

Committee:	Date:
Planning and Transportation	23 June 2020
<p>Subject:</p> <p>Poultry Market And General Market And The Annexe Buildings West Smithfield London EC1A 9PS</p> <p>General Market</p> <p>Partial demolition, repair, refurbishment and extension of the existing building known as the General Market at 43 Farringdon Street on the basement, ground, first and roof levels; creation of a new entrance structure on West Poultry Avenue (and associated refurbishment of the existing canopy over West Poultry Avenue) with new facades to West Smithfield and Charterhouse Street; new entrances on the corner of Farringdon Street and Charterhouse Street; Change of use to provide a museum and ancillary uses and areas, together with a flexible retail, restaurant, drinking establishment and leisure (gym) use for the perimeter 'houses'.</p> <p>Poultry Market</p> <p>Partial demolition, repair, refurbishment and alteration of the existing building known as the Poultry Market, Charterhouse Street at basement, ground and first levels; change of use to a museum and ancillary uses and areas.</p> <p>Annexe Site (Red House, Iron Mountain, Fish Market and Engine House)</p> <p>Partial demolition, refurbishment and extension of the existing buildings known as the Annexe Site at 25 Snow Hill and 29 Smithfield Street at basement, ground, first, second and third levels; creation of a triple height canopy above a public realm space; change of use to a flexible museum, offices, retail, restaurant, drinking establishment, events and functions use. Refurbishment of and minor alterations to the existing building known as the Engine House at West Smithfield at basement and ground levels;</p>	Public

<p>Change of use to a flexible retail and museum use.</p> <p>(The proposal would provide 33,340sq.m of Museum floorspace (Class D1), 4254sq.m of flexible A1/A2/A3/A4/B1/D1 & D2 floorspace, 2459sq.m of flexible B1/D1 floorspace, 812sq.m of flexible A3/A4/D1 & D2 floorspace, 23sq.m of flexible A1/D1 floorspace and 86sq.m of flexible A1/A3/A4/D1 floorspace.)</p> <p>This application is accompanied by an Environmental Statement. Copies of the Environmental Statement from Gerald Eve LLP, 72 Welbeck Street, London, W1G 0AY</p>	
Ward: Farringdon Without	For Decision
Registered No: 19/01343/FULEIA	Registered on: 19 December 2019
Conservation Area: Smithfield	Listed Building: Grade II

For information: this report also covers considerations under application reference 19/01344/LBC, which is an application for listed building consent in relation to the following works to the Poultry Market (see also separate report attached for recommendations and conditions in relation to this listed building consent) :

Part demolition, repair, and refurbishment of the building known at the Poultry Market, Charterhouse Street at ground, first and basement levels, associated with a change of use of the building to provide a museum and ancillary uses and areas; including: works associated with an entrance structure on West Poultry Avenue; internal alterations including creation of a part new first floor; fabric removal and refurbishment on all floors; replacement glazing; facade cleaning and other facade repair; levelling of ground floor; works of repair to the roof; installation of new heating and cooling equipment; new M&E services; repurposing of the south service bay and associated infill structure; remodelling of the north service bay; internal decoration; replacement balustrade; and other associated works as shown on the submitted plans and drawings.

Summary

The application site covers an area of 2.2 hectares. It is bounded by Charterhouse Street to the north, East Poultry Avenue to the east, Farringdon Street to the west and West Smithfield, Smithfield Street and Snow Hill to the south. West Poultry Avenue is contained within the site.

The proposal relates to the westernmost buildings of the Smithfield Market complex including the General Market, the grade II listed Poultry Market and the Annexe Site which comprises the Fish Market, the Red House, the Iron Mountain facility and the Engine House.

The market uses on the General Market and Annexe sites ceased approximately 30 years ago. The Poultry Market is currently in use as a market selling meat products.

Smithfield is an area of the City renowned for its diversity and rich mix of uses including the functioning meat market, residential, retail, St Barts hospital and offices. The site is within the Smithfield Conservation Area.

The site has previously been the subject of two planning applications rejected by the Secretary of State following Public Inquiries.

The current proposal comprises a mixed use scheme that is centred around the re-location of the Museum of London from its current premises on London Wall. The Museum aspires to become a world class attraction and seeks to optimise visitor experience. Constraints within the current site are preventing this vision from being realised.

It is proposed that the Museum would move into the Poultry Market and the General Market. The two buildings would be connected by enclosing West Poultry Avenue. A mix of supporting flexible uses (retail, office and gym) would be provided around the perimeter of the General Market and on the Annexe site. Planning permission and listed building consent are sought for changes of use, works of demolition, refurbishment, repair, extension and alteration. This report covers both applications.

62 letters of support have been received in conjunction with the proposal. Two letters of representation have been received one details that it is a shame that Harts Corner and the turret would not be reinstated on the General Market and it comments on the approach to the shopfront alterations. The other representation notes the disappointment with the insertion of windows into the east elevation of the Red House, commenting that it changes the industrial character of the building.

Historic England, The Victorian Society, SAVE Britain's Heritage and the Twentieth Century Society are supportive of the principle of development, all be it raising concern about elements of the design of the scheme for example the opening up of the Red House windows and the loss of the clerestory glazing in the Poultry Market.

The Smithfield Market Tenant's Association object to the scheme primarily for reasons relating to details contained within the application, servicing arrangements, the impact on the markets and the prematurity of the application.

It is acknowledged that changing the use of the Poultry Market would cause some diminishment to the capacity of Smithfield Market through the loss of 27 trading units. This would be contrary to policies in the Local Plan 2015 and the draft City Plan 2036 which support the continued presence of Smithfield Market. Notwithstanding, the East and West Markets are where the majority of market traders and trading units are located and therefore the main part of the market would continue to function under the proposal.

The proposed scheme has been designed to co-exist alongside the operational meat market. Careful consideration has been given to delivery and servicing movements, the package of S278 works and the potential impact of construction works on market function.

The scheme has been submitted in the context of the draft City Plan 2036 which supports the re-location of the Museum to Smithfield acknowledging that in the long term the Corporation has taken the in principle decision to consolidate its markets and move them to a site in Dagenham.

On balance the proposal is supported as it would revive the buildings and surrounding public realm. It would align with future aspirations for Smithfield regarding the Culture Mile and the City's wider aspirations to ensure that the City thrives on commerce and culture. A strategic development would be secured that offers significant social, economic and environmental benefits including job creation, tourism and income generation, securing a visitor attraction that is accessible and inclusive for all telling the story of London and giving the public the ability to access and appreciate some of the most historically significant buildings in London.

The scheme is driven by conservation and enhancement of the existing buildings which would be repaired and renewed to best conservation practice. Transforming the market buildings into a world class museum and flexible

retail/office use would inevitably require change. While this has been dealt with in a careful and skilful way, there is inevitably some harm to historic fabric through the remodelling of interiors in the instance of the Poultry Market and through the alteration of the historic fabric to accommodate the new uses. The harm to the significance of the Poultry Market and the Smithfield Conservation Area, is considered to be less than substantial and outweighed by the public benefits of the scheme. The harm to the non-designated heritage assets is outweighed by good design and the benefits of the scheme. Overall, the scheme is an exceptional and world class example of the sensitive restoration and re-use of historic buildings whilst maximising economic and socially inclusive public access.

The scheme would have exemplary environmental and sustainability credentials, especially given that the works are proposed within the constraints of the existing buildings. Circular economy principles would be adopted, there would be a connection to Citigen, new solar panels and an increase in greening. SUDS principles are proposed, and the development would not unduly impact on air quality. Subject to conditions and securing certain matters through the S.106 agreement and through S278 of the Highways Act the scheme would be policy compliant in respect of its approach to car parking, long stay cycle parking for the General Market and the Poultry Market, coach drop off, taxi drop off and servicing arrangements.

Overall, it is considered that the proposal represents an exceptional opportunity to sensitively revive an underutilised area of Smithfield into a new destination that would be accessible for all and have substantial economic, environmental, cultural and social benefits. The proposal is considered to accord with the London Plan 2016 and the Local Plan 2015 when considered as a whole. In addition, other material considerations, including the Intend to Publish London Plan, and the draft City Plan 2036 indicate that planning permission should be granted.

Recommendation

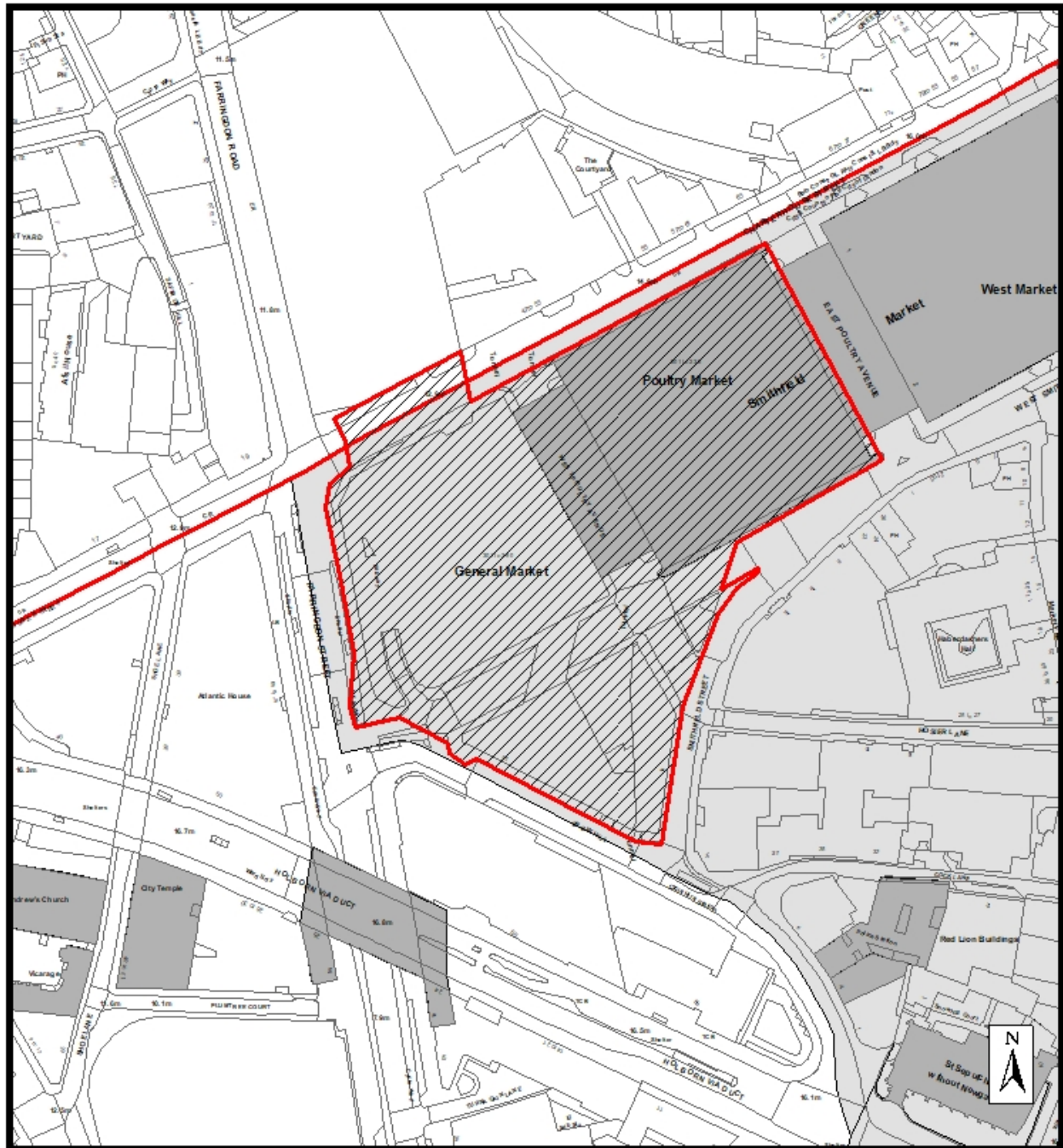
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

(b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

(2) That you agree in principle that the land affected by the building which are currently public highway and land over which the public have right of access, including West Poultry Avenue may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.

Site Location Plan



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ADDRESS:

General & Poultry markets, West Smithfield

CASE No.

19/01343/FULEIA



SITE LOCATION



LISTED BUILDINGS



CONSERVATION AREA BOUNDARY



CITY OF LONDON BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT

Existing Aerial View



Proposed Aerial View



View of General Market from Holborn Viaduct Existing



View of General Market from Holborn Viaduct Proposed



Hart's Corner Existing



Hart's Corner Proposed



West Poultry Avenue from Charterhouse Street existing



West Poultry Avenue from Charterhouse Street Proposed



Red House and Engine House looking west along West Smithfield



Red House and Engine House looking west along West Smithfield



Snow Hill looking North along Smithfield Street Existing



Snow Hill looking North along Smithfield Street Proposed



Poultry Market looking west along Charterhouse Street Existing



Poultry Market looking west along Charterhouse Street Proposed



Main Report

Environmental Statement

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
To examine the environmental information;
To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
To integrate that conclusion into the decision as to whether planning permission is to be granted; and
If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.
5. The draft statement attached to this report at Appendix A sets out the conclusions reached on the matters identified in regulation 26. It is the view of the officers that the reasoned conclusions set out in the statement are up to date.
6. Representations made by anybody required by the EIA Regulations to be invited to make representations and any representations duly made by any other person about the environmental effects of the development also forms part of the environmental information before your Committee.
7. The Environmental Statement is available online together with the application, drawings, relevant policy documents and the representations received in respect of the application.
8. Additional environmental information was requested, published and consulted upon under regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The additional

information is also available online along with any further representations received in conjunction with the information.

Site

9. The application site covers an area of 2.2 hectares. It is bounded by Charterhouse Street to the north, East Poultry Avenue to the east, Farringdon Street to the west and West Smithfield, Smithfield Street and Snow Hill to the south. West Poultry Avenue is contained within the site.
10. The proposal relates to the westernmost buildings of the Smithfield Market complex as set out below. The City of London Corporation owns the buildings to which the application relates, and the East and West Market buildings to the East of the site. The Corporation is responsible for the management of the markets.

The General Market Building

11. The General Market Building (20,580 sq.m GEA) dates from 1883 and was designed by Sir Horace Jones. It is built of red brick, with Portland stone detailing. Parts of the building were rebuilt in the 1950s following bomb damage.
12. The building is two to three storeys' in height plus a basement, part basement mezzanine and part lower ground floor. It was constructed with decks spanning the railway tracks and sidings below the site. Access to the railway is provided at basement level. The basement is accessed via a ramp off Snow Hill in the south west corner of the site.
13. The General Market is linked to the Annexe Market to the south by a steel frame canopy and is linked to the grade II listed Poultry Market to the east via a concrete canopy.
14. The interior broadly comprises a central market hall originally used as a wholesale market with former retail units around the perimeter that open onto the street (referred to in this report as the Houses). The market use ceased approximately 30 years ago and the building is now vacant except for the basement level which is occupied by the Thameslink railway tracks and temporarily by Crossrail and Network Rail for storage in association with the Crossrail development at Farringdon Station.

The Poultry Market Building

15. The Poultry Market (21,608 sq.m GEA) dates from 1961-1963 by T P Bennett and Son with structural engineers Ove Arup and Partners (Jack Zunz, job engineer). It is grade II listed and renowned for its vast shell concrete, copper clad dome roof and 'pop architecture' exterior.
16. Square in plan form, internally the building comprises a central double height market hall with stalls at ground floor level. Loading bays flank the north and south sides of the hall. Offices surround the perimeter of the market hall at first floor level. Cold stores, back of house areas and a bar (Oriole Bar, Use Class A4, 482 sq.m GEA formerly the Cock Tavern) are located at basement and basement mezzanine levels.

17. The building is currently operational in its original market use (Sui Generis, 21,126 sq.m GEA, with the exception of the Oriole Bar) and forms part of the London Central Markets complex selling meat products. It accommodates 27 trading units and facilities that support the function of the markets including maintenance and tradesmen workshops, maintenance and cleaners' stores, maintenance offices, animal bi-products facility, bin storage and washing facilities, waste collection pallets and packaging.

The Annexe Site

18. This element of the site comprises four buildings (4,565 sq.m GEA):

The Fish Market – dates from 1886 and was designed by Sir Horace Jones. Originally built as a fish market, it was converted to meat sales in 1899 and is now vacant. The building has basement, ground, first and second floor levels. It is characterised by its triangular market hall and red brick exterior with Classical Portland Stone detailing.

The Red House – dates from 1899 and was designed by Reeves and Styche as a Victorian cold store. It spans basement, ground, first, second and third floor levels. Similarly to the Annexe and General Markets the building is red brick with Portland Stone dressings. The building is in a poor state of repair. Historically scaffolding has been erected to protect the north-east elevation of the building whose internal structure has become unstable.

Iron Mountain – dates from 1961 and comprises a warehouse that was constructed over the railway line. It was built as a storage facility that was linked to the Red House and the basement vaults via a lift and staircase.

The Engine House – believed to date from around 1898 and comprises basement and ground floor level. It was primarily built as a public convenience but is now vacant.

Site context

19. The site is within Smithfield which is known for its diverse rich mix of uses including residential uses, the functioning meat market, cultural uses, offices, retail and St Bartholomew's Hospital.
20. The administrative boundaries of the London Boroughs of Islington and Camden are immediately to the north and northwest of the site.
21. The site is well connected to public transport. Farringdon, Chancery Lane and Barbican underground stations are close to the site. Thameslink rail services are available from nearby Farringdon and City Thameslink stations. Farringdon will be served by the Elizabeth Line. There are several bus stops within walking distance.
22. The site is also well served by strategic cycling infrastructure. Cycle Superhighway 6, a segregated north-south route from King's Cross to Elephant and Castle passes directly outside the site along Farringdon Street. There are cycle hire docking stations in close proximity to the site.

23. The site is within the Central Activities Zone (CAZ) as identified by the London Plan 2016 and Intend to Publish London Plan. Within the Intend to Publish London Plan it is within the Barbican/Smithfield/Farringdon specialist cluster of activity within the CAZ. It is within the Farringdon/Smithfield Area of Intensification as defined by the London Plan 2016. According to the Local Plan the site is within the North of the City Key Place Area and within the emerging City Plan 2036 the site is within the Smithfield and Barbican Key Area of Change and the Culture Mile. These designations support development in the Smithfield area appropriate to its character.
24. The site is within the Smithfield Conservation Area. It is within the setting of the Charterhouse Conservation Area which is in the London Borough of Islington and the Hatton Garden Conservation Area which is in the London Borough of Camden.
25. The site is within the setting of the following listed buildings: the Central London Markets (grade II*); the Rotunda (grade II); Farringdon Street Bridge (grade II); 51-53 Charterhouse Street (grade II); 67-77 Charterhouse Street (grade II) and 79-83 Charterhouse Street (grade II).
26. Part of the site is within the St Paul's Heights Policy Area. The site is within the following views of the London View Management Framework (LVMF):
 - 2A.1 (London Panorama: Parliament Hill): Landmark Viewing Corridor and Wider Setting Area;
 - 3A.1 (London Panorama: Kenwood): Landmark Viewing Corridor and Wider Setting Area;
 - 4A.1 (London Panorama: Primrose Hill): Wider Setting Area;
 - 5A.2 (London Panorama: Greenwich Park): Wider Setting Area (background) and;
 - 6A.1 (London Panorama: Blackheath Point): Wider Setting Area (background).

Relevant Planning History

27. In May 2004 applications for planning permission and conservation area consent (LPA refs: 04/00537/FULEIA and 0400536/CAC) were made to redevelop the General Market (43 Farringdon Street), the Annex Market (25 Snow Hill) and the Engine House (29 Smithfield Street) for office (Use Class B1), retail (Use Class A1,A2,A3) and leisure uses (Use Class D2). An application for listed building consent was submitted to dismantle the canopy between 43 Farringdon Street and the Poultry Market building (Ref: 04/00663/LBC). These applications were withdrawn in May 2006.
28. The Secretary of state for Culture, Media and Sport listed the Red House cold store Grade II in March 2005 following requests from several bodies and individuals including SAVE Britain's Heritage (SAVE). In June 2006, the applicant for the aforementioned applications requested that the listing of the Red House be

reconsidered. The Red House was delisted in 2008. Applications were made for Certificates of Immunity from listing for the other buildings on the application site and Certificates were granted in respect of the General Market (43 Farringdon Street), the Annex Market (25 Snow Hill) and the Engine House (29 Smithfield Street) on 15 December 2005.

29. Subsequent to the listing of the Red House, in August 2005, applications for planning permission, conservation area consent and listed building consent (herein referred to as the 2005 applications) were made for the redevelopment of the General Market for office (Use Class B1) and retail use (Use Class A1, A2, A3, A4 and A5) (43 Farringdon Street) (LPA Refs: 05/00768/FULEIA, 05/00760/CAC and 05/00770/LBC).
30. In May 2006, the City's Planning and Transportation Committee resolved to grant planning permission for the 2005 applications subject to conditions and a Section 106 Agreement. However, in June 2006 the Secretary of State called the applications in and issued an Article 14 Direction preventing the City from determining any application for similar development on the site until a decision on the 2005 applications had been issued.
31. Further applications were submitted in February 2007 (herein referred to as the 2007 applications) for planning permission, conservation area consent and listed building consent (LPA refs. 07/00172/FULEIA, 07/00168/LBC and 07/00161/CAC) for the demolition and redevelopment of the General Market, partial demolition and partial retention of the Annex Market, refurbishment and alteration of the Red House and Engine House and dismantling of the canopy between the Poultry Market and General Market. The scheme proposed redevelopment for office (Use Class B1) and retail use (Use Classes A1, A2, A3, A4 and A5).
32. On the 23 April 2007, the City concluded that save for the Article 14 Direction, it would have granted planning permission for the 2007 applications subject to conditions and a Section 106 Agreement. On 27 April 2007, the Secretary of State called in the 2007 applications. The 2005 applications were withdrawn on 2 May 2007.
33. An inspector held an Inquiry in the autumn of 2007 and the Secretary of State issued her decision on 6 August 2008 which was to refuse planning permission, conservation area consent and listed building consent for the 2007 applications.
34. The Secretary of State concluded that the scheme would result in harm to the Smithfield Conservation Area and the setting of the adjacent listed buildings and should therefore be refused. She noted that the buildings and tunnel lids beneath the site were in a poor state of repair which was in part due to neglect and therefore less weight should be given to the costs of repair in terms of the viability of any re-use scheme.

35. On the 12th February 2013 applications for planning permission, conservation area consent and listed building consent (LPA refs. 13/00150/FULEIA, 13/00155/LBC and 13/00156/CAC, herein referred to as the 2013 applications) were submitted for the partial demolition and redevelopment of the General Market and the Annex site for offices (Use Class B1) and retail use (Use Class A1, A2 and A3).
36. On the 16th July 2013, the Planning and Transportation Committee resolved to grant listed building consent, conservation area consent and planning permission for the 2013 applications subject to conditions and the entering of a S.106 agreement. On the 24th July 2013, the Secretary of State directed the City not to grant permission without authorisation, while consideration was given to whether the application should be referred to the Secretary of State for determination. The 2013 applications were called in by the Secretary of State on the 3rd September 2013.
37. An Inquiry was held in 2014 and the Secretary of State agreed with the Inspector's recommendations in that the 2013 applications should be refused. This was given the harm that would be caused to the significance of the relevant designated and non-designated heritage assets.
38. On the 30th December 2016 planning permission (ref. 16/01077/FULL) and listed building consent (ref.16/01078/LBC) was granted for works to the Poultry Market including replacement of the existing copper and asphalt roofs.
39. A planning application (ref. 19/01215/FULL) is currently under consideration for works to strengthen the tunnel lids below the General Market site.

The Museum of London's proposed move to Smithfield

40. The proposed development comprises a mixed-use scheme that is centred around the re-location of the Museum of London to the General Market and Poultry Market from its existing premises at London Wall. The two buildings would be connected by a new entrance enclosure formed over West Poultry Avenue. A mix of supporting flexible uses would be provided on the Annexe site and in the General Market houses (the former retail units around the perimeter of the General Market) .
41. This section of the report provides the background on why the Museum want to relocate from their existing London Wall site. It then progresses to describe the overarching vision and concept for the site before progressing to set out the works for which planning permission and listed building consent are sought.

Reasons for Re-location

42. The Museum's current London Wall site is constrained by:
 - The internal configuration of the existing building. Long narrow corridors and small rooms that make typical museum activity e.g. object movement and exhibition set up difficult.

- A disproportionate ratio of back of house areas versus publicly accessible space. Approximately 60% of the current museum is back of house space.
 - The limited size and poor configuration of the temporary exhibition space (525 sq.m, which can only accommodate one temporary exhibition).
 - The limited size (130 sq.m) of the retail space.
 - A limited capacity to accommodate school parties (15 – 20 school groups per day).
 - A lack of street level presence.
 - A lack of space to accommodate increasing visitor numbers. The Museum of London has attracted increasing visitor numbers in recent years with an excess of 700,000 visitors reported for 2019/2020.
43. These limiting factors are preventing the museum from realising its aspiration to become a world class museum space and visitor attraction.
44. The application site would provide the Museum with the capacity to attract an average of two million visitors per year. It would lend itself to providing space that could be used flexibly and tailored towards the Museum's activities, all within the context of historically significant buildings.
45. The appeal of the application site is not just down to the physical offer of the market buildings. The cultural aspirations for this part of Smithfield as set out in the Draft City Plan 2036 and the Culture Mile Look and Feel Strategy 2018, the site's proximity to public transport links and the sites rich history are all factors that significantly enhance its appeal as a place to offer a world class visitor experience and showcase the Museum's collections. (Transport, cultural aspirations for Smithfield and site history are elaborated on further into the report).
46. The Museum have considered reconfiguring their existing site. This was discounted as it would not give the museum the floor area required to accommodate anticipated future visitor numbers and it would not address accessibility constraints caused by a lack of street level presence. Consideration has also been given to the demolition of the existing London Wall building and its redevelopment. This was not considered feasible as it would involve the Museum needing to close for the duration of the construction period which could amount to four years.
47. Alternative sites have not been considered for re-location. This is given that the emerging City Plan 2036 supports the re-location of the Museum to Smithfield should the markets relocate. In the event that the Central Markets do not relocate the Museum scheme has been designed so that it can function alongside the market. This is set out in further detail under the considerations section of the report.

The Vision

48. The ambition is to create a new world class Museum in the heart of the capital. A Museum for London for the 21st century, bringing the historic market buildings back to life and forming an integral part of the Culture Mile. The scheme aspires to:
 - Transform the existing General Market and Poultry Market into the new Museum of London. The buildings would enable the Museum to draw 2 million visitors per year, improve accessibility, organise major exhibitions and large events, increase income generation and improve access to the collections on site, including the seven million objects from the London Collection.
 - Sensitively upgrade the performance of the historic fabric in order to satisfy the environmental qualities needed for Museum purposes.
 - Celebrate the historic qualities of all existing fabric by making them integral to the arrangement of functions and a part of the storey telling undertaken by the Museum.
 - Enable the spaces to facilitate a Museum of the 21st Century, which is more outward looking, flexible and integrated into its surrounding context and community.
 - Convert the Annexe collection of buildings from former derelict storage, loading and market spaces into flexible accommodation that can be compatible with the activities of the adjacent Museum and act as a public destination in its own right.
 - Act as a gateway and catalyst for the City of London's proposed Culture Mile project.
49. The scheme would provide the Museum with balanced, rationalised space that is publicly accessible and tailored towards the Museum's activities. It would enable the Museum to host major exhibitions, offer diverse and flexible programming and the ability to display internationally renowned collections in modern, well designed galleries. Such an offer is key to achieve Government Indemnity Scheme (GIS) conditions so that galleries can accommodate international loans.
50. The ability to provide more temporary exhibition space (1,150 sqm) would bring the Museum on par with other London museums and galleries that typically have two or more temporary exhibition spaces. Temporary exhibition spaces are becoming increasingly essential for museums and galleries as a way of generating income, building brand awareness and attracting new audiences whilst also retaining repeat visitation through a dynamic and relevant offer.
51. A world class learning centre would be provided which would increase the Museum's capacity to accommodate school parties and would enable the Museum to achieve its strategic goal of engaging every school child in London. An average of 30 UK and overseas school groups could be accommodated per day and a maximum of 40 groups could be accommodated during peak periods.

52. The Museum would have multiple entrances to fulfil its aspiration to ensure that it is porous and accessible to the public day and night. West Poultry Avenue would be the principle entrance to the Museum accessed from Charterhouse Street or West Smithfield. At this stage, the Museum envisages West Poultry Avenue could be open between 7am to midnight and sometimes closed for operational reasons, private functions (this space is an important part of the Museum's offer) and for security or safety reasons (note this is a curated space and would need to be managed accordingly). The applicant has confirmed that West Poultry Avenue would be open for people to pass freely through apart from when events are on and when security is heightened. Full details of the use and management of West Poultry Avenue would be provided in the access management plan secured by the S106. This would also include scope to review as to whether enhanced access beyond the envisaged opening hours could be provided in the future.
53. Visitors could also access the Museum from Hart's Corner and West Smithfield during opening hours (09.00 to 18.00) with the possibility of a midnight closure on Fridays and Saturdays. Visitors attending events and programming would use the Buyers Walk entrance on East Poultry Avenue. There would be the potential to use this as more of a main entrance in the future in order to link this site with proposals for the market site to the east should these come forward. School arrivals would have a dedicated entrance into the Poultry Market at the West Smithfield end of West Poultry Avenue. The Lecture Theatre would have a dedicated entrance into the Poultry Market off the West Smithfield end of East Poultry Avenue.
54. It is intended that the Museum's multiple entrances and shopfronts, with collections behind, would activate the surrounding streets. This would be supplemented through the potential for ground floor retail, café and restaurant uses enlivening the buildings and the surrounding public realm. The removal of the Iron Mountain structure provides the opportunity to create a new civic destination that could be used for a variety of uses to create a vibrant social offering. The space would connect to the public realm and the Museum of London. The planning application documentation refers to wider public realm works for Smithfield that are being developed by the City and Hawkins\Brown. These are not for consideration under this planning application.
55. As part of the Museum's aspiration to enliven the area and expand its audiences, greater consideration is being given to how engagement with Londoners could take place outside of the traditional 10am – 6pm opening hours. The Museum may be open some evenings and it is intended that a number of spaces within the General Market and Poultry Market would be used for public programming and events outside of Museum opening hours. Large programmed events with an expected number of attendees between 250 and 600 people, would occur approximately 60 times per year and would take place on the ground floor of the General Market and on the first floor of the Poultry Market. Smaller scale programmed events for between 75 and 150 people would take place within dedicated public programming areas,

learning and events spaces within the Poultry Market. It is currently expected that there would be approximately 75 daytime events and 50 evening events per year such as talks, receptions, dinners, conferences, art installations and exhibition openings in these spaces.

56. Should planning permission and listed building consent be granted for the scheme, the Museum of London is hoping to open in 2024 and needs to secure planning permission for their proposals at the earliest opportunity in order to enable them to raise the funds for their project. The Museum has advised that obtaining funding is easier once a planning permission is secured. Certainty is even more important to the Museum in the current climate.

The proposed works

57. This section of the report sets out the works that are required in order to deliver the scheme. Planning permission is sought for the following works under application reference 19/01343/FULEIA:

General Market

- The conversion of the General Market and six houses to a museum (basement and ground floor plus first and second floor of the tenant houses), Use Class D1, 13, 332 sq.m GEA).
- The basement would comprise a permanent gallery, plant, loading bay, waste store and back of house areas. The basement mezzanine would provide areas for the tenant houses, a commercial cellar and circulatory space. At lower ground floor level there would be a commercial bar, areas for the tenant houses and plant. The ground floor would provide gallery space, space for public engagement, a commercial restaurant, café, shop, space for education and learning and a waste store for the tenant houses.
- The conversion of the remaining six tenant houses (basement, basement mezzanine, lower ground, ground, first and second floors) to flexible shop (Use Class A1), financial and professional service (Use Class A2), restaurant and café (Use Class A3), drinking establishment (Use Class A4), office (Use Class B1), non-residential institution (Use Class D1) and assembly and leisure (Use Class D2) uses (2,197 sq.m GEA).
- Partial demolition, repair, refurbishment and extension works associated with the change of use:
 - Removal of the existing canopy over West Poultry Avenue and its replacement with a new enclosure that would incorporate a mesh LED screen and entrance doors;
 - Installation of replacement windows;
 - New louvres and louvred doors;
 - Shopfront alterations to include provision of Museum Vittrines;

- Alterations at roof level including remodelling of the inner crust roof to accommodate photovoltaic panels; new double glazing to the oculus; provision of new green and brown roof, provision of new roof plant, installation of lift overruns, installation of a maintenance handrail, formation of a new area of glazed roof;
- Repair works including to the bricks and at roof level and refurbishment of the canopy linking the General Market to the Annex Market.

Poultry Market

- The conversion of the Poultry Market to a museum (Use Class D1, 21,299 sq.m GEA, basement, basement mezzanine, ground and first floors). Temporary gallery space would be provided at ground floor level with publicly accessible space for events and exhibits at first floor level. Staff offices and laboratory research would be provided at first floor level.
- Demolition, repair and refurbishment works to accommodate the change of use including:
 - Removal of the plantroom and staircase enclosures at roof level;
 - Removal of glazing and the installation of replacement glazing;
 - The removal of shutters and the installation of replacement shutters;
 - The widening of entrances on West Poultry Avenue;
 - Removal of the brickwork to the West Poultry Avenue canopy and the formation of a new enclosure over West Poultry Avenue that would incorporate a mesh LED screen and entrance doors, installation of replacement glazing;
 - Repairs to the interior and exterior including the brickwork and hexagonal glass block wall.

(Note that the external cladding of the Poultry Market roof is covered by separate applications for planning permission (ref. 16/01077/FULL) and listed building consent (ref. 16/01078/LBC).

Annexe Site

- Conversion of part basement vaults, part ground floor of the Red House and part ground floor of the Engine House to flexible restaurant and café (Use Class A3), drinking establishment (Use Class A4), non-residential institution (Use Class D1) and assembly and leisure use (Class D2) (935 sq.m GEA).
- Conversion of the Annex Market (ground, first and second floor to flexible shop (Use Class A1), financial and professional service (Use Class A2) restaurant and café (Use Class A3), drinking establishment

- (Use Class A4), office (Use Class B1), non-residential institution (Use Class D1) and assembly and leisure use (Class D2) (2,814 sq.m GEA)
 - Conversion and extension (556 sq.m GIA) of the Red House to provide flexible office (Use Class B1) and non-residential institution use (Use Class D1, across part ground, first, second, third and roof level 2,807 sq.m GEA).
 - Conversion of part ground floor of the Annex Market to flexible shop (Use Class A1), restaurant and café (Use Class A3), drinking establishment (Use Class A4) and non-residential institution use (Use Class D1) (108 sq.m GEA).
 - Conversion of part of the Engine House to flexible shop (Use Class A1) and non-residential institution use (Use Class D1) (26 sq.m GEA).
 - The addition of a glazed two storey extension to the southern part of the Red House with an associated lift over run.
 - Formation of two new roof terraces.
 - Removal of the Iron Mountain structure and its replacement with a new covered external space.
 - Refurbishment and alteration to the external facades including the formation of new windows, sliding gates and entrances.
58. This report also deals with the application for listed building consent reference 19/01344/LBC relating to the following works to the Poultry Market:
- Removal of areas of floor slab, plantrooms, staircases, lifts, internal market structures;
 - The application of an acoustic render to the roof;
 - Alteration and remodelling of the interior and the loading bays to provide gallery space to include the insertion of a new first floor gallery structure, new lifts, staircases, ramps, back of house areas, lecture theatres, space for education and research and servicing areas.

Consultations

59. A Statement of Community Involvement has been submitted outlining the applicant's engagement with stakeholders. Public consultation and engagement have been ongoing since early 2016 in a variety of ways including public exhibitions, meetings, media campaigns, flyer drops and through social media. Engagement has taken place with communities and organisations across London including residents, businesses, the Smithfield Market Tenant's Association, amenity societies, teachers, students, those with physical and mental disabilities and refugees.
60. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.

61. Following receipt of the applications they have been advertised on site and in the press and have been consulted upon twice, including under regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Copies of all received letters and e-mails making representations are attached in full and appended to this report. A summary of the representations received, and the consultation responses is set out in the table below:

Representations	
71 Letters of Support	<ul style="list-style-type: none">• The proposal would transform, innovate and breathe new life into these historic buildings and the local environment. It has been developed sensitively to respect the original buildings while giving a modern aspect.• The market would be transformed into a vibrant culturally active and desirable environment for Londoners to enjoy, visitors to explore and residents to live near.• The proposal represents a fitting tribute to London. London requires a first class Museum devoted to its history and life. It will capture the social, economic and cultural history of the greatest city in the world.• Allowing for the provision of retail, office and food and drink areas would benefit the economy, the diversity of the site and its environs. The use of the houses would reanimate the area.• The proposal can act as a catalyst for broader regeneration, particularly for the Farringdon area.• The current museum is difficult to access, with an uninspiring exterior. A new building is long overdue. The new site would offer space and experiences and cultural opportunities that the present museum simply could not accommodate.• Access on the proposed site has been well thought through with emphasis on access via public transport.• The proposal would be a key part of the Culture Mile.• The Museum would be a great learning tool and the experience for schools would be enhanced. More people would be able to learn about London and see more of the Museum's extraordinary collections.• The Museum's plans to reach audiences of all ages, to engage visitors and work in partnership with

	<p>organisations to support the artists of London is ambitious, exciting and timely.</p> <ul style="list-style-type: none"> Realising the ambitious new plan for the museum is an important act of hope, development and wellbeing for the local community, business, education, environment as well as distinctive identity and tourism for the City. At this time of crisis governments around the world should invest in their cultural provision to help shape the future.
Two letters of representation	<p>Two letters of representation have been received which note the following points:</p> <ul style="list-style-type: none"> - The proposed uses and retention of the building is welcome. - It is a shame that Harts Corner and the turret are not to be reinstated. - Careful consideration should be given to signage. - Originally the shopfronts to the General Market were carefully considered in terms of rhythm, symmetry, fenestration and entrances being carefully related to the storeys above. Unfortunately, this does not appear to be recognised in the proposals which is disappointing. - Disappointment with the insertion of first floor windows into the east elevation of the Red House. The replacement of the blind arcading with windows changes the industrial character of the building. It is queried whether the offices could get their light from a glass roof where the terrace is proposed. <p>RESPONSE TO COMMENTS: An assessment of the design of the proposal is contained within the Design and Heritage section of this report.</p>
Consultation Responses	
Historic England	<p>The proposals are strongly supported. The design indicates a deep understanding of the buildings and the conserve as found ethos is to be commended.</p> <p>The interventions to the former Cold Store (Red House) are well considered. Opening the blind arches of the former Cold Store's principal elevation is regrettable, however, it is understood that providing natural light is a pre-requisite for a long term sustainable use of this building and the minor harm would be outweighed by securing a new use and repairing the building.</p> <p>The proposed approach could serve as a template for best practice, conservation-led regeneration for redundant</p>

	<p>heritage sites in London, particularly those with a predominantly industrial past.</p> <p>RESPONSE TO COMMENTS: Consideration is given to the impact that the proposal would have on the Red House under the Design and Consideration section of the report.</p>
The Victorian Society	<p>The proposals are supported. The Museum of London's proposals would prompt crucial repair works to the buildings and ensure their revitalisation.</p> <p>We are generally content with the proposed shopfront strategy, but note the importance of a management plan to ensure that the quality and sensitivity of the shopfronts is maintained in the long term.</p> <p>Whilst we are in favour of the awnings, it is important that they are retractable so that they mimic what would have been in place historically. Careful consideration should be given to the awning material.</p> <p>A management strategy should be used for the signage and letters.</p> <p>The blind windows on the façade of the Red House are an important architectural feature of the façade that allude to its past as a refrigeration house. We understand the need to bring light in but consider the opening up of the central four bays for windows would have a harmful impact on the building. We have asked for further exploration as to how more light could be brought in so that more of the blind windows could be retained.</p> <p>The brick circulation enclosure on the roof would be damaging to the symmetry of the Red House façade and efforts should be made to conceal it behind the central parapet.</p> <p>The predominantly glazed extension to the Red House would be incongruous with the otherwise muscular architecture below. Further alterations should be made to the design of the extension.</p> <p>RESPONSE TO COMMENTS: Consideration is given to the design matters raised in the Design and Heritage section of the report.</p>
Environment Agency	<p>Specific advice relevant to this site has not been provided due to Environment Agency resourcing issues. Resources are concentrating on high risk proposals. Notwithstanding, the applicant is advised to review the National Planning Policy Framework, National Planning Policy Guidance, Environment Agency Guidance and British Standards when</p>

	considering risks to groundwater and surface waters from contamination.
London Underground	No comment on the application in its current form. Should any piling, foundation or public realm works be proposed in conjunction with the Poultry Market. London Underground Infrastructure Protection should be consulted.
City of London Police	The developer and architect should liaise with the City Police Design out Crime and Counter terrorism security advisory team on an ongoing basis re this project.
Thames Water	The development is within 15 metres of a strategic sewer. No piling should take place until further details have been provided to Thames Water. There are public sewers in close proximity to the site. Works should minimise impact on sewers. Kitchens serving hot food should be fitted with grease traps. The developer should follow the sequential approach to the disposal of surface water.
Ministry of Housing, Communities and Local Government	Made no comment on the environmental statement.
Natural England	No comment and directs to standing advice in order to assess potential impacts on protected species.
Smithfield Market Tenant's Association (SMTA)	<p>There is disappointment that positive communications have not been maintained between the applicant and the SMTA. The application pre-supposes that the Market will move and the tenants will vacate, which is not the case as the Tenants have long term leases with the right to renew. The SMTA has the following eight matters of concern about the application:</p> <ol style="list-style-type: none"> 1. Prematurity of the application – While the relocation of aspects of the Market operations has been proposed, no such arrangements have been discussed or agreed with the Traders. Alternative servicing management arrangement or other associated infrastructure has not been catered for in this proposal. <ul style="list-style-type: none"> - The rationale for the relocation is underpinned by emerging policy that carry little weight. As such the proposals must be considered premature. - The application is prejudicial to the comprehensive refurbishment of the Smithfield Market complex. - There is uncertainty around the wider developments required to facilitate this development e.g. reuse of the Museum's existing premises and the long term destination of the Markets. - A sequential test has not been carried out regarding the relocation of the museum and no alternative sites have been looked at.

