunnel Road London Southwark
121-123 Rotherhithe Street London Southwark
7 Grices Wharf Apartments 119 Rotherhithe Street London
5 Grices Wharf Apartments 119 Rotherhithe Street London
3 Grices Wharf Apartments 119 Rotherhithe Street London
Flat 9 121-123 Rotherhithe Street London
Flat 7 121-123 Rotherhithe Street London
Flat 4 121-123 Rotherhithe Street London
Flat 2 121-123 Rotherhithe Street London
Flat 11 121-123 Rotherhithe Street London

APPENDIX 5

Consultation responses received

Internal services

- Environmental Protection
- Community Infrastructure Levy Team
- Design and Conservation Team [Formal]
- Archaeology
- Urban Forester
- Highways Development and Management
- Transport Policy

Statutory and non-statutory organisations

- Historic England
- Metropolitan Police Service (Designing Out Crime)

Neighbour and local groups consulted:

127-131 Rotherhithe Street Flat 44 Brandrams Wharf London

82 St Marychurch Street Rotherhithe

5 King Stairs Close London SE16 4JF

Flat 59 Osier House 14 Quebec Way London

6 King Stairs Close London SE16 4JF

2 King Stairs Close London SE16 4JF

20 Walker House Odessa Street London

48 Elephant Lane London SE16 4JD

90b High Street Hastings TN34 3ES

Flat 23, Brandrams Wharf 127-131 Rotherhithe Street London

Flat 12 Brandrams Wharf 121-127 Rotherhithe Street London

119 Adams Gardens Estate 119 LONDON

Flat 41, Brandrams Wharf 127-131 Rotherhithe St London

115 Matilda House St Katherine's Way London

37 Brandrams Wharf 127-131 Rotherhithe Street London

Hermitage Moorings 16 Wapping High Street London

Flat 12, Mauretania Building, 4 Jardine Road, LONDON Mauretania Building London

Flat 14 Sandwich House Swan Road London

Flat 10 121-123 Rotherhithe St London
Flat 33, Brandrams Wharf 127-131 Rotherhithe Street LONDON
Flat 10 121-123 Rotherhithe St LONDON
5 Ronald Buckingham Court Kenning Street LONDON SE16 4LL
Flat 7 The lodge Lower Road 120b London
58 Brunel road London SE16 5GA
50 Lockwood Square London SE16 2HS
Flat 19, Winchelsea House Swan Road London
159 Plough Way Flat 11 London
24 Brandrams Wharf Rotherhithe Street London
Olivier 82 St Marychurch Street London
Flat 2 23a Blue Anchor Lane London
5 Brandrams Wharf London SE16 4NF
25 Barnes Street Limehouse London
4 King Stairs Close London SE16 4JF
Flat 42 Brandrams wharf 127-131 RotherHithe Street London
Flat 5 Basque Court Garter Way London
29 Winchelsea house Swan road Rotherhithe
Flat 32, Brandrams Wharf 127-131 Rotherhithe Street? London
24 TOWER BRIDGE BUILDINGS MILL STREET LONDON
33 Winchelsea House Swan Road London
17 Brandrams wharf 127-131 Rotherhithe st London
Flat 15 Hampton Court London
8 Rye House Swan Road London
36 Brandrams Wharf 127-131 Rotherhithe St London
Flat 59 Osier House 14 Quebec Way London
7 Wolfe Crescent Rotherhithe SE16 6SF
25A Brunel Road London SE16 4LA
5 Gun Wharf 130 Wapping High Street London
5 Brandrams Wharf 127-131 Rotherhithe Street London
7 Raleigh Court Clarence Mews London
South Dock Rope Street London
Flat 4 107 Rotherhithe Street London SE164NF
Flat 23, Brandrams Wharf 127-131 Rotherhithe Street London
Flat 7 Stable House 1 Hope Wharf LONDON
50 Lockwood Square London SE16 2HS
15 Wheellys Lane Birmingham B15 2DW
24 TOWER BRIDGE BUILDINGS MILL STREET LONDON

45 Brandrams Wharf 127-131 Rotherhithe Street London

Rotherhithe London Se16 4nf

139 Providence Square London Se1 2ed

5 Rye House Swan Road London

18 Wolfe Crescent London SE16 6SF

46 Elephant Lane Rotherhithe SE16 4JD

Flat 10, 121-123, Rotherhithe Street London SE16 4NF

Flat 31, Brandrams Wharf 127-131 Rotherhithe Street London

101 Rotherhithe Street London SE16 4NF

18 Wolfe Crescent Rotherhithe London