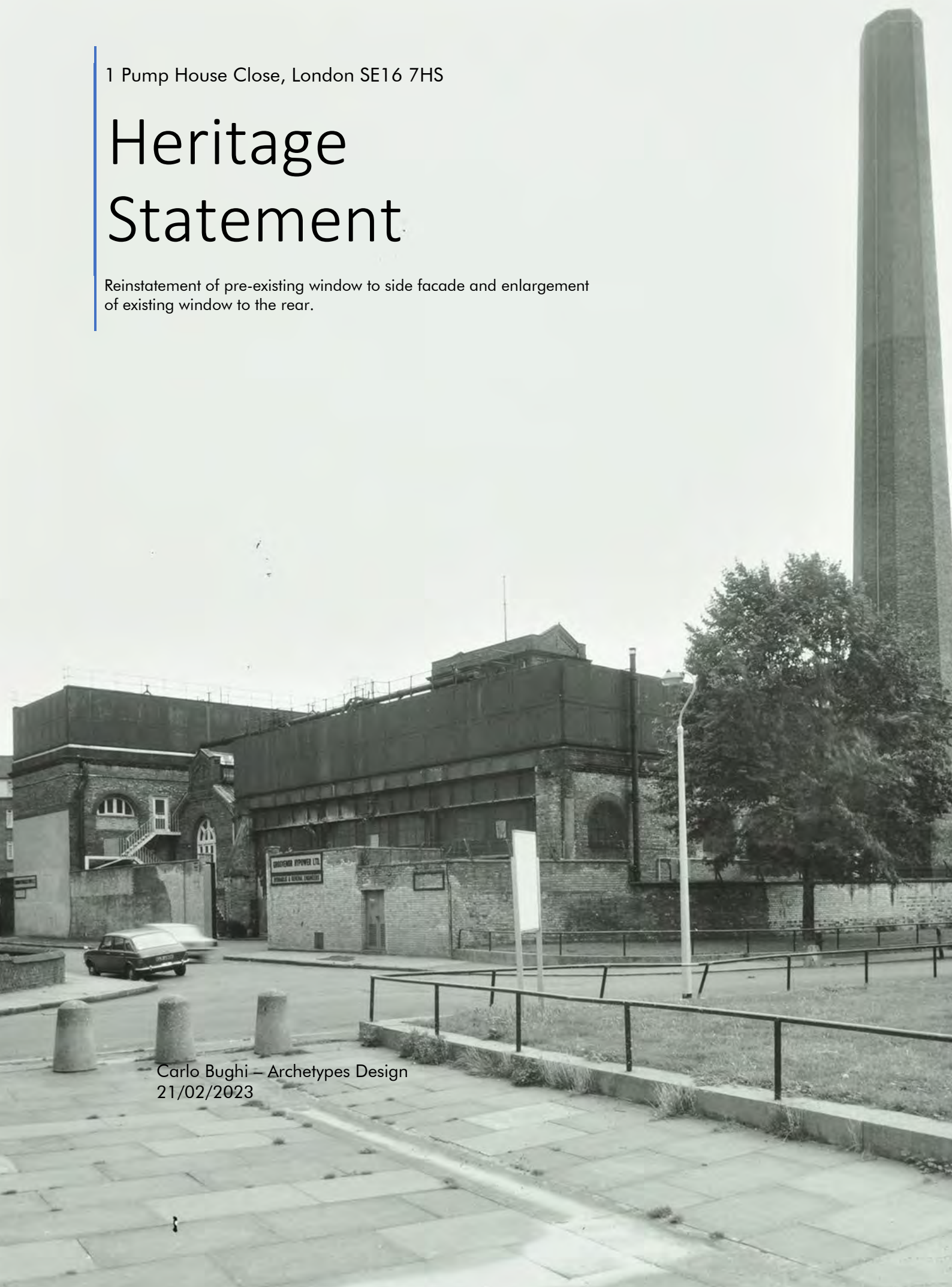


1 Pump House Close, London SE16 7HS

Heritage Statement

Reinstatement of pre-existing window to side facade and enlargement of existing window to the rear.



Carlo Bughi – Archetypes Design
21/02/2023

Heritage Statement

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Cover, Figure 1

London Hydraulic Power Company pumping station in Renforth Street, 1975, © London Metropolitan Archives (City of London)



1 Pump House Close, London, SE16 7HS
 Web: <https://archetypes.design>
 phone: (+44) 07473 949960

archetypes.
design

1 Introduction

1.1 General information

The proposal regards the property at 1 Pump House Close, at southern end of the so called "Gateway building" which is part of the London Hydraulic Power Company Pumping Station development, a Grade II Listed Building, converted into apartments around 20 years ago.

The original works were completed in 1902 and the conversion into dwellings was completed in 2001 and no substantial alterations have been made ever since.

1.2 Schedule of proposed works

During the conversion in 2001, a big opening to the side façade of the Gateway Building was bricked up and, as part of the application, it is proposed to reinstate this opening to improve the living condition of the property.

The works will include:

- a. Removing external bricks and internal bricks and blocks, not part of the original fabric of the building but part of a later infill, to reinstate the original size of the opening, keeping the existing architrave in place.
- b. Replacing broken bricks to restore the side edges of the opening, internally and externally, using reclaimed bricks.
- c. Fitting of window frame, as specified by the attached drawing.

A second small window, opening to the rear of the building, that is not visible neither from the public street nor from the communal yard of the estate, is proposed to be resized dropping down the sill level which at the moment, being at 2.4 m from the first-floor level, makes the window out of reach.

More information about the proposal is provided with the enclosed **Design & Access statement**.

1.3 Planning precedents

The most recent precedent is Listed Building Consent (22/AP/3745) for internal alterations granted to 22/AP/3745 on the 9/12/2022.

The current proposal has been coordinated with the internal alterations already approved with LBC to make sure that the reinstated and new opening will be functional to both the current layout and the already approved internal works.



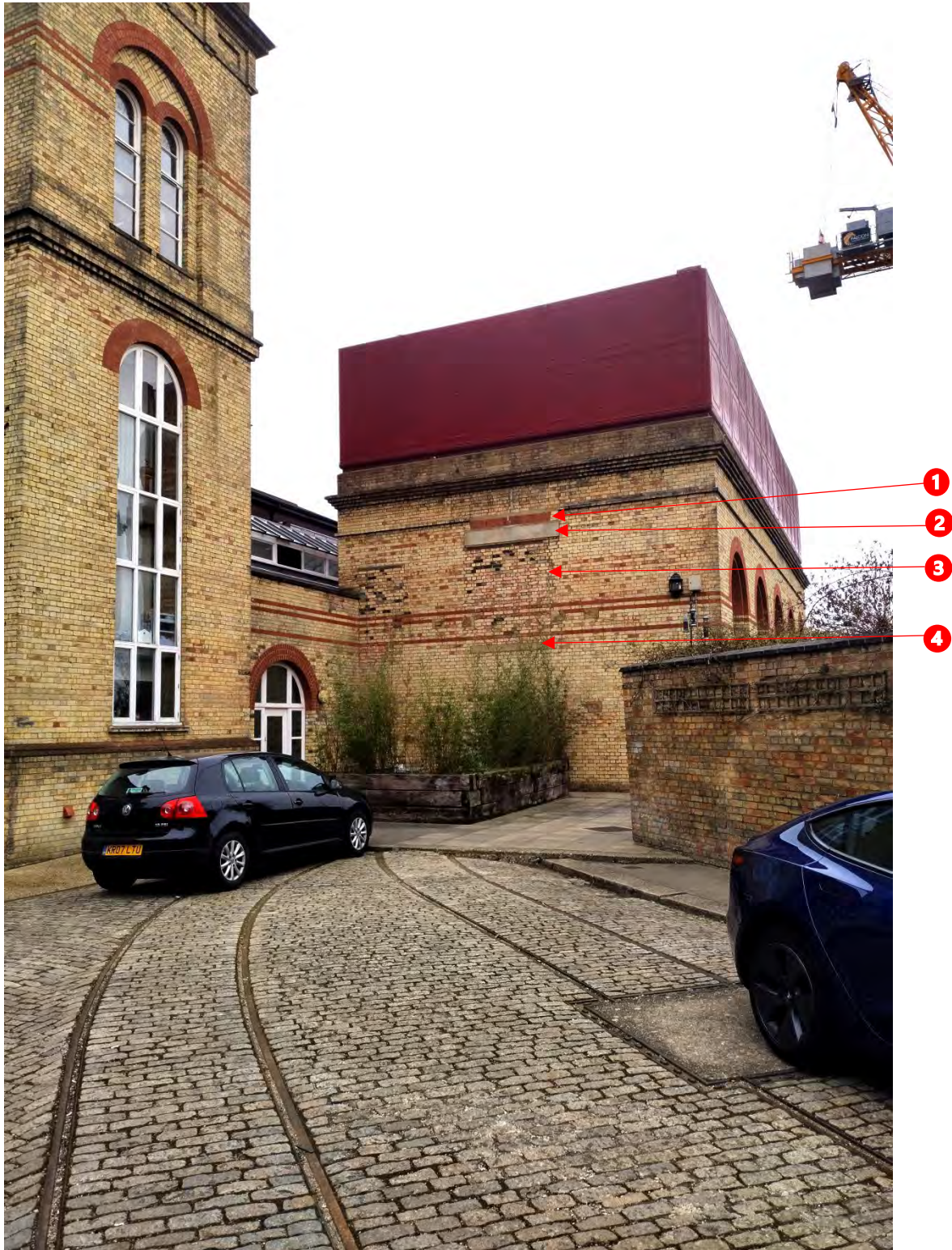


Figure 2 The side facade of the Gateway Building (ex-Coal Store). It is still visible the original brick architrave (1). The concrete architrave (2) is a later addition which cannot be removed as now structurally integrated with the load bearing wall. It is recognisable the patch of new bricks of the infill made in 2001(3). The cement sill below (4) corresponds to the level of the original opening which is proposed to reinstate.

2 Listing and Requirements and Method for assessment of significance

2.1 Official List Entry

Heritage Category: Listed Building
 Grade: II
 List Entry Number: 1385816
 Date first listed: 01-Jul-1983
 List Entry Name LONDON HYDRAULIC POWER COMPANY FORMER PUMPING STATION
 Statutory Address 1: LONDON HYDRAULIC POWER COMPANY FORMER PUMPING STATION, RENFORTH STREET

Location

Statutory Address: LONDON HYDRAULIC POWER COMPANY FORMER PUMPING STATION, RENFORTH STREET

The building or site itself may lie within the boundary of more than one authority.

County: Greater London Authority
 District: Southwark (London Borough)
 Parish: Non Civil Parish
 National Grid Reference: TQ 35378 79581

Details SOUTHWARK

TQ3579 RENFORTH STREET 636-1/6/633 London Hydraulic Power Company
 01/07/83 former Pumping Station II

"Pumping station, later engineering works. Dated 1902. For London Hydraulic Power Company (with company name on plaque). Local stock and Suffolk brick with red brick dressings to semicircular window arches. Main block of pump room ranged east-west has a lofty series of arched windows and oculi in the gable ends which have stepped brick detailing and parapet gables to clerestory. Tall tapering octagonal chimney stack on tall square base with engineering brick plinth at north-west corner of pump room. Accumulator tower with blind arcading, panelled frieze, cornice and parapet raised in gable over short sides. Lower north blocks support large panelled cast-iron settling tanks, carried on steel frame internally. Was in its original use until 1977; pumps and engines since removed. More recent use as engineering works. Following the company's Wapping Station, this one established the design type for the company's subsequent stations".¹

¹ <https://historicengland.org.uk/listing/the-list/list-entry/1385816?section=official-list-entry>

2.2 National Planning Policy Framework (2021)

(194) In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.²

2.3 Historic England's document Conservation Principles, Policies and Guidelines

In its Conservation Principles, Policies and Guidelines document³, Historic England defines the concept of "setting" as follows:

(76) 'Setting' is an established concept that relates to the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape. Definition of the setting of a significant place will normally be guided by the extent to which material change within it could affect (enhance or diminish) the place's significance.

In the same document it is stated:

(138) New work or alteration to a significant place should normally be acceptable if:

- a. there is sufficient information comprehensively to understand the impacts of the proposal on the significance of the place;*
- b. the proposal would not materially harm the values of the place, which, where appropriate, would be reinforced or further revealed;*
- c. the proposals aspire to a quality of design and execution which may be valued now and in the future;*
- d. the long-term consequences of the proposals can, from experience, be demonstrated to be benign, or the proposals are designed not to prejudice alternative solutions in the future.*

² Paragraph 194 of NPPF 2021 replicates the content of paragraph 128 NPPF 2012.

³ <https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/>

3 The original building and its setting.

3.1 The Current Setting

All the buildings are comprised in a gated development with a 3 meters brick wall all around it, and three points of access: from Albatross Way to the East (pedestrian only), from the gate at the northern corner along Renforth Street, giving access to the external parking area, the access along Renforth Street to the lower yard underneath the apartments to 70 Renforth Street.

In comparison with the original setting, when the station was operating, the most substantial difference is the new-built residential building at South-East, where the Strategic Coal store built in 1907 was located, that was part of the conversion development in 2001.