	<p>RESPONSE TO COMMENTS: The applicant has submitted a statement setting out the consultation that has been undertaken with the SMTA to date, this is at appendix C of this report. Details of the re-location of the Market operations, servicing management details and the use of the site are addressed in the principle of development and highways and transportation sections of the report. Paragraph 50 of the NPPF states that refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination. A pre-submission draft of the City Plan 2036 has been published, but the plan has not yet been submitted for examination. In any event it is the view of officers that granting planning permission for this application would not prejudice the outcome of the plan making process. The Smithfield area is identified as a key area of change under the City Plan 2036. Officers do not agree that the proposal would compromise the comprehensive refurbishment of the Smithfield Market complex and believe that the relocation of the museum to in accordance with the proposed application would have a long term positive impact on this area, bringing investment and regeneration which is likely to act as a stimulant for the further refurbishment of the wider market complex should this be relocated. The requirement to provide a sequential test is addressed in the land use considerations section of the report.</p> <p>2. Excessive degree of flexibility within what is supposed to be a detailed planning application – The wide variety of use classes proposed make it impossible to assess the impacts of the development in terms of employment density, visitor numbers, servicing arrangements, BREEAM, noise, air quality etc.</p> <ul style="list-style-type: none"> - The submission is reliant upon provisions in Part 3, Class V, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 which is unusual in the context of a detailed planning application. It is not considered that use class changes from A1, A2, A3, A4 or B1 can be considered in the context of part V if that is the intention of the applicant. - Flexible uses are proposed which make it difficult to assess the development impact or demonstrate that it would provide sufficient provisions for servicing, waste storage and cycle parking. - The site is not within a locally identified Town
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	<p>Centre, Principal Shopping Area or retail Link as a result a sequential test should be provided. Justification should be provided as to why one has not been included.</p> <ul style="list-style-type: none"> - The servicing arrangements proposed for each building are questionable. <p>RESPONSE TO COMMENTS: The applicant has submitted additional information relating to the proposed servicing arrangements and the approach taken with regard to the flexible uses. The information was publicised and consulted upon on the 5th May 2020. The proposed servicing arrangements are assessed in the Highway and Transportation sections of this report. The adequacy of the ES and whether it assesses the likely significant effect of the full range of uses what would be permitted should planning permission be granted, is set out in appendix A of this report.</p> <p>3. There is a lack of clarity about important servicing, management, security and environmental impacts which make it impossible to robustly assess the planning application</p> <ul style="list-style-type: none"> - The public realm strategy and servicing and management arrangements are not sufficiently detailed to show how they would impact on the operation of the Market. - The stopping up of West Poultry Avenue would detrimentally impact upon the continued function of the surrounding markets. - Security arrangements including counter terrorism measures are not sufficiently detailed. - Accessible parking should be detailed as part of the application and not left to the S278 agreement. - Departure from evening events has not been considered in terms of vehicle numbers. - The implications of the proposed traffic movements on market trading has not been assessed. - Footway improvements should be proposed as part of the planning application. <p>RESPONSE TO COMMENTS: The applicant has submitted further information in respect of highway and transportation matters. The acceptability of the proposed arrangements are assessed in the Highway and Transportation section of this report.</p>
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4. A piecemeal approach which undermines the integrity and heritage of the Smithfield Market entity and future intentions to re-accommodate the Market.

- The Market buildings are viewed as a whole and a comprehensive approach should be taken to the planning of this site.
- Lack of comprehension is not confined to the separation of the buildings, it extends to the longer term uncertainty about the future of Smithfield Market and the businesses that trade there.

RESPONSE TO COMMENTS: Issues relating to the development of the site and the future of the Markets are considered in the Principle of development section of this report.

5. The extent of the red line boundary does not include the full extent of the buildings, structures and heritage assets that will be impacted by the proposed development.

- Underground tunnels and basements exist that extend into the red line of the site but the impact on these structures has not been assessed.

RESPONSE TO COMMENTS: The applicant has submitted a note from their lawyers detailing why it is considered that the red line boundary is sufficient, namely that it identifies the area in respect of which permission for development is sought. The Local Planning Authority accepts the position of the red line as indicated in the site location plan.

6. Impacts upon employment, trading businesses and supply chain linkages have not been properly considered and the future viability of the Market Trader business, their suppliers and their customers are at risk.

- The application does not consider the context of disruption and disturbance that will occur when the Poultry Market traders are displaced from the site and the impacts upon market trading during construction and operation of the Museum development when there could be servicing and operational conflicts.
- The SMTA request that further information is made available in order to understand potential impacts upon trading. This will be critical to comply with its Public Sector Equality Duty.

	<p>RESPONSE TO COMMENTS: These matters have been considered in the Principle of Development and Highways and Transportation sections of this report.</p> <p>7. New environmental information.</p> <ul style="list-style-type: none"> - There are gaps in the Environmental Impact Assessment and the missing information should be requested as soon as possible. <p>RESPONSE TO COMMENTS: An Environmental Statement addendum has been provided and re-consulted upon under regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The adequacy of the ES and whether it assesses the likely significant effect of the full range of uses what would be permitted should planning permission be granted, is set out in appendix A of this report.</p> <p>8. Implications for the Markets</p> <ul style="list-style-type: none"> - The Markets have a long history in Smithfield any change of use would require the “Aid and Authority of Parliament”. Furthermore, the Traders have long leases which are capable of being renewed. The Poultry Market is not surplus to requirement – it is an active market that accounts for 30% volume of trade. <p>RESPONSE TO COMMENTS: Issues around the use of the site are considered in the Principle of Development section of this report.</p>
The Greater London Authority	<p>Whilst the principle of the application is strongly supported, the application does not yet fully comply with the London Plan and the Mayor’s Intend to Publish London Plan for the following reasons:</p> <ul style="list-style-type: none"> - Further information is needed to demonstrate that the proposal would not undermine the functioning of the Market. - Further discussion is needed with regard to the design and location of the cycle parking. <p>RESPONSE TO COMMENTS: These matters are addressed in the Principle of development and the Highways and Transportation sections of this report.</p>
Transport for London	<p>All Legible London signs within walking distance would need to be updated to include the new Museum and TfL would support new wayfinding for pedestrians, ideally Legible London, being provided within the museum itself. The contribution to Legible London signs would need to be</p>

	<p>secured through the section 106 agreement.</p> <p>The applicant is required to enter into a S278 agreement with TfL for improvements to the pedestrian crossing across Snow Hill/West Smithfield as it is not currently signal controlled.</p> <p>Whilst TfL would prefer for long stay cycle parking details to be provided prior to determination, the conditions and details in this committee report satisfactorily address the matter.</p> <p>It appears the delivery of the short stay cycle parking would not be formally secured via planning obligations. TfL would prefer if some obligation is placed on the applicant in the S.106 agreement to support the delivery of the required 679 short stay spaces within walking distance of the site. These should be delivered by the Museum of London as part of this redevelopment in partnership with the City Corporation as part of the emergent Culture Mile.</p> <p>TfL should be consulted on any local S278 works and S.106 provisions that relate to highway works.</p> <p>The Road Safety Audit recommendations should be considered in the design and delivery of the S278 works.</p> <p>The Deliveries and Servicing Plan (DSP) must be secured and discharged in consultation with TfL.</p> <p>TfL should be formally consulted on the construction and deconstruction logistics plans given the close proximity of the site to the TLRN.</p> <p>RESPONSE TO COMMENTS: A Road Safety Audit has been submitted and consulted upon. The remaining matters are dealt with under the Highways and Transportation and S.106/Contributions sections of the report.</p>
Twentieth Century Society	<p>The Society is supportive of the principle of conversion and the broad scope of the plans. It is understood that a degree of change is necessary for public access to be viable on a long-term basis. It is encouraging that a future for West Smithfield could be secured.</p> <p>The loss of ability to perceive the roof's full span from the ground floor is one aspect of the proposal that will cause harm to the building's significance.</p> <p>The Society is concerned about the possible replacement of the clerestory glazing in the market hall. Efforts should be made to retain the glazing due to its high significance.</p>

	RESPONSE TO COMMENTS: These matters are addressed in the Design and Heritage sections of this report.
SAVE Britain's Heritage	SAVE support the scheme that will transform the existing buildings into a new destination. The discovery of the Lockhart Cocoa Rooms is significant and the approach to retain these rooms is welcomed. Emphasis is placed on the re-use of as much of the existing material as possible.
City of London Conservation Area Advisory Committee	<p>Members objected to the addition of a green roof to the market and the treatment of the former entrance, specifically the proposed towers and the lettering, expressing concern over the impact on the Conservation Area. The committee welcomed the approach to the shopfronts but objected to the design of the canopies. A more traditional, retractable canopy would be appropriate to the Conservation Area.</p> <p>RESPONSE TO COMMENTS: Issues around the design of the proposal area assessed in the Design and Heritage section of this report.</p>
London Borough of Camden	Raises no objection.
Crossrail Limited	The implications of the Crossrail proposals have been considered and Crossrail Limited does not wish to make any comment on the application as submitted.
Network Rail	No objection to the proposal. Ongoing liaison has taken place between the applicant and Network Rail. Advice is given with regard to future maintenance, drainage, plant and materials, scaffolding, piling, fencing, lighting, noise and vibration and vehicle incursion so as to maintain the safe operation of the railway and protect Network Rail's Infrastructure. Conditions and requirements for engineering works in the vicinity of the tunnels are specified.
City Heritage Society	<p>The care taken over the shop fronts and the retention of the Phoenix columns and the roof structure of the General Market is welcomed. It is disappointing that the dome over the turret at the west end of the Smithfield elevation would not be reinstated. Harts Corner could be enhanced by a visible slate roof and ornate dormers to echo the rest of the street elevations. Objection is raised to the proposed illuminated lettering.</p> <p>RESPONSE TO COMMENTS: Design matters are considered under the design and heritage section of this report.</p>
CoL Open Spaces	No observations.
CoL Air Quality Officer	The proposed development will be car free with only service vehicles and a small number of coaches each day and heating will be through a connection to the Citigen District heating network. This is welcomed as therefore the

	<p>operational development will have minimal impacts on the local air quality. The development also meets the air quality neutral benchmarks.</p> <p>For the construction phase the air quality assessment states that for half the construction period there will be >50 HGV's per day. Please could further clarification be given on this number of vehicles and the duration of the construction period?</p> <p>RESPONSE TO COMMENTS: Demolition and construction management plans and deconstruction and construction logistics plans would be required by condition. These would cover vehicle numbers and seek to reduce vehicle movements.</p>
Lead Local Flood Authority	Recommends SUDS related conditions.
CoL Environmental Health Officer	Recommends conditions relating to plant, extraction systems, sewer vents and schemes of protection during construction and demolition.
CoL Superintendent	<p>Access routes, roads and loading bays around the Market are critical to its safe and efficient operation. The current proposals strike a reasonable and proportionate balance between the proposed Museum construction and operational works, and the continuing and unhindered operation of the Market, which must remain paramount at all times.</p> <p>The plans are subject to the Museum Project obtaining satisfactory full possession of the Poultry Market. Should this not occur and the Market continues to operate from the ground floor of the Poultry Market, the plans and proposals will need further referral and submission.</p>

Policy Context

62. The development plan consists of the London Plan 2016 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report.
63. The Mayor of London and the City of London have prepared draft plans which are material considerations to be taken into account.
64. The Draft London Plan is at an advanced stage. It takes forward many of the policy positions of the existing plan whilst strengthening and adding to others. On the 13th March 2020, the Secretary of State directed the Mayor not to adopt the Plan due to it not addressing a number of national policies in respect of housing ambition, small sites, industrial land and aviation, meaning it will be some time before the plan is adopted. It has passed through the Examination in Public so is to be afforded some weight with the matters subject to the Secretary of State's direction being of limited relevance to the determination of these applications.