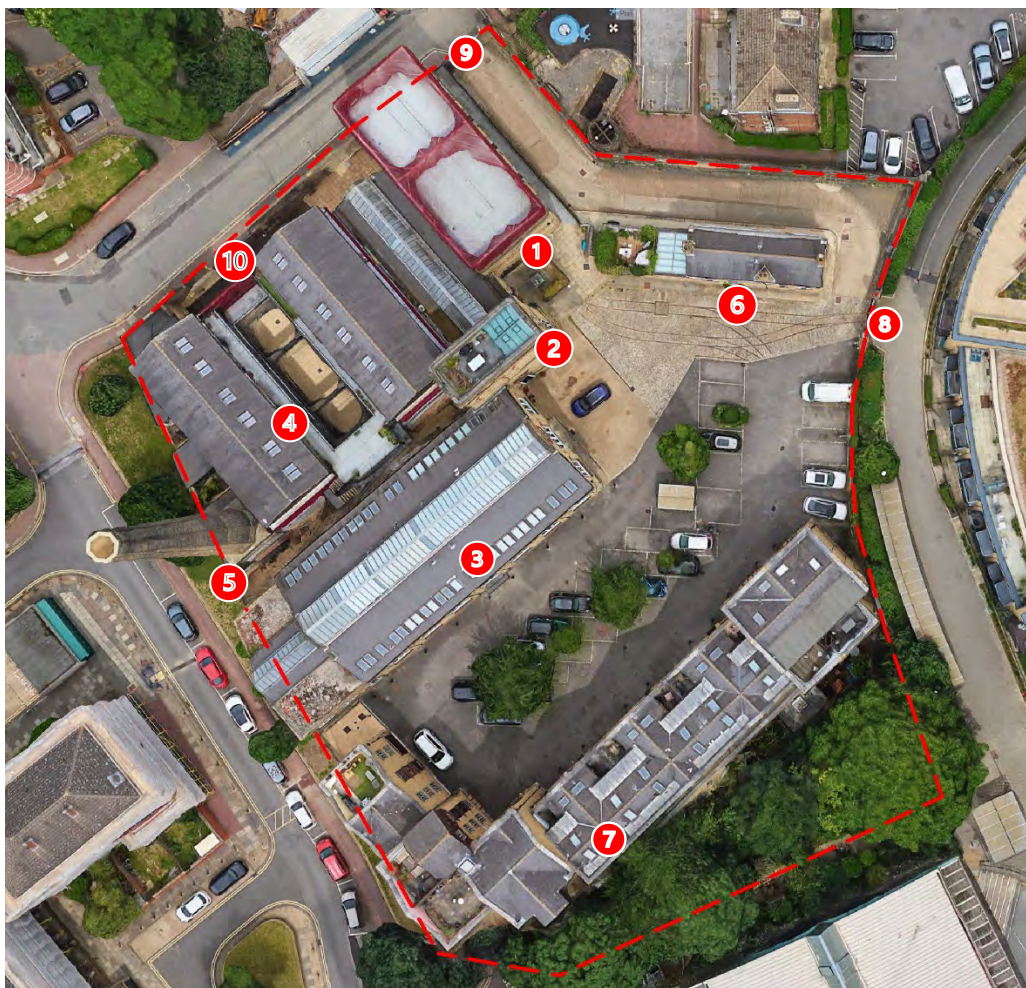


Figure 3: Satellite image of the site: (1)The Gateway Building (ex-Coal Store), (2)The Accumulator Tower, (3) The Engine House, (4) The Boiler House, (5) the Chimney, (6) the Pump House Master's cottage and the Tramway rails, (7) New-built residential buildings with parking yard in front of them, (8) pedestrian access from Albatross way, (9) vehicular access from Renforth Street (10) access to the lower yard to 70 Renforth Street.

Besides the alterations described in the previous pages, the major alteration to the original buildings consisted in the addition of two pitched-roof blocks placed on the water tank of the boiler house visible from Renforth Street.



Figure 4: The two pitched-roof blocks added with the conversion viewed from Renforth street.

As shown in the image next page (figure 5), from Albatross Way, besides the chimney and the Accumulator Tower, it is possible to spot the Gateway Building (Coal Store), the Pump House Master's Cottage, and, in the background, the additional blocks over the Boiler House.

To the right of the same image, the Albion Estate, a post war development.

To be noted that the side façade of the Gateway Building and the area where is proposed to reinstate the opening, is visible from this pathway.



Figure 5: The Pump Station from Albatross Way. IN the red square, the area of the side facade where it is proposed to reinstate the opening.

3.2 The site and its development

The Greater London Industrial Archaeology Society (GLIAS) published an article⁴ by Tim R Smith, who visited the property in 1999 before any work for the conversion took place, which, supported by archive researches, provides precious information about the site and the buildings:

The land on which the pumping station stood was in an angle of the western boundary of the Surrey Commercial Docks, from whom it was purchased in 1899. A former drainage ditch provided a natural boundary to the dock property.

Beyond the boundary to the south-west was the Neptune Street chemical works of Brandram Bros & Co Ltd, a firm which had been established in the early nineteenth century. To the north-west were rows of terraced houses; to the east lay the Dock Company's Albion Yard.

The site of the pumping station had been used for tipping soil, probably from the building of the Canada Dock, built in the 1870s, and from which a double line of railway was shown on the 1894-6 OS plan.

The tunnel of the East London Railway crossed the eastern half of the site. Because of the tipping, the land to the north-west of the site was about ten feet (3 metres) lower than that to the south.

The map below⁵ shows the site before the construction of the pumping station marked by the red circle.



Figure 6 London and its environment Sheet VII.SE -surveyed 1848-51 - published 1851.

⁴ <http://www.glias.org.uk/journals/15-c.html>

⁵ Unless differently indicated, all maps in this document have been obtained by the National Library of Scotland. (<https://www.nls.uk>)

A detail from a map of Essex surveyed between 1862 and 1873 (see Figure 7 below), shows the embankment of tipping soil mentioned in the article from GLIAS.



Figure 7 Essex Sheet LXXXI - surveyed 1862-1873 - published 1870-1882. In the red oval the embankment of tipping soil from the building of the docks nearby. It is also visible as dotted line the tunnel under the Thames of the East London Railway (currently use by the overground service). In the red square, the position of the current Brunel Museum, originally designed the shaft to access the tunnel. Meanwhile, from 1851, the names of the docks have changed: the three ponds of the Grand Surrey Dock are now identified as Main Dock, Albion Pond, Canada Pond.

Besides some changes in the docks (Albion Pond and Canada Pond unified in Canada Dock), there are no significant changes in the area towards the end of the century as testified by the map surveyed in 1893-1894 and published in 1894-1896 (see Figure 8 next page).

From a landscape point of view, the pathway along Albion Yard is still existing and perfectly recognisable in the Current Albatross Way and Deal Porters Walk leading to the gasometers (one of which is still in place) next to the Surrey Basin (currently Surrey Water).



Figure 8 London Sheet VII.SE - revised 1893-1894 - published 1894-1896

In a map surveyed in 1914 (see figure 9 below), the Pump Station is eventually represented. The context around has not changed much, besides some additional buildings between the docks, in Canada Yard, Albion Yard, Centre Yard.



Figure 9 London V.16 - revised 1914 - published 1916

3.3 The Original buildings: Rotherhithe Hydraulic Pumping Station

The Greater London Industrial Archaeology Society⁶ (GLIAS), in its article by Tim R Smith, offers a quite complete description of the complex of buildings constituting the Pumping Station as shown in the map below (see Figure 10).

The London Hydraulic Power Company (LHP) was a public utility that sold water at a guaranteed pressure of 700 psi (about 48 bar), for powering machinery. It charged so much per 1,000 gallons (4,500 l), on a sliding scale. LHP operated from September 1883 until 2 July 1977.

In 1860, there was an unsuccessful attempt to set up a public supply company to power hydraulic machinery at riverside wharves. Eleven years later the Wharves & Warehouses Steam Power & Hydraulic Pressure Company was incorporated by Act of Parliament. 1 Its powers lay dormant until they were revived, in 1882, when the company was purchased by the newly-formed General Hydraulic Power Company.

An Act of 1884 changed the name to the more familiar London Hydraulic Power Company (LHP), a subsidiary of the General Hydraulic Power Company. 2 The first pumping station was opened at Falcon Wharf on Bankside in September 1883.

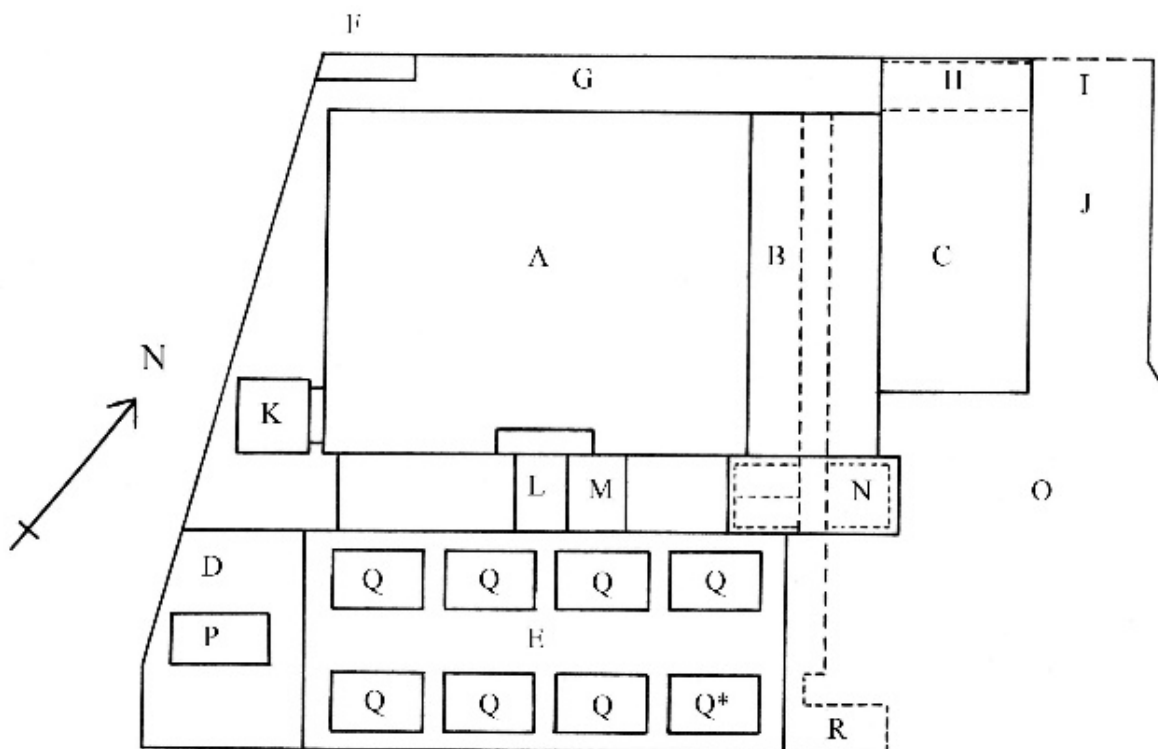


Figure 10

Plan of the main buildings from the Greater London Industrial Archaeology Society website: A Boiler House, B Filter House, C Coal Store, D Workshop, E Engine House, F LEB Sub-station, G Lower ground level yard, H Passageway under coal store, I Gate, J Roadway up to upper ground level yard, K Chimney, L Passage, M WC, N Accumulator Power, O Upper ground level yard.

⁶ <http://www.glias.org.uk/journals/15-c.html>

[...] Building work was completed by 1902, the date shown on a plaque affixed to the accumulator tower. Testing of the pumps began in late 1902, and the station began pumping in earnest during the week ending 2nd April 1903.

With eight triples, Rotherhithe was one of the larger LHP pumping stations. By 1906, over 215 million gallons per annum (1,000 million litres per annum) were being pumped, about 22% of the LHP total, but well below the station's capacity.

In 1916, when Wapping pumping station was virtually idle, Rotherhithe pumped over 330 million gallons (1,500 million litres), 29% of the LHP total.⁶ For a few years after the opening of Rotherhithe pumping station, LHP supplied steam to Brandram's works next door.

[...] Rotherhithe was the last of LHP's pumping station to be electrified, the steam engines being finally stopped in the week ending 31 March 1961.

The steam turbine was last used in July 1959. Final closure of Rotherhithe came in June 1968.⁹ It is said that one or more of the pumps were taken to Egham for re-use. By this time the offices of the company had been moved to Rotherhithe.

3.4 The tramway

Looking at the detail of the site, as shown in the 1914-1946 map below, it is visible the rail line leading towards the coal stores.

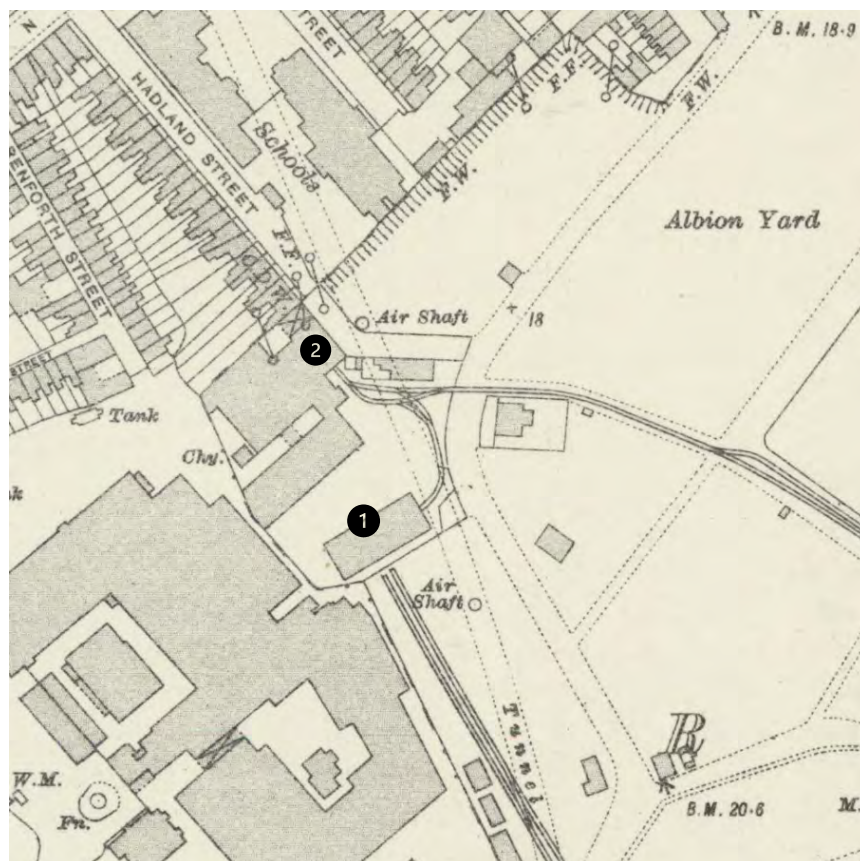


Figure 11 The tramway leading to the "Strategic" Coal store (1), which has been demolished, and the Station Coal Store (2), which is part of the listed buildings and where the works are proposed.

This rail is described in GLIAS' article with additional information about the Coal stores:

A tramway was built from Albion Dock to bring coal to the coal store. A 20-cwt (1 tonne) moveable hydraulic pedestal crane was provided at the dock. [...] The 3-foot (0.9 metres) gauge line, of 60lbs per yard (90 kg per metre) street-tramway section rail in 24-foot lengths, ran from the Albion Dock, through a gate on the east side of the site and into the coal store at upper ground level. The OS plan showed two sidings at the dock end. Part of the tramway survived in the yard. There was a loop in front of the foreman's house and a weighbridge, which in August 1999, was partially hidden beneath a portacabin. A single line ran into the coal store. Lines branched off both lines of the loop, curving southwards, converging to a single line which continued to curve round to the south-west, to the site of the former strategic coal-store, which had been demolished. For most of the tramway's life, the motive power was a horse. But in 1947 LHP purchased a Lancing Bagnall Model 'A' Tractor for £510 and horse haulage ended.⁷



Figure 12 The yard to the south, before the conversion works (Tim R Smith, Greater London Industrial Archaeology Society, 1999), showing the Pump House Master's Cottage (currently 7 Pump House Close) to the left, and the 3-foot gauge tramway from Albion Dock, which entered the site through the gates at top left. The branch to the right led to the strategic coal store, which was added in 1907 to hold strategic reserve of coal in case of shortage of supply caused by, for example, strikes, and that has been demolished. Underneath the portacabin the tramway ran over a weighbridge. This photo has been probably taken from the water tank on the top of the Station Coal Store.

⁷ <http://www.glias.org.uk/journals/15-c.html>



Figure 13 Satellite image showing the remaining of the original pavement and rails. The building on the top of the image is the Pump House Mater's Cottage (original building), now corresponding to nr. 7 Pump House Close.



Figure 14 The communal courtyard as it appears today. The tall opening starting at ground floor level to the North-East façade of the Accumulator Tower was created with the conversion in 2001.