65. In relation to this scheme the Draft London Plan continues to support a mix of uses in the Central Activities Zone (CAZ). The changes that are most relevant to this scheme are those that encourage good growth, enhance climate change, good design and sustainability requirements and further support requirements for public access and routes through sites.
66. The draft City Plan 2036 was reported to the Court of Common Council in May 2020. They agreed the pre-submission draft for consultation, and it is anticipated that pre-submission consultation will commence in September. As such, the draft Plan is a material consideration in the determination of applications alongside the adopted Local Plan.
67. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG) which is amended from time to time.
68. There is relevant GLA supplementary planning guidance and other policy in respect of: Accessible London: Achieving an Inclusive Environment SPG (GLA, October 2014), Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014), Sustainable Design and Construction (GLA, September 2014), Social Infrastructure GLA May 2015) Culture and Night-Time Economy SPG (GLA, November 2017), London Environment Strategy (GLA, May 2018), London View Management Framework SPG (GLA, March 2012), Cultural Strategy (GLA, 2018); Mayoral CIL 2 Charging Schedule (April 2019), Central Activities Zone (GLA March 2016), Shaping Neighbourhoods: Character and Context (GLA June 2014); London Planning Statement SPG (May 2014); Town Centres SPG (July 2014); Mayor's Transport Strategy (2018) and the Culture 2016 strategy.
69. Relevant City Corporation Guidance and SPDs comprises Air Quality SPD (CoL, July 2017), Archaeology and Development Guidance SPD (CoL, July 2017), City Lighting Strategy (CoL, October 2018) City Transport Strategy (CoL, May 2019), City Waste Strategy 2013-2020 (CoL, January 2014), Protected Views SPD (CoL, January 2012), City of London's Wind Microclimate Guidelines (CoL, 2019), Planning Obligations SPD (CoL, July 2014). Open Space Strategy (COL 2016), Office Use (CoL 2015), City Public Realm (CoL 2016), Culture Mile Strategy (2018); Cultural Strategy 2018 – 2022 (CoL, and relevant Conservation Area Summaries.

Considerations

Wider legislation

Equality Act 2010

70. The Committee is also required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-
 - eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it
71. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
 72. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
 73. This application has been assessed against the Equality Act 2010 and any equality impacts identified. The assessment is appended to this report at appendix E.

The Metropolitan Meat and Poultry Markets Act 1860 and other Private and Local Acts governing the Smithfield Markets

74. The Smithfield Markets are regulated by a series of Acts of Parliament. The Metropolitan Meat and Poultry Act 1860 empowered the City Corporation to appropriate and use land and to erect, build and construct market houses and market places at Smithfield. The 1860 Act contained further provisions including a provision that it is not lawful for the City Corporation to appropriate any part of a market house, other than the underground surface for any purpose other than market purposes.
75. The City is due to submit a Private Bill in November 2020 to obtain the necessary parliamentary approval to relocate the operational markets to a new site in Dagenham Dock and to allow the Smithfield site to be used for non-market purposes.
76. The planning system operates as a separate and self-contained statutory code. The grant of planning permission will not override the provision of the relevant Acts of Parliament and will not authorise any development in contravention of those Acts.

Human Rights Act

77. Under Section 6 of the Human Rights Act 1998, the Local Planning Authority must ensure that, as a “public authority”, it does not act in a way which is incompatible with a “Convention right”, i.e. a right set out in the European Convention on Human Rights, such incompatible action being unlawful.
78. Article 8 of the European Convention states that everyone has the right to respect for his private and family life, his home and his correspondence.
79. Article 1 of Protocol 1 provides that every natural and legal person (including corporate bodies) is entitled to peaceful enjoyment of his possessions.

80. These are not absolute but qualified rights which must be balanced against the broader interests of society as a whole including its economic wellbeing, and against the rights and freedoms of others.
81. The balance for the City to weigh is between any convention rights which may be infringed on the one hand and the public interest including the interests of the economic well-being of the country in the proposed redevelopment and the right of the application to seek to develop on the other. It is the view of officers that an infringement of Article 8 rights and Article 1 Protocol 1 rights which may arise as a result of the development proposed, such as adverse impacts on the amenity of those living in the area (and as considered below) would be necessary in the interests of the economic wellbeing of the country, in the public interest and proportionate. Officers also consider that such interference with Article 1 Protocol 1 rights as would occur, including impacts on the current use of the Poultry Market and consequential impact on the Smithfield meat market as a whole as considered below, would be proportionate and in the public interest.

Statutory Duties

82. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- to have regard to the provisions of the development plan, so far as material to the application, local finance considerations so far as material to the application, and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
- to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
83. In considering whether to grant planning permission for development which affects a listed building or its setting, to 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. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
84. In considering whether to grant planning permission for development within a conservation area special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (S.72(1) Planning (Listed Buildings and Conservation Areas) Act 1990. When considering the impact of proposed development on a conservation area it is the entirety of the proposal which is in issue.
- Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant listed building consent for any works the local planning authority 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.

NPPF

85. The NPPF states at paragraph 2 that “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
86. Paragraph 10 states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11. For decision-taking this means:
 - a) approving development proposals that accord with an up-to-date development plan without delay; or
 - b) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
 - c) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - d) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
87. Paragraph 48 states that local planning authorities may give weight to relevant policies in emerging plans according to:
 - a) the stage of preparation of the emerging plan (the more advanced its preparation the greater the weight that may be given);
 - b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and
 - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)
88. It states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
89. Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 103 states that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health”.
90. Paragraph 111 states that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.

91. Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 124 advises that “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
92. Paragraph 127 sets out how good design should be achieved including ensuring developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible and which promote health and wellbeing.
93. Chapter 14 of the NPPF relates to climate change, flooding and coastal change. Paragraph 151 states that new developments should increase the use and supply of renewable and low carbon energy and heat through measures including renewable and low carbon energy sources and identifying opportunities to draw energy supply from decentralised supply systems.
94. Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 190 of the NPPF advises that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.
95. Paragraph 192 of the NPPF advises, “In determining applications, local planning authorities should take account of:
 - a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.”
96. Paragraph 193 of the NPPF advises “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”. In a case where a proposal will cause some harm and some benefit to the significance of a designated heritage asset, paragraph 193 does not require an internal balancing exercise to be carried out. Any balancing

exercise should be carried out when the policy in paragraph 196 is applied.

97. Paragraph 194 of the NPPF states “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:
 - a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”
98. Paragraph 196 of the NPPF states “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.” When carrying out that balancing exercise in a case where there is harm to the significance of a listed building, considerable importance and weight should be given to the desirability of preserving the building or its setting. When carrying out the balancing exercise in a case where there is harm to the significance of a conservation area, considerable importance and weight should be given the desirability of preserving or enhancing the character or appearance of the conservation area.
99. Paragraph 197 states “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

Considerations in this case

100. In considering this planning application account has to be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
101. There are policies in the Development Plan which support the proposal and others which do not including policy CS5(10) of the Local Plan. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
102. The principal over-arching issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).

- The extent to which the proposals comply with the relevant policies of the Development Plan.
103. The principal issues in considering this application are:
- The Principle of Development – including the loss of market use, the provision of a museum and the provision of a range of flexible uses and consideration as to whether a sequential test is required.
 - The impact of the development in design and heritage terms including impact on the designated and non-designated heritage assets.
 - The impact of the proposal on Strategic Views.
 - The impact of the proposal on any archaeology beneath the site.
 - The accessibility and inclusivity of the development.
 - The impact of the proposal in highway and transportation terms.
 - The impact of the proposal in terms of energy and sustainability.
 - The Environmental Impact of the proposals on the surrounding area.
 - The impact of the proposal on amenity.
 - The requirement for financial contributions
 - Duties under the Equality Act 2010

Principle of Development

104. Smithfield is recognised as an area of the City that has its own unique character. It is steeped in history and contains a diverse range of uses including commercial offices, retail, market, cultural, hospital and residential. The Elizabeth Line with a station entrance on Lindsey Street and one at Farringdon will make Smithfield one of the most accessible areas of London and will attract large numbers of people.
105. The site is within the following land use designations:
- The Central Activities Zone (CAZ) as identified by the London Plan 2016 and Intend to Publish London Plan. This is the vibrant heart and globally-iconic core of London where its rich mix of strategic functions and local uses should be supported as set out in policy 2.10 of the London Plan 2016 and policy SD4 of the Intend to Publish London Plan. Cultural institutions play an important role in the CAZ. The Intend to Publish London Plan notes that the CAZ contains important specialist clusters of activity which contribute towards the capital's international and national roles. The Barbican/Smithfield/Farringdon area is identified as a specialist cluster where the arts, culture and creativity are to be promoted and sustained.
 - The Farringdon/Smithfield Area of Intensification as identified by the London Plan 2016. Opportunities should be taken to accommodate growth in employment and new homes, although the adopted City of London Local Plan 2015 considers that the majority of this growth should be accommodated in Camden and Islington 'with some growth within the wider northern and western areas of the City'.

- The North of the City, Key Place Area as identified by policy CS5 of the Local Plan 2015. This recognises the impacts and benefits Crossrail will have upon this part of the City and its potential to capitalise on its mixed-use character and improved public transport. It recognises and supports the continued presence of Smithfield Market and promotes the further improvement of the Barbican area as a cultural quarter of London-wide, national and international significance.
 - The Smithfield and Barbican as a Key Area of Change as identified by the draft City Plan 2036. This acknowledges that the area will undergo significant change with the delivery of the Culture Mile initiative, including the proposed relocation of the Museum to Smithfield and the potential development of a new Centre for Music on the site of the existing Museum. Smithfield Market may move from its current location as part of a wider programme to consolidate the City's wholesale markets onto a new site, and the opening of the Elizabeth Line would increase public transport provision in the area.
106. As a result of these designations careful consideration needs to be given to the proposed mix of uses and the impact that they would have on the Smithfield area. An assessment of the acceptability of each of the proposed uses in policy terms is set out below, with an overall conclusion of the acceptability of the proposal in land use terms at the end of this section:

Loss of market uses (Sui Generis)

107. Policy CS5 of the Local Plan supports the long term presence of Smithfield Market, the reasoned justification notes that the General Market building is no longer used by meat traders. Since the adoption of the Local Plan, the City Corporation has taken an in principle decision to consolidate its wholesale markets (Smithfield, Billingsgate and New Spitalfields) onto a single site. Policy S25 of the draft City Plan 2036 recognises this change in intent and supports the continued presence of the Markets in the Smithfield area in the short to medium term, pending further preparatory work on the markets consolidation programme. London Plan Policy 4.5 and Policy E4 of the Mayor's Intend to Publish London Plan seek to maintain efficient wholesale markets to meet long term wholesale needs and policy E9 supports London's markets in their full variety. These policies recognise the important role that wholesale markets play in London's economy by distributing fresh produce.
108. With regard to the longer term vision for Smithfield Market, in April 2019, the Court of Common Council decided to progress with a new site for the City's markets in Dagenham Dock. The site is the former Barking Reach Power Station and is owned by the City of London Corporation. An outline planning application to "create a new 21st century food centre for the UK, London and the South East" was submitted to Barking and Dagenham Council for consideration on the 18th May 2020. Overall, the Greater London Authority support the

principle of this development subject to further detail in respect of energy, air quality and transport.

109. Alongside the submission of the outline planning application, the City is working towards submitting a Private Bill to Parliament in November 2020 to provide the necessary parliamentary approval to relocate the Markets. The Property and Markets Committee would need to declare some of the buildings surplus to market requirements in order for them to be used in alternative ways (including the Poultry Market). The General Market (together with the Fish Market and Annexe Market located on the south side of West Smithfield), were declared surplus some 20 years ago. Proposals are being explored for the future potential uses of the East and West Markets should the market buildings be released. The grant of planning permission would not authorise any development in breach of the provisions of the relevant Acts which govern the market.
110. The General Market and Annexe site have been vacant for approximately 30 years (with the exception of the temporary use of the General Market in conjunction with Crossrail works) and are in urgent need of repair. The Poultry Market however, remains a functional market building. The desirability of retaining the existing use is a material planning consideration.
111. There are facilities within the Poultry Market that support the function of the East and West Markets these include maintenance and tradesmen workshops, maintenance and cleaners stores, maintenance offices, animal bi-products facility, bin storage and washing facilities, waste collection pallets and packaging. The City as landlord and manager of the markets has been investigating the re-location of these facilities as part of the market's consolidation programme. Re-location of the facilities into City owned 79-83 Charterhouse Street, the Rotunda Basement Carpark and areas with the East and West Markets would be possible. It is understood that the re-location works would not require planning permission or listed building consent and are not for consideration as part of this application. Following the consolidation of these facilities the East and West Markets could function independently and would not be dependent on any facilities within the Poultry Market.
112. It has been reported that there are currently nine traders that have leases within the Poultry Market. The traders own multiple units, resulting in 17 of the potential 27 trading units in the Poultry Market being occupied. Four of the nine traders also have units in the East and West Markets.
113. The Market Superintendent has advised that only three traders in the Poultry Market currently open their shop fronts for trade, this has been a declining number over recent years. Even in peak trade times of Easter and Christmas the number only reaches about six traders. Some traders use their shops as stores to support their business in East and West Markets and many have signs in their shops directing potential customers to the other Markets. Most traders in the Poultry Market use both their ground floor and sub-basement mezzanine areas

to store products for onward distribution, for the majority this is for existing customers who never come to the Market.

114. In order to accord with adopted Local Plan 2015 and emerging City Plan 2036 policy, it would need to be demonstrated that there is potential to satisfactorily relocate the market trading currently occurring within the Poultry Market to elsewhere in the area, enabling the traders to continue their business activity whilst enabling the re-use of the building for the Museum of London.
115. The City of London Corporation as land owner is in dialogue with the traders as tenants, who have leases that run until 2028 with the right to renew. It has been explored whether there is the possibility to re-locate the traders to the East and West Markets or any other City owned premises in the locality, however, this has not proved feasible at this time.
116. Consideration has been given to the impact that the loss of the Poultry Market would have on Smithfield Meat Market as whole. The proposal would result in the loss of space used by 9 traders and 27 trading units, of which 17 units are occupied and 10 are vacant. The remaining 47 units in the East and West Markets that are occupied by 27 traders (traders own multiple units) would continue to function under the proposal. In percentage terms this would equate to approximately 72% of traders and 63% of the total number of trading units across the Market site being able to continue to function under the proposal.
117. Notwithstanding, the ability of the East and West markets to continue to function, overall in the light of the loss of the market use on the Poultry Market site, the proposal would be contrary to policy CS5 of the Local Plan which supports the continued presence of Smithfield Market and policy S25 of the draft City Plan 2036 which seeks to protect Smithfield Market, while the aspirations of a potential move to Barking and Dagenham as part of the wider markets consolidation programme are being realised.
118. The adverse impact on the existing use of the Poultry Market is a material consideration which weighs against the grant of planning permission.