3.5 The Coal Store

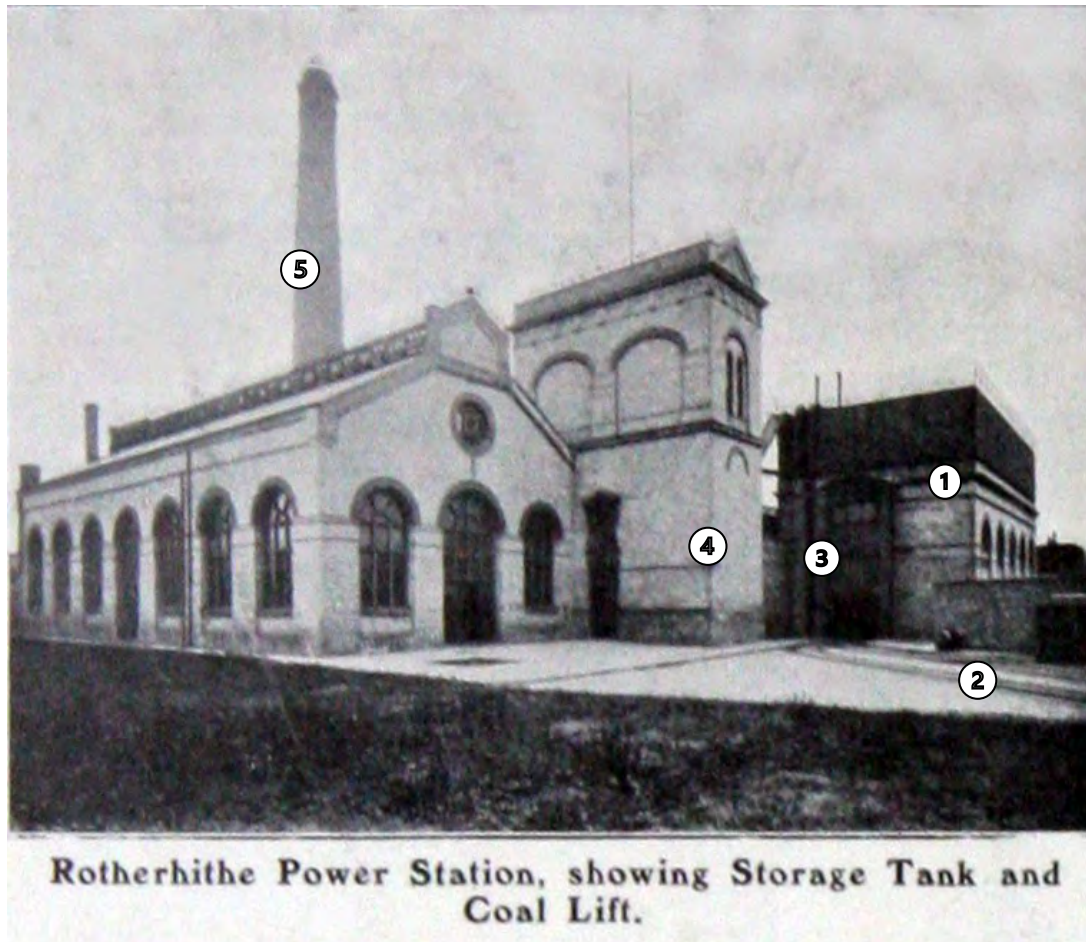


Figure 15

This photo shows the Station when it was in operation. To the side of the Coal store (1), just at the end of the tramway line (2), there is a superstructure which was the Coal lift (3), with an opening to unload the coal into the building. This photo could be dated before 1907 as it seems that the branch of rail leading to the strategic coal store (built that year) is still missing. To be noted: the accumulator tower has no opening at ground floor level except the entrance door. In the background, the octagonal chimney (4). The walls of the Engine House and the Accumulator Tower seem to be plastered or at least painted, and the windows frames seem to be painted with a darker colour than today.

Among all the buildings, the Station Coal Store is particularly significant in the context of this application, as the proposed works regard this building.

The Station Coal Store was a three-storey building, built into the spoil bank, so it had only two storeys on the south side. It was located at the north-eastern end of the boiler house range and had a roadway running past, to a gate on Renforth Street. It was rectangular in plan and had five semi-circular, giant arches on the roadway side, with windows at first floor level and blind below. Another roadway passed under the end bay to the boiler house.

The building had undergone several alterations since it ceased to be used as a coal store. At the lower end there was a room under the upper ground floor, with an

inserted door and window. At the south-east end steps had been built to a new door at upper ground level. A first floor had been inserted with stairs up to it.

On this floor were the remains of a bathroom. The coal store was possibly the site of the offices after their removal from Grosvenor Road. Later it was converted to a dwelling, hence the bathroom. There was a large tank on the roof.

A beam along the south-east wall under the passageway, at upper ground floor level, suggested that there had been an opening to allow coal to fall down into the passageway. Along the outer wall, both in the passageway and along to the boiler house, there were remains of brackets, which could have supported a conveyor.⁸

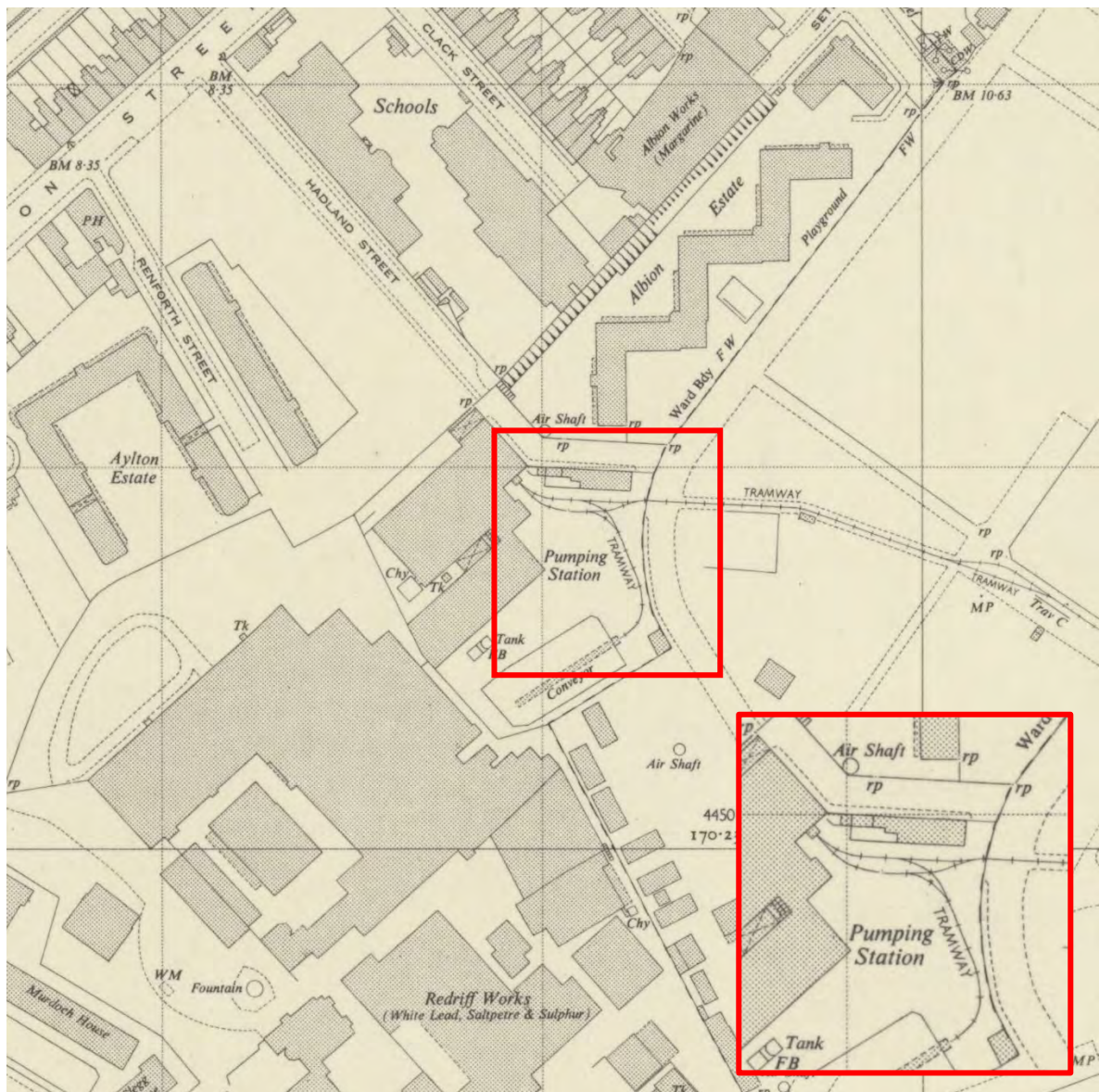


Figure 16 In this map surveyed in 1949 and published in 1951 (TQ3579 -A) it is visible the Coal lift to the side of the Coal Store. It is also marked the air shaft to the underground rail, which is still in place, just opposite the entrance to 1 Pump House Close.

⁸ <http://www.glias.org.uk/journals/15-c.html>

As shown in the images below, the fabric of all the buildings has been altered during the conversion works in 2001, with new openings where there were none, and other existing openings modified or bricked up.

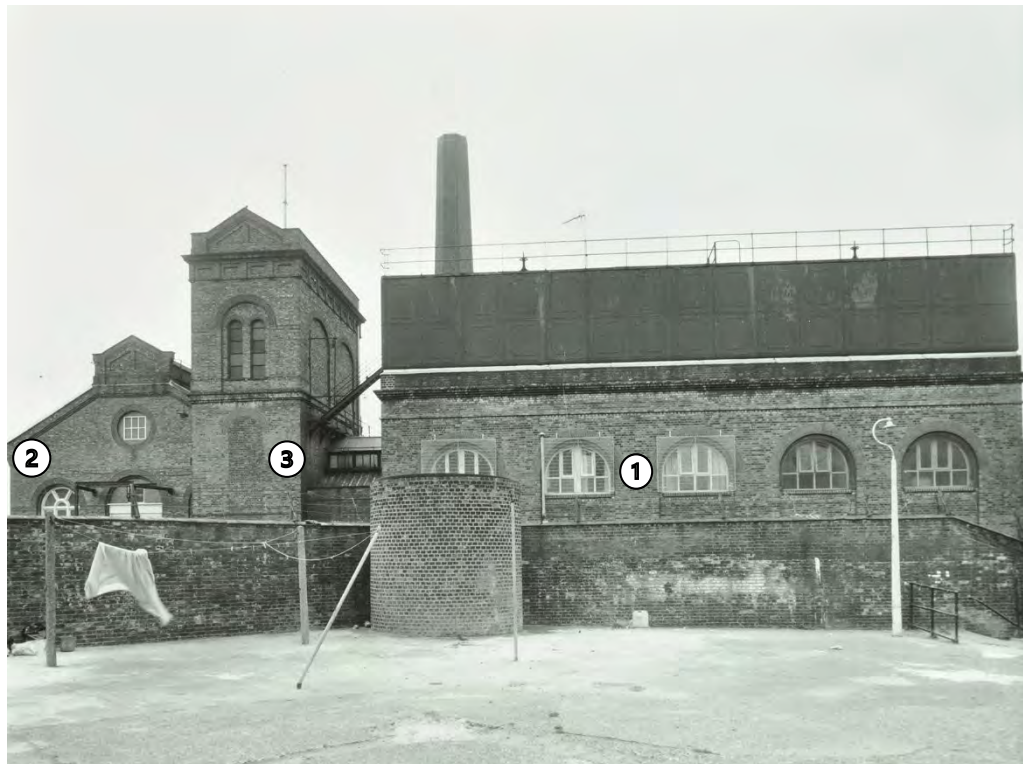


Figure 17 London Hydraulic Power Company pumping station in Renforth Street, 1975, © London Metropolitan Archives (City of London). The North-East facade of the Coal Store. The openings are limited to the top arch. The frames to these openings (1) are different from those to other openings, like the window to the Engine House (2), that – besides the colour – seems consistent with the picture dated pre-1907 (see figure 15). The lower opening to the Accumulator Tower's façade is still missing (3) and a different colour/texture of the bricks seems suggesting that there was originally an opening there.

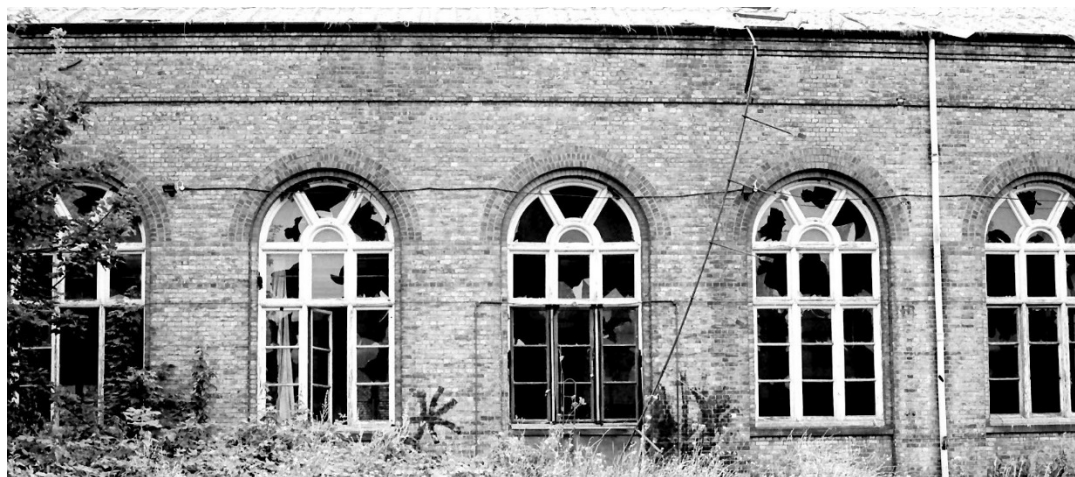


Figure 18 The five semi-circular arched openings have a lower sill than 1975 (see Figure 17). The frames have been changed to be consistent with those to the Engine House. (photo by Tim R Smith, Greater London Industrial Archaeology Society, 1999).



Figure 19 Besides the change of the opening's sill level (which has been dropped down to create the access), the design of the frame has been changed again, losing the curved and the radial elements at the top.



Figure 20 Rotherhithe Pumping Station, Swan Road: exterior, 1975, © London Metropolitan Archives (City of London). In the red square, the opening to the side façade of the Coal Store, which at the time had glazed frames. To be noted: the opening seems to be square rather than rectangular and the concrete lintel is already in place.



Figure 21

(Tim R Smith, *Greater London Industrial Archaeology Society*, 1999). In the red square it is visible the opening at the upper level before it was bricked up at the time of the most recent conversion in 1999. This opening was behind the coal lift (see Figure 14) to unload the coal from the tramway. It is also visible a metal staircase leading to a door at first level. In comparison with 1975, the gazed frame is missing. To be noted: as in the 1975 photo, the sill of the window seems to be higher than the original.



Figure 22

Photo taken from the same spot of Figure 21, showing the buildings as they appear today and the differences with the status before the conversion works. The opening to the side of the Coal store (1) has been bricked up like the window to the Accumulator Tower (2). The access to the Accumulator Tower (3), which was partially closed in 1999, has been opened up again. There are new rooflights (4) and upper floor windows (5) to the front of the Engine building, while the frames to the arched openings (6) have changed to accommodate the internal split floor.



Figure 23

The rear of the Coal Store in 1999, taken from the low courtyard accessible from Renforth Street. There is an upstairs door (1), and the wall underneath the arched window (2) is recessed. The bonding is consistent with the rest of the original wall (English bond).