Provision of Museum Use within the General Market and the Poultry Market (Class D1)

119. The draft City Plan 2036 (policies S24 and S25) supports the principle of relocating the Museum of London to Smithfield. Policy S23 of the draft City Plan 2036 seeks to ensure that future alternative uses of the listed market buildings are appropriate to their status if the existing market uses are relocated.
120. The Mayor of London's Culture Strategy December 2018 'Culture for all Londoners' supports the relocation of the Museum of London to Smithfield. The Mayor has committed £70 million to create a landmark museum to utilise the historic market buildings and provide the museum with a larger premises to fulfil its ambitions.

121. The support for the Museum's relocation is on the basis that it would secure a long- term sustainable future for the vacant market buildings on the site and would address ambitions in the adopted and draft Local Plans for further cultural and visitor activity in the Smithfield area. A key part of which is the realisation of the Culture Mile.
122. The Culture Mile Look and Feel Strategy November 2018 sets out how the Culture Mile will be a thriving new home for contemporary culture in the ancient heart of London. It stretches just under a mile from Farringdon to Moorgate and includes the Barbican, Guildhall School of Music and Drama, London Symphony Orchestra and the Museum of London. The aspiration to deliver the Culture Mile initiative is primarily supported by policies S6, S23 and S24 of the draft City Plan 2036, The City of London Cultural Strategy 2018-2022 and the Mayor of London's Culture Strategy December 2018 'Culture for all Londoners'.
123. There is a growing desire to deliver a City of commerce and culture, recognising the important role of cultural activity in delivering an economic and socially prosperous city. This is supported by policy CS11 of the Local Plan, policy S6 of the draft City Plan 2036 and the wider cultural aspirations of the London Plan (policy 4.6) and Intend to Publish London Plan (policies HC5 and HC6). The City of London Cultural Strategy 2018 -2022 and the Mayor of London's Culture Strategy December 2018 'Culture for all Londoners' place huge importance on the role that culture can play in growth for London. London's creative economy now employs one in six Londoners and contributes £47 bn to the economy. Culture not only benefits the economy, it has a beneficial impact on people's wellbeing, quality of life and has an ability to create a sense of place and community.
124. The submitted Environmental Statement notes that as cultural institutions, museums can play an important role in placemaking, re-activating urban areas, the ability to draw national and international tourism and promote civic pride. They have the potential to provide equal opportunities for cultural participation which has the potential to remove barriers between different communities and enables re-integration of those experiencing social isolation.
125. Locating the proposed museum use in Smithfield would support the City's aspirations regarding access to culture, the future vision for Smithfield and the desire to unlock the creative potential of the Culture Mile. In accordance with policy S6 of the draft City Plan 2036 the requirement for a Cultural Plan would be secured through the S.106 agreement. This would require the applicant to set out how the development would contribute to the enrichment and enhancement of the City's Cultural offer. This could cover matters such as a public art strategy, the requirement for partnership working, public access, more details of the museum's community engagement strategies, a meanwhile strategy for the buildings until the works are completed and the requirement to ensure that the proposed public space on the Iron Mountain site would be 'culture ready' with adequate provision of lighting and power.

126. The scheme would deliver wider social, economic and environmental benefits. Such benefits in this instance would include the draw of an average of 2 million visitors per year which would boost national and international tourism. It is estimated that the museum would generate an additional 1,707 jobs through direct employment within the museum, supply chains and visitor expenditure in the locality and it would generate approximately £755 million of additional Gross Value Added (defined as “the measure of the value of goods and services produced in an area, industry or sector of an economy”. Calculated cumulatively over 10 years 2024 - 2034).
127. Social benefits include the Museum of London’s commitment to work with local communities in the development and operation of the new museum. This is exemplified through some of the initiatives and projects that the museum is working on including:
- The Smithfield Project – working with local communities to help shape plans for the content of the museum to ensure that it is relevant to local people.
 - Audience panels – representing teachers, families, young people and people with access needs would advise and provide feedback on the development of the new museum.
 - Co-curated exhibitions – Community participation would be embedded in the design of new galleries.
 - New Museum School Traineeships – For two consecutive years the museum has hosted a year-long placement for a trainee as part of the New Museum School Scheme. The aim is to develop heritage leaders from cultural and socio economic backgrounds underrepresented in the museum sector.
 - St Barts – Conversations are continuing with St Barts hospital around exploring opportunities to offer respite and opportunities to experience the arts and culture for patients and staff.
 - Schools and learning – the intention is to double the number of children that the museum engages with to 200,000 per year. This includes working with schools in disadvantaged areas and those that do not tend to visit the museum.
 - Wellbeing – Promoting the wellbeing of local communities who face barriers to cultural experiences (e.g. because of poverty or low educational attainment), looked after children and care leavers and older people living with loneliness through programmes including volunteering, apprenticeships, work experience, create courses, drop in clubs, Arts Award projects and skills development programmes.
 - Accessibility – The museum would feature enhanced access for people with disabilities. There would be tailored tours, sessions and resources for people living with dementia and families with autism spectrum conditions.
128. The proposed museum land use would result in heritage and environmental benefits as the museum would sensitively revive the market buildings and this underutilised part of Smithfield giving the area

a new identify and allowing the historic significance of the buildings to be appreciated. This would act as a catalyst to unlock the potential for further cultural projects to be realised in the area particularly in terms of freeing up the existing London Wall site for the Centre for Music and the potential for linkage with any future scheme for the repurposing of the East and West Markets. Notwithstanding, future aspirations for the East and West Markets, the proposed museum use has been designed so that its operation would not compromise the operation of the East and West markets as a wholesale market. Both uses could co-exist.

129. The proposal is compliant with the element of policy CS5 which supports further enhancing the distinctive character of Smithfield by retaining a range of buildings suitable for accommodating a mix of uses and with CS11 of the Local Plan, which supports visitor arts and cultural uses, and policies S24 and S6 of the draft City Plan 2036 and the aims of policy 4.6 of the London Plan and policies HC5 and HC6 of the Intend to Publish London Plan which set out aspirations for culture, Smithfield and the Culture Mile and policies 2.10 of the London Plan and SD4 of the Intend to Publish London Plan which support a rich mix of uses in the CAZ including the cultural role of the Barbican/Smithfield/Farringdon specialist cluster of activity. The proposal would be compliant with bullet point four of policy S25 of the draft City Plan that relates to the re-location of the Museum of London to Smithfield. It would accord with the aspirations set out in the Culture Mile Look and Feel Strategy 2018, the Mayor and City of London's Culture Strategies which are material considerations.

Office Use (Class B1)

130. Strategic Policy CS1 of the City of London Local Plan 2015 and policy 4.2 of the London Plan seeks to ensure that there is sufficient office space to meet demand and encourages the supply of a range of office accommodation to meet the varied needs of City occupiers. Policy DM 1.3 seeks to promote small and medium sized businesses in the City by encouraging new accommodation suitable for small and medium sized businesses and office designs which are flexible and adaptable to allow for sub-division to meet the needs of such businesses. Similar policy objectives are carried forward into Policies S4 and OF1 of the emerging City Plan 2036 and policy E1 of the Intend to Publish London Plan.
131. The application is principally concerned with the development of new museum space, but also seeks permission for flexible use of a variety of spaces in the Annexe Building and Engine House and in spaces around the General Market. Depending on the end use, there is potential for office provision on site ranging from 2,459sqm flexible B1 or D1 floorspace to 4254sqm of flexible A1/A2/A3/A4/B1/D1 & D2. This offers potential to deliver a variety of smaller and flexible office spaces more suited to meet the needs of SMEs, start-ups and creative businesses. This potential would complement the variety of the local area and accords with both the adopted Local Plan 2015, the draft City

Plan 2036, the London Plan and the Intend to Publish London Plan regarding the provision of office use.

Gym Use (Class D2)

132. Local Plan 2015 policy DM19.3, draft City Plan 2036 policy HL7, London Plan policy 3.19 and Intend to Publish London Plan policy S5 encourage the provision of new sports and recreational facilities where they provide flexible space to accommodate a range of different uses/users and are accessible to all.
133. The proposal could potentially provide 5,946 sq.m of class D2 floorspace across the Annexe site and six houses on the General Market site. The applicant has confirmed that the D2 use would be a gym.
134. The potential inclusion of the gym use would be beneficial for the health and well-being of the City's communities and would accord with the aforementioned policies in the Local Plan 2015, draft City Plan 2036, the London Plan and the Intend to Publish London Plan which seek to provide new sports and recreational facilities.

Flexible retail uses (A1/A2/A3/A4)

135. The site is not within a designated Principal Shopping Centre (PSC) or Retail Link as defined in adopted Local Plan 2015 policy DM20.1. Elsewhere in the City, Local Plan policy DM20.3 seeks to maintain existing retail uses and promotes active frontages. The draft City Plan 2036, Policy RE2, extends the City's Retail Links to include West Smithfield and parts of Farringdon Street adjacent to the proposed development and the supporting text highlights Farringdon/Culture Mile as one of two areas in the City that should be a priority for new retail floorspace outside the PSCs. The proposed uses are intended to be flexible with 7,634sqm of GIA allocated to A1-A4, B1 and D1/D2 space. The current Museum of London site only has approximately 130sq.m of retail space so this uplift would enable the development to attract more visitors to the site and surrounding area.
136. A Retail Impact Assessment (December 2019) by Colliers has been submitted with the application setting out the context to retail in this area of the City. The retail offer (5,175sq.m) would include cafes, and boutique shops and bars (Class A1 to A4). It is proposed that the units located on the perimeter of the General Market (1,801sq.m) would be home to a mix of uses, including retail. In addition, the Engine House (781sq.m) and part of the Annexe Building (2,490sq.m), would be occupied by several retailers and the Red House would include a retail unit at ground floor.
137. The creation of active frontages opening onto surrounding streets is welcome and would enhance activity and vibrancy in this area. The provision of additional retail floorspace as part of the development would meet the objectives of adopted Policy DM20.3 and draft Policy RE2. The proposed retail provision would help to enliven the public

realm at street level, while having limited impact on other retail centres in the City of London, Islington and Camden. The retail provision would draw in trade from established centres, with the closest, Farringdon, experiencing a projected trade draw of 3.5%, equivalent to 11.6% of current overall turnover, spread across 35 retail operators. Other areas in Islington and the City would experience a smaller level of trade draw. There would be no significant adverse impact on town centre vitality and viability. There would be no significant adverse impact on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal.

138. The impact of the proposed retail uses would be tempered by the fact that 56% of current visits to the Museum of London are annual or one-off visits and therefore the majority of retail visits will be from visitors from outside of the local areas. Given that the proposed retail use is intended to be flexible and the mix of retail, office and leisure uses is uncertain at present, the level of retail impact is considered to be acceptable. There would be no conflict with adopted Local Plan 2015 policy DM20.3 or draft City Plan 2036 Policy RE2, which allow retail outside of the PSC's where it would help form an active frontage, provide amenity to City workers, residents and visitors and enhance vibrancy. The proposal would be compliant with London Plan Policy 4.8 and Intend to Publish London Plan policy E9 which seeks to support a successful, competitive and diverse retail sector.

Sequential Test

139. The sequential test set out at paragraph 86 of the NPPF applies to planning applications for main town centre uses. The definition of main town centre uses in the Glossary to the NPPF is broad and includes retail, leisure, entertainment, offices, arts, culture and tourism development (including museums). The NPPF (at paragraph 90) states that where an application fails to satisfy the sequential test, it should be refused. Paragraph 11 of the Planning Practice Guidance on Town Centres and Retail states that it is for the applicant to demonstrate compliance with the sequential test and that failure to undertake a sequential assessment could in itself constitute a reason for refusing permission. Paragraph 11 also states that the application of the test will need to be proportionate and appropriate for the given proposal. The London Plan (policy 4.6B(a) indicates that the sequential approach is to be fulfilled when considering proposal for arts, culture, sport and entertainment. The adopted Local Plan (policy CS20 (2)) applies the sequential test to retail development in the City, but does not specifically apply the test to other main town centre uses. The City define town centres as the Principal Shopping Centres. Compared to traditional town centres, the City's PSCs are limited in terms of scale and size, and simply focused on retail frontage and retail accommodation.
140. The Smithfield Market Tenants' Association points out that no sequential assessment has been undertaken. It is the view of officers that a balanced approach needs to be taken to the requirement for a

sequential test, having regard to the City's PSCs. The failure to undertake a sequential assessment in this case is a breach of national planning policy and could constitute a reason for refusing planning permission. However, officers take the view that despite the fact that national policy indicates that where an application fails the sequential test it should be refused, there are particular circumstances in this case and that the benefits of the scheme outweigh the breach of national policy. The particular factors which justify a departure from the NPPF policy approach include: regenerating a site which (in part) has been unused for approximately 30 years; the fact that emerging City Plan 2036 policy (Policies S23, S24 and S25) support the proposed relocation of the Museum of London to Smithfield; and the fact that emerging City Plan Policy S5 designates West Smithfield as a retail link, suitable for town centre uses; the fact that Barbican/Smithfield/Farringdon is identified, at page 81 of the Intend to Publish draft London Plan as a specialist cluster within the CAZ; and the fact that the site is highly accessible by public transport which will improve further when the Elizabeth Line opens.