Figure 24

Photo taken from the same spot of Figure 23. There is a new square window (1), same as all the square windows at the same level created to the five units with the conversion works in 2001. The recess underneath the arched window has been flattened (2) with stretched bond new bricks.

3.6 Coal Store: Internal and external features

Externally, the most peculiar feature is the external top roof which is characterised by the original red cast iron water tank on top, supported, internally, by wrought iron 'I' beams, spaced at 1.4 m (centre to centre), stiffening plates at 1.3 m, and extra rivetted plates at top and bottom.

"A simple rolled wrought iron 'I' beam or a simple plated girder was generally assumed to have a span capability of about 20 times its depth"⁹: in that case the ratio between depth and span is 1/10. All these features testify about the great load capacity of those beams which were built to support a load of 3 tons per square meter (the water in the tank above it).



Figure 25: The giant "I" beams supporting the roof and the water tank above it.

Originally, as a coal storage, the whole building was an open void volume, even though some marks on the walls and the brick columns at the corners, suggest the presence of a mezzanine level, which may have been adapted before the last conversion in 2001 and after that the building was dismissed as Coal store.

⁹ <https://fet.uwe.ac.uk/conweb/commercial/ironandsteel/section5.htm>

With the conversion in 2001, the building has been divided in 5 floor-to-ceiling units, all with the same or mirrored layout.

The unit at 1 Pump House Close has original brick walls on three sides (just the party wall dividing from nr 2 is an addition from 2001, year of completion of the conversion works).



Figure 26: corner of the building with a brick pillar and marks on the wall which seems suggesting the presence of a mezzanine level.

The 5.3 m tall arched openings are certainly another important feature of the building, even though, as shown by the photos and as described in the previous paragraphs, they have been modified several times over the years.

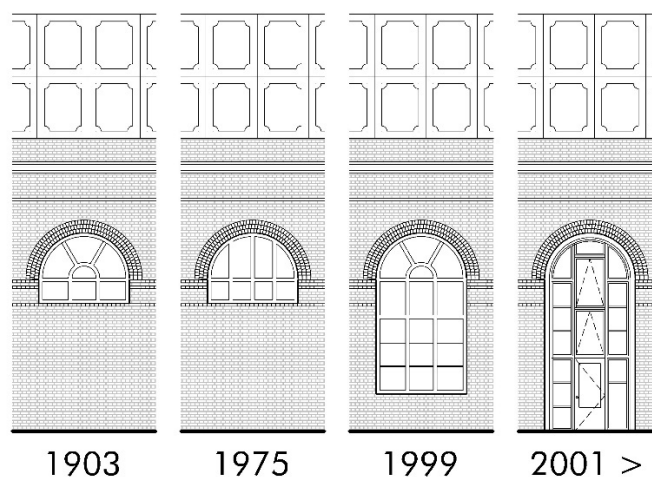


Figure 27

Drawing illustrating the alterations to the large arched openings to the North-West facade of the Coal Store over the years. Please note that the frame illustrated in 1903 is just a hypothesis as it has not been possible to recover photos of this side before 1975.



Figure 28: The original opening was with the sill at the level of the first course of red bricks, 9 courses below the start of the arch itself. The frame is not of significance as it is modern, and it has changed several times as shown by the photos taken in 1975 and 1999 and as illustrated in Figure 27.

To be noted: the lower lintel at the bottom of the infilled opening to the side façade is just below the first course of red bricks, a detail consistent with the idea that the opening was used to unload the coal up to this level.

The side wall of the building (South-East side) shows several openings which have been created and then infilled over the years. Among these openings, the one at the centre of the façade at upper floor level, seems to be the only one originally in the building as it is consistent with the original use and historical photos: it was of behind the Coal lift (see Figure 15), allowing unloading the coal in the store from the tramway.

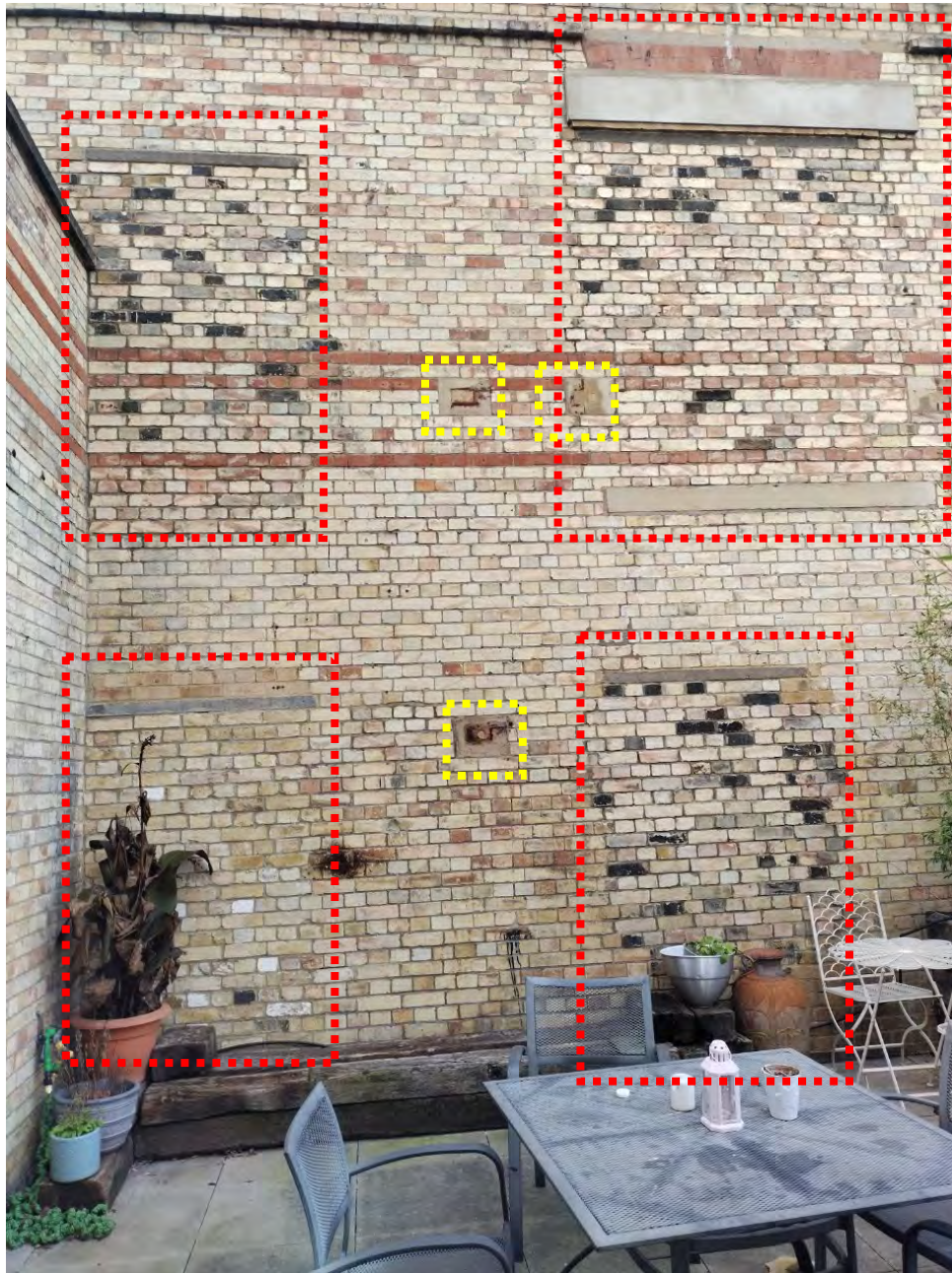


Figure 29: Detail of the South-East facade. By the lintels and the different bricks is possible to recognised at least four openings which have been closed at different stages. In the yellow-dotted square, some concrete fillings mark the point where the coal lift was fixed to the wall (see Figure 30 below). The opening to the top right is the only one originally fitted into the wall, as directly confirmed by the brick lintel on top, and indirectly by historical photos.



Figure 30 One of the spots where the metal structure of the coal lift was fixed to the wall.

From the inside, the infill of this opening has been badly executed with blocks, and brickworks with stretcher bond instead of English bond, suggesting that the infill itself has been done in at least two stages.

As shown in figure 31, where the original size of the opening is perfectly legible, 5 courses of concrete blocks raised the sill, while a column of block to the side reduced its width. This infill is consistent with the photos from 1975 where the opening appears to be square rather than rectangular and it correspond with the time when the building was apparently used as flats, before the 2001 conversion.

The second round of infill made with bricks (stretcher bond), closed completely the opening and it dates back to the conversion as the opening was still there in 1999.



Figure 31: The side wall from the inside (1) the original bricked lintel, (2) the first infill with blocks, made probably before 1975, (3) the second infill made at the time of the conversion in 2001, (4) the steel lintel, made probably in 2001 as well, (5) cement infill to grooves into the wall next to wall mounted switches (6).

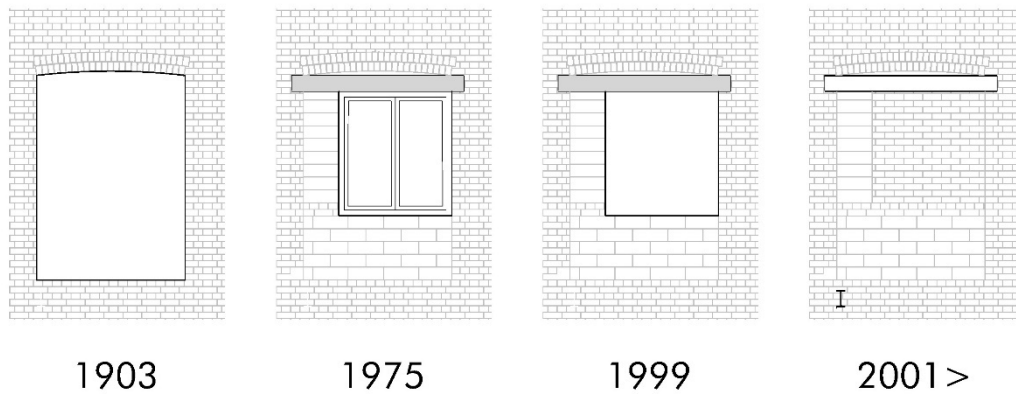


Figure 32

Drawing illustrating the alterations to opening to the South-West facade of the Coal Store over the years. In 1903 there was not probably any frame as externally the opening was protected by the coal lift. The first infill and the concrete lintel below the original one has been made before 1975 (compare with Figure 20). In 1999 any frame was missing (see figure 21). With the conversion in 2001 the opening was infilled, and a steel lintel put internally.

There are also other incongruous elements (infill with cement to grooves, just next to wall mounted switches) which seem suggesting that at the time of the conversion the initial idea was probably to cover the internal wall with plasterboard and, somewhere during the process, this decision was reversed trying to preserve the original fabric, even though most of the damage (the poor execution of the infill) was already made.

Besides the external brick wall and the roof, any other internal historic feature has been removed as part of the development of the site and the conversion into residential units in 2001.

4 Assessment of significance and Impact/Justification

4.1 Assessment of Significance

Historic England's document *Conservation Principles, Policies and Guidelines* indicates four criteria to define the values of an historic asset:

- a. **Evidential value** derives from the potential of a place to yield evidence about past human activity.
- b. **Historical value** derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be *illustrative or associative*.

- c. **Aesthetic value** derives from the ways in which people draw sensory and intellectual stimulation from a place.
- d. **Communal value** derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values, but tend to have additional and specific aspects.

The Hydraulic Pumping Station in Rotherhithe is, nationally *"amongst the most important surviving hydraulic pumping station buildings. Out of a total of about 90 it surely ranks in the top twenty. It is one of only a handful to retain its chimney."*¹⁰

Relating to the specific of the industrial past of London, and also to the specific of Rotherhithe, with its docks and wharf, the significance of the Hydraulic Pumping Station in Rotherhithe relates to its evidential, historical, and communal value.

In addition to that, the complex of buildings was designed in an era (late Victorian) when even industrial buildings were not supposed to be just "functional" but to respond to aesthetic values which are still of value nowadays.

Among the elements of high significance there is the setting of asset, as the relationship between the buildings and between these and the external area (specifically what is left of the tramway rails and the original pavement) is illustrative of the Station when it was in operation.

High significance should be recognised to the peculiar water tank to the top of the Coal Store and the roof of the Boiler house, although the latter has been partially compromised by the new blocks built in 2001.

The massive I cast iron I beam to the ceiling of the Coal Store, directly connected with the water tank above, should be considered of high significance as well.

Significant are the tall arched openings to the North-West side of the Coal Store building, despite all the alterations they went through.

Of some significance the original fabric of the walls (local stock and Suffolk brick) with red brick detailing to arches, soldier courses, and string courses, some of which

¹⁰ <http://www.glias.org.uk/journals/15-c.html>

helps in understanding the original feature of the building (such as the original size of the arched openings to the Coal Store).

Window and entrance door fittings are modern and not of significance, and it could be considered that they detract from the significance of the heritage assets as the frame is not in keeping with the other openings in the complex, whereas the frame before the conversion in 2001 was.

Among the features that obscure and detract from the significance of the heritage assets there are all the random alterations (such as openings and infills to the external walls) which have been dictated by temporary needs rather than a coordinated design.

Specifically, the infill to the opening to the North-West wall of the Coal Store detracts particularly from the significance of the asset not just because of the badly executed infill which is, internally, aesthetically unbearable, but also because this infill hides the relationship between the building and the tramway rails, detracting from its historical and evidential value.

4.2 Impact /Justification

The proposed works consist of reinstating an opening to the North-West façade of the building and of dropping down the sill of an existing window to the rear of the building.

Reinstating this opening will remove a feature that detracts from the significance of the heritage asset, removing the poor executed infill that, especially in the inside of the building, has a detrimental effect on the historic fabric.

On the contrary, reinstating this opening will reinforce the value of the place, further revealing the relationship between the building and its setting, particularly with the tramway rails which have been preserved on site.

Even though a full restoration of the original opening is not thinkable (the concrete and still lintel are, at this point, integrated into the wall from a structural point of view), the proposed intervention will be a positive contribution to the asset and its setting.

The alteration to the rear window, which in itself is not of any significance being built with the conversion in 2001, is neither visible from the public street, nor from neighbours' properties or communal yard.

As such, its alteration has no impact on the overall appearance, the setting, and the character of the property.

5 Conclusion

Referring to the Historic England's document *Conservation Principles, Policies and Guidelines*, in regard to the proposal, it is possible to state that:

- a. sufficient information comprehensively to understand the impacts of the proposal on the significance of the place has been provided with the current heritage statement and additional information enclosed with the application;
- b. the proposal would not materially harm the values of the place, which, where appropriate, would be reinforced or further revealed;
- c. the proposals aspire to a quality of design and execution which may be valued now and in the future and we are aware that the approval would be reasonably subject to conditions (e.g. approval of details, etc)
- d. the long-term consequences of the proposals can, from experience, be demonstrated to be benign, or the proposals are designed not to prejudice alternative solutions in the future.

Given the above, we trust that the proposed work will be considered acceptable.

Carlo Bughi

MArch (hons), Director

Archetypes Design

phone: (+44) 07473 949960

email: carlo.bughi@archetypes.design