Conclusion concerning the land use principles

141. The proposed flexible retail, office and leisure uses around the perimeter of the General Market and on the Annexe site would add to the rich mix and diversity of uses that characterise the Smithfield area in accordance with the provisions of the Local Plan 2015, the draft City Plan 2036, the London Plan 2016 and the Intend to Publish London Plan.
142. The use of the General Market as a Museum is considered acceptable in planning terms given that the market uses on this site ceased approximately 30 years ago. A new museum on the site would revive the building and the wider area in accordance with the Local Plan and emerging City Plan's aspirations for the Smithfield area.
143. Regarding the use of the Poultry Market consideration has been given to the impact of the proposal on the Poultry Market traders and the implications around the policy stance concerning the protection of the market function. It is concluded that there would be some diminishment of market function as a result of the proposal. However, the majority of trading units and traders operate from the East and West Markets, and their operations could continue under the proposal subject to the satisfactory relocation of the supporting facilities. The majority of the market site would therefore continue to function as a result of the proposal.
144. The impact on the Market has been considered alongside the ambitions set out in the emerging City Plan 2036, which now carries increased weight following publication of the pre-submission draft, for the re-location of the Museum to the market site and the consolidation of the City's markets to a site in Dagenham.
145. In terms of the planning balance, it is considered that the use of the Poultry Market for the Museum of London is to be supported in

planning terms on the basis of the public benefits that the scheme would generate. It is anticipated that dialogue will continue between the City of London Corporation, as the landlord and the traders as tenants regarding their future and any potential compensation or relocation.

146. The key social, environmental and economic public benefits of the proposal, upon which this conclusion is reached, are considered to be as follows:

- Securing a strategic development that would provide land uses which support the growth of the economy at City of London and Greater London level through the generation of employment (anticipated creation of 1707 additional jobs), increased spending in the locality boosting local businesses (£755 million GVA) and an increase in national and international tourism through the attraction of an average of 2 million visitors per year. This in turn would have a positive impact on the national economy.
- Allowing the Museum of London, an internationally renowned visitor attraction, to remain in the City of London and realise its full potential and commitment to an enhanced visitor offer through the provision of increased gallery space and exhibits which would allow more people to engage with and learn more about the seven million objects within the London Collection than ever before.
- Provision of enhanced learning space which would allow the Museum to fulfil its aspirations to engage with more schools and reach every school child within London.
- Provision of a world class Museum and visitor attraction that would deliver on the fundamental aims of the Cultural Mile and cultural aspirations for Smithfield. The scheme would revive this area of West Smithfield and give it a new identity and sense of place. It would act as a catalyst for the realisation of a cultural destination of international renown in this part of the City.
- The potential to enable the Museum of London's existing site to come forward for use as another cultural destination – The Centre for Music.
- Securing a new dedicated long-term occupier for the General Market and Poultry Market which would breathe new life into the buildings and carefully restore them providing them with a long-term sustainable use.
- Giving the wider public access to historically significant areas of the market buildings, enabling the potential to understand and appreciate the strong heritage of the buildings and the wider Smithfield area, and their importance to Londoners and the Nation.
- Provision of public access to the basement of the General Market which would allow appreciation of the relationship between the building and the live railway running beneath the site.
- Securing a development that is environmentally responsible in that it would seek to reduce carbon emissions and reduce waste through the

re-use of as much of the existing material on site as possible through the adoption of circular economy principles.

- The Museum of London's commitment to ensure that the museum is a cultural institution that is socially inclusive and accessible to all facilitated by the design of the building and the museums ongoing engagement with local communities and stakeholders through its Smithfield programme.
 - Giving the Museum of London the ability to expand its programmes around the promotion of well-being with surrounding communities and stakeholders, including those with disabilities and Autism.
147. An additional benefit of this scheme is that it is considered to constitute 'Good Growth'. This is growth that is socially and economically inclusive and environmentally sustainable, a concept that underpins all policies in the Intend to Publish London Plan. The proposal would accord with the ambitions of objectives GG1 (Building strong and inclusive communities), GG2 (Making the best use of land), GG3 (Creating a healthy city) and GG5 (Growing a good economy) of the Intend to Publish London Plan. This is on the basis that the scheme would be accessible, would re-use the existing buildings and adopt circular economy principles, promote and support London's rich heritage and cultural assets and seeks to foster inclusivity of local communities and wider London in its design and through the day to day work of the Museum of London.

Design and Heritage

Urban Design: Overview

148. Local Plan Policies CS10, DM10.1, emerging City Plan 2036 policies S8 and DE 2, London Plan Policies 7.4 and 7.6 and Intend To Publish London Plan Policies D1 and D3, seek high-quality new development of an appropriate height, scale, massing, bulk, grain, material and detail, having regard for the character and appearance of the area. The proposed scheme is considered to be an exemplar of a sensitive restoration of historic buildings whilst adding contemporary insertions to enable the buildings to evolve and thrive as an inclusive public cultural building.
149. The design of the new Museum is driven by the conservation and enhancement of the Victorian General and Annexe Market buildings and the post-war, grade II listed Poultry Market. Throughout, the buildings would be sensitively repaired and renewed to best conservation practice. New interventions would respect the sensitivity of these heritage assets, employing high-quality materials to complement their existing architectural character and that of the wider Smithfield Conservation Area.
150. Significant amounts of localised demolition are required within the General Market and Poultry Market in order to meet the Museum's requirements. In mitigation, as much of the buildings' existing fabric as possible would be reused in the new Museum. Initial proposals involve

reusing meat hooks as flexible lighting rigs, cast iron columns and beams for temporary exhibition galleries, the re-use of swan-neck stall luminaires and even re-using sound slates from the roof to be removed for repairs made elsewhere. Final details would be secured via condition. In this, the Museum would be an exemplary reconciliation of heritage conservation and environmental sustainability.

151. The most significant alterations to the exterior of the General Market are the new shopfronts. Local Plan policies and the Culture Mile Strategies seek active street level building frontages which are well-designed, inviting for the public to use, capable if necessary of providing shelter and shade, are appropriately lit and configured for passive surveillance and, above all, contribute to a vibrant public realm.
152. The proposal's strategy is to celebrate the rich grain and diversity of the perimeter Outer Crust 'Houses' of the General Market as complementary to the Museum offer and culturally enriching by retaining and restoring the architectural framework of the original 'Houses'. Historic shopfronts would be retained and restored. Where shopfronts are lost or not of merit, a contemporary addition is proposed including 'Museum windows': glass sheets with horizontal bands of prismatic interlayer offering glimpses of the museum and its exceptional interior including the fine tilework of the Cocoa Rooms. In other instances, where such views are not possible, Museum vitrines of backlit cast glass would allow for dynamic display and curation of cultural content. New awnings are proposed over the shopfronts on the General Market, referencing original features of the building.
153. Gantry structures mounting lettering would be installed to elevations on Farringdon Street, Charterhouse Street and West Smithfield, including above the main Museum entrances on West Poultry Avenue. In a contemporary twist on the existing architectural ornamentation, these would be a canvas for curated creative expression and would artistically signify the presence of the Museum. Further details of a strategy for the lettering would be set out in the required Cultural Plan.
154. West Poultry Avenue would be enclosed and reborn as a north /south route within the Museum complex and a central focal point with access to WCs and other public facilities. This new gathering place would be curated by the Museum as a reimagined London Street, with Thames aggregate and archaeological fragments from the Museum's collection cast into the floor surface. The street would remain open to the public at certain times as set out earlier in the report as a natural extension of the public realm of surrounding streets. Above, the brickwork panels of the existing Poultry Market canopy would be replaced by lightweight signage and displays for the new Museum.
155. Of the new architectural additions, the most prominent would be those proposed for the Annexe Market. Here, the proposed Iron Mountain canopy would complement and connect the Red House and the Fish Market, enclosing a new public space and revealing new views of their restored elevations. The canopy comprises of a slender steel lattice

frame and would read as a contemporary interpretation of the roof structures and canopies which characterise Smithfield Market.

156. New openings would be formed in the blind main elevation of the Red House, of an appropriately scaled, design and materials. An extension above the lower Smithfield Street elevation of Red House would be of an appropriate scale, restrained design, proportion and materials, relating harmoniously with the original building. The Engine House would be repaired and stabilised to maintain its patina of age and repurposed as an entrance to the exceptional brickwork caverns below.
157. The Poultry Market would be comprehensively remodelled internally, with a new Gallery structure providing new curatorial storage and temporary exhibition space. New administrative and curatorial facilities would be provided at basement and first floor levels, with public access secured to some of the behind-the-scenes curatorial activities. Throughout, the building's post-war architectural character would be respected and enhanced and the unique spectacle of its shell dome revealed and enhanced from newly created viewing-points.
158. The scheme overall is a very successful and sensitive weaving together of Victorian, Twentieth Century and contemporary architecture. With regard to the museum it would create a new public cultural building with a strong sense of integrity and identity. The scheme is considered to be an exceptional and world class exemplar of sensitive urban design on a challenging site. This is in accordance with Local Plan Policies CS10, DM10.1, emerging City Plan 2036 policies S8 and DE 2, London Plan Policies 7.4 and 7.6 and Intend To Publish London Plan Policies D1 and D3.

Visitor Experience and new Public Realm

159. Local Plan policies CS19 and DM19.1, draft City Plan 2036 policies S8(3 and 5), OS1, S14 and D3, London Plan Policy 7.18 and Intend To Publish London Plan Policies D3, D8 and G4, seek to increase the quality, quantity and accessibility of public open space, including new streets and routes in places, such as the Museum site, where there is a deficiency of open space and significant pressure on the streets. As an essentially public building the scheme has very successfully maximized public access throughout in a permeable, inclusive, diverse and logical manner.
160. The scheme provides a permeable network of public routes and spaces through the buildings as an open and inclusive public building relevant to all Londoners. Entrances to and circulation through the proposed Museum would reflect the existing permeability of the market complex to create a more open and dynamic arrival experience built around a clear hierarchy of principal, secondary and occasional tertiary entrances. Consequently, the experience of Museum visitors and other users would be vastly more multi-dimensional compared with other more traditionally configured attractions.
161. The proposal would result in a significant increase in public realm for London, centred around the former General Market Hall and Poultry

Market – envisioned as a flexible civic space for curated events, gatherings and “*alternate interpretations of London’s past, present and future*”. This would allow, for the first time in thirty years, the potential for the wider public to appreciate the outstanding interiors. The scheme offers a dynamic journey through a rich diversity of exceptional and unique spaces from the impressive vaults, the civic grandeur of the General Market beneath the cupola and the civic scale of the space under the exceptional shell dome roof of the Poultry Market.

162. Importantly, the proposal would not prejudice and would celebrate the major enclosed east-west pedestrianised route through the sequence of market buildings between the Central London Markets and the General Markets, via the respective main avenue (‘Buyers Walk’) through the heart of the complex and running parallel and offering a complementary experience to the outdoor ‘Culture Spine’ identified in the Culture Mile ‘Look and Feel’ Strategy.
163. The surrounding streets and pavements would be enhanced (via S278 agreement) to facilitate visitor movement and a small wedge-shaped space between the Red House and the Engine House, which would become covered public realm space.
164. The proposal would deliver a significant offer of new, welcoming, convenient, inclusive and attractive open and covered spaces for all, including at the upper levels of the Poultry Market, opening up new aspects and appreciations of London’s heritage to a more diverse audience than ever before. This is in accordance with Local Plan policies CS19 and DM 19.1, draft City Plan 2036 Policies S8(3 and 5), OS1, S14 and D3, London Plan Policy 7.18 and Intend To Publish London Plan Policies D3, D8 and G4.

Lighting

165. Local Plan Policy DM10.1, emerging City Plan 2036 policies HL3, S8(11) and DE9 and Intend to Publish London Plan Policy D8 seek lighting sensitively incorporated into new development and holistic enhancements overall to the pedestrian experience.
166. A Museum Lighting Strategy is included in the Design and Access Statement, demonstrating how lighting is integral to the concept and translated into the architectural approach. The lighting scheme would deliver a sense of nocturnal arrival to a series of well-illuminated buildings. Street lighting would harmonise and be incidental to this approach, of an appropriate siting, form, scale, uniformity and colour temperature.
167. Gantry structures attached to the buildings at a higher level would allow for the evolving display of artistic expression which can reflect a theme or narrative, creating moments after dark to draw attention and spark debate. Similarly, contemporary expressions in the new shopfronts seek to experiment with illumination while allowing the inside light to spill out and engage with the street – creating ‘portals’ for moments of interaction with the Museum interior and diverse range of artistic expressions from the ‘Houses’.

168. There is an intention to include street lighting at a higher level with spotlights to focus light where it is needed from an ambient, functional perspective, and being subservient to the architectural lighting but at a height to illuminate street-based cultural programming. This would facilitate the ambition of 360-degree curation and the overarching aims of the Culture Mile Look and Feel Strategy.
169. The architecture would be celebrated by a sensitive architectural lighting scheme, bespoke to each building but still creating an overall coherence. Final details of the comprehensive lighting strategy would be secured by condition and would be tied in to the Cultural Plan forming part of the section 106 agreement.
170. The proposal would deliver lighting which is integral to the design process, mitigates unwanted light spill and which reinforces and builds on the character of the site in accordance with the spatial lighting aspirations of the Lighting Strategy, in accordance with Local Plan policy DM 10.1, draft City Plan 2036 policies S8(11) and DE9 and Intend to Publish London Plan policy D8.

Heritage

171. Local Plan policies CS12, DM12.1, DM12.2, DM12.3, emerging City Plan 2036 policies S11 and HE 1, London Plan policies 7.8 and 7.9 and Intend to Publish London Plan Policy HC1, seek to conserve the significance of heritage assets, identify opportunities for their enhancement, improve access to and interpretation of them whilst encouraging beneficial use consistent with their conservation and enhancement.
172. This section of the report sets out the significance of the relevant heritage assets and assesses the impact of the proposal on the significance, before reaching a conclusion in respect of the impact of the scheme in heritage terms.

Smithfield Conservation Area

173. The Smithfield Conservation Area SPD adopted in September 2012 summarises the character and appearance of the area as deriving from its two-millennia established history, reflected in the incremental evolution of its built forms and street pattern and the juxtapositions of its townscape, the presence of ancient, still-functioning institutions including the markets, its rich associations with notable figures and organisations and the high quality of its architecture, cultural significance, heritage assets, archaeology and open space.
174. In common with the Inspector and Secretary of State (SOS) in the 2014 decision letter and inspector's report relating to the previous called in application, the Poultry, General and Fish Market, and associated Red House and Engine House, are all considered to contribute strongly to the Conservation Area, both individually as non-designated heritage assets, and collectively as part of a shared setting. That shared setting, of a contiguous architectural sequence of related markets, the largest and one of the finest wholesale market complexes not only in Britain,

but Europe, with related semi-industrial uses clustering around it. Despite representing a millennia of market use on the site the built fabric is entirely the product of the Victorian age, a potent symbol of its civic ambition, architectural, engineering and urban planning prowess, and the transformation of London into the capital of the first industrialised nation on earth. Their coherent age and architecture are unique, and this is recognised as a fundamental part of Area 3, 'the Smithfield Market Complex', identified in the SPD as a distinct character area in the Conservation Area.

175. The previous Inspector/SOS considered that the relatively small-scale buildings, eclectic mix of uses and iconic Victorian market buildings give a strong sense of place with a distinctive character and identity at the heart of the significance of the Conservation Area (IR para 400), and contribute significantly to the cultural identity of London. The group of market buildings and the associated activities were deemed the single defining characteristic (IR para 405) – and it was the internal market halls which, although not visible, which generate the activity key to the area's lively character, all completed by Sir Horace Jones, with the exception of the Poultry Market which, although architecturally distinct, was deemed not to undermine the unity of the group
176. The proposal is to retain, sensitively restore and re-purpose West Poultry Avenue, the Poultry, General and Fish Markets, and associated Red House and Engine House, as a unified group, enhancing their intrinsic architectural and civic qualities. Sensitive new interventions such as the proposed Iron Mountain canopy and extension to the Red House would build on those relevant essential qualities identified in the SPD: of an area which evolved incrementally, a rich townscape with great integrity, diversity, contrasts, public open spaces and recognisable uses and activities. This would conserve the buildings' contributions to that identified character, appearance and significance of the Conservation Area.
177. Transforming the former markets into a world-leading Museum for the 21st century inevitably requires material change. This has been handled with skill and care but does involve some interventions that would result in some harm from the loss and alteration of fabric. Furthermore, the proposal is not just to provide a Museum and other space, but to do so to exemplary environmental, social and cultural standards. Where harmful intervention is proposed, it is supported by clear and convincing justification.
178. This report addresses the impact on each individual designated and non-designated asset and the commensurate impact on the Conservation Area as a whole.
179. The character and significance of the Conservation Area derives not only from its built forms but also from their associated land uses and activities. This deeper sense of place can be multi-layered, sometimes contested and often misunderstood, recognised in section 7 of the SPD. Since the markets were constructed, they have been transformed in response to changing socio-economic conditions: from trading live

meat to dead, from railway transportation to that by road. The proposed Museum use is the latest in a series of transformations; importantly, it would maintain their public function as places of cultural exchange and consumption.

180. Local Plan Policy DM 12.3(2) provides that consent for the alteration or change of use of a listed building will only be granted where it would not detract from its special interest, character and significance or its setting. In a similar vein London Plan Policy 7.9 (heritage-led regeneration) seeks heritage assets be *put to a suitable and viable use that is consistent with their conservation*.

181. Historically, Smithfield has been the focus of public gathering and events and cultural significance and the area continues to be characterised by a mixture of eclectic, ever-changing uses and activities, of which the market uses are but one distinctive element. Within this dynamic context the proposed use of and the associated alterations to the market buildings would preserve the wider historical character and thereby preserve the character, appearance and significance of the Smithfield Conservation Area.

182. The report assesses the proposal's impact on each building in turn:

Poultry Market: The impact on the Special Architectural and Historic Interest and Heritage Significance of a Designated Heritage Asset and the character, appearance and significance of the Smithfield Conservation Area

Significance and Contribution of Setting to that Significance

183. The Poultry Market was built between 1961-63 to designs by architect T.P. Bennett and structural engineers Ove Arup and Partners.
184. It replaced an earlier Horace Jones Poultry Market, built in 1875 and destroyed by fire in 1958, designed in a similarly Franco-Italian style as the surviving Central and General Markets. Bennett's new Poultry Market adopted a twentieth-century architectural idiom that has been described as 'pop' architecture. The only realised part of an ambitious 1960s masterplan to rebuild the entire Smithfield complex, the Poultry Market strikingly juxtaposes its modern architecture to the Victorian market buildings while conforming to their scale and basic layout.
185. Undoubtedly the focal point of the building is the concrete shell dome spanning the entire structure, structurally novel for its time and, when built, the largest of its kind in the world. Its extreme shallowness uniquely minimises the presence of the dome in external views, making internal views of it all the more spectacular. Internally, the building follows similar principles to its neighbours. Traders' premises are self-contained and arranged across basement (storage), ground (retail unit) and first floor level (office), connected by a spiral stair and lift compartment.
186. At basement and basement mezzanine levels are located the general cold storage and traders' storage areas and plant rooms, with the former Cock Tavern public house (now a cocktail bar) located to the

east end of the basement mezzanine. The ground floor level slopes downwards from east to west, echoing the topographical fall from Smithfield towards the Fleet valley. Linking the building with the Central Market to the east and the General Market to the west, Buyers' Walk forms a central east-west axis through the Poultry Market, with secondary north-south walks intersecting it at each end of the building. Grouped around these routes, the existing traders' units are lightweight steel structures with regular fascia signs and swan-neck lamps reminiscent of the earlier markets.

187. The first-floor level is accessed by a decorative staircase from the east entrance. Here, office entrances are set in plain walls grouped around a perimeter walkway. At the east is situated a control tower over Buyers Walk below. At the west corners, stairs provide access to the roof. The traders' offices are subdivided to various extents and all incorporate spiral stairs to communicate with their facilities below. Views of the dome from the perimeter walkway are unimpeded.
188. The main heritage values comprising the heritage significance of the Poultry Market are:

Architectural/Artistic: a well-designed, purpose-built post-war market building, which despite minor alteration survives to a high degree of architectural integrity and authenticity. The building's vibrant 'pop-architecture' stylings and daring structural engineering reflect the prevailing aesthetic vogue, underpinned by new technologies then being pioneered. This trait is expressed most strongly by the dome and the use of translucent glazing below so that it appears rest improbably on four small corners.

Historic: there is associative value in the connection with Ove Arup and Jack Zunz, foremost engineers of their day who were responsible for the structural engineering of many notable buildings such as Sydney Opera House. Further associative value is found in the connection with T.P. Bennett, a prolific and well-respected architect of the period. There is illustrative value in the innovative and complex engineering of the building's dome which clearly reads as a successor to the engineering prowess of the Horace Jones markets. And there is further illustrative value in the building's strikingly different appearance from, yet complementary relationship and linkages with, the Victorian Market buildings to the east and west, which indicate its status as the only realised part of a 1960s masterplan to rebuild the Smithfield complex. This is strikingly evident in the design of the canopies over East and West Poultry Avenues, which provide visual evidence of the ambition of the masterplan, even if they now appear somewhat heavy-handed in design, colliding with the neighbouring Victorian buildings.

Archaeological: there is strong evidential value in engineering of the shell dome and the composition of the clerestory glazing, featuring a now-rare form of laminated sheet glass incorporating an interlayer of three layers of fibreglass sheet.

189. In support of the significance described above, the building's special architectural and historic interest chiefly resides in the soaring concrete dome structure, the external architecture and the building's lateral and vertical configuration. Of the latter, the ground floor plan contributes highly to significance for its clarity and continuity of Buyers' Walk. The basement and first floor office interiors are noted in the list entry as not being of special interest. However, their plan forms are of special interest for illustrating the functionality of the floor plan, with facilities for the individual traders arranged over three distinct floor levels. The ground floor traders' units are not intrinsically significant, but their forms and arrangement possess significance as obvious indicators of the market use.
190. The building's setting contributes strongly to its overall significance and specifically its architectural/artistic and historical values. In the report which informed the 2014 Secretary of State decision, the Inspector noted that, while the Poultry Market's principal features are the shell dome and 1960s 'pop-art' elevations, its significance also lies in the carefully considered relationship in form, height and scale to the streets on each side and to the other market buildings [para 407]. The Poultry Market has strong group value as part of, yet architecturally distinct from, a civic parade of Victorian market buildings which all display that period's characteristic architectural eclecticism and engineering vigour. This setting emphasises the Poultry Market's continuity of the planning and engineering precedents laid down by its predecessors while its architectural distinctiveness reflects the character of its own age. In this vein, the overall group value of the Smithfield Market complex contributes strongly to the significance of the Poultry Market. Further strong contributions come from the traditional, low-rise scale and materiality of surrounding buildings in the Conservation Area and beyond, which emphasise the civic pre-eminence of the Poultry Market and its neighbours.

Impact Assessment

191. The Poultry Market would become the Museum's principal temporary exhibition space and administrative, curatorial and learning centre. The proposed alterations to achieve this largely affect the interior of the listed building, with some minor changes proposed to the exterior.
192. Overall, the external envelope of the building, including its highly significant concrete dome structure and 'pop-art' architecture, would be preserved. The building's principal external elevations to the north and south would be repaired where necessary but otherwise would remain unchanged. At roof level, discreet plant enclosures and new ductwork would be introduced to the east and west elevations and existing access structures would be removed and replaced with access hatches. To the north elevation, a new curatorial lift overrun would rise above the central monitor roof and would be clad in matching materials. These alterations would not be visible from street level. Replacement of the copper roof covering, and associated repair works are being progressed under a separate consent.

193. The east and west elevations would be modified in a complementary style. Existing historic fabric such as signage and roller shutters would be retained. Existing entrances would be retained and adapted with minimal alteration, while new entrances would be created to match those existing. The east elevation to East Poultry Avenue would act as a focal point for servicing and coach drop-offs. The currently asymmetrically composed elevation would be altered to accommodate entrances to UKPN substations, cycle storage and a new staff entrance in addition to the refurbishment of the existing Buyers Walk entrance as the Museum's secondary entrance.
194. The building's west elevation would become an internal elevation by the permanent enclosure of West Poultry Avenue. Currently symmetrical in composition, the southernmost trader's entrance would be widened to create a secondary entrance to the Learning Centre. The existing west entrance to Buyers' Walk would be widened and new signage installed above. The existing traders' entrances on either side would be fixed open and glazed to allow sightlines into the interior.
195. Above West Poultry Avenue, the existing brickwork panels to the canopies would be removed and replaced with a lightweight steel mesh incorporating LED fittings to serve as the Museum's principal signage. This would result in minor harm resulting from the loss of original fabric and the erosion of the original design intent for an entire sequence of post-war market buildings replacing the Victorian ones. The harm would be mitigated by revealed views of the west canopy's angular concrete structure and more of the General Market's east elevation. In addition, the unimplemented post-war masterplan for a new sequence of market buildings, as evidenced by the canopy, means that the canopy structure appears uneasy and somewhat ill-supported, colliding brutally with the fine architecture of the General Market. Below the new signage, the street would be permanently enclosed by glazed walls with steel portals to the north and south. Within, a new polished concrete floor covering would be embedded with artefacts from the Museum's collections.
196. All the existing windows in the building, including the clerestory glazing to the dome, would be replaced in order to meet the requirements of the Museum's passive energy strategy. Options explored by the applicant have demonstrated how retaining the existing glazing would either require unacceptably intrusive works or, more importantly, would conflict with the Museum's passive energy strategy and wider environmental aspirations. The design of the replacement windows would replicate the existing arrangements but incorporating upgraded glass and opening/closing mechanisms. The complete removal of the clerestory glazing would cause less than substantial harm, mitigated by the like-for-like nature of the replacement glazing bar arrangement and the 'fritting' of sections of the replacement glass to achieve a comparable translucency to the original glass, thereby maintaining the overall architectural effect.

197. Similarly, to meet the acoustic requirements of the proposed Museum use, the inner face of the dome would be coated in an acoustic render, obscuring the original concrete shuttering boardmarks that remain visible and illustrate its method of construction. The minor harm that this would cause would be mitigated by replicating the lines of the boardmarks in the new render.
198. Internally, the building would be comprehensively remodelled to provide exhibition spaces, offices, curatorial facilities, storage areas, learning facilities and plant rooms. The key intervention is the insertion of a new Temporary Gallery structure, rising from basement to first floor level, into the centre of the building. Its proportions have been dictated by the requirement to provide flexible, programmable spaces to international exhibition standards. Inspired by the simple, flexible ethos of the traders' units, this would be a simple steel structure and the associated wall, floor and ceiling finishes would harmonise with the building's existing functional, post-war character.
199. Currently used for traders' and general cold storage and plant, much of the layout and plan of the basement would be removed to accommodate the lower levels of the new Temporary Gallery structure, which would loosely approximate to the original basement plan and the columns of which would align with the original structural grid of the building. The spaces created would be used for a combination of curatorial activities, collection storage and plant. Spaces at basement mezzanine level would be similarly repurposed and this floor level would be partially removed in order to achieve a horizontal ground floor level. The former Cock Tavern, currently used as a cocktail bar, would be converted to storage space; the building's list entry ascribes no special interest to the former Cock Tavern interior.
200. To accommodate the insertion of the proposed Temporary Gallery, the existing ground floor would be demolished up to the line of the Traders units' spiral stair and lift enclosures, which would be retained as voids for servicing. The descending east-west gradient would be replaced with a horizontal ground floor level aligned to the lower west end of the building. The form of Buyers' Walk would not be physically defined within the new ground floor level, which would instead be flexible exhibition space, but its east-west axis through the building would be preserved.
201. At the western end, a new arrivals area and associated facilities would be created around the Museum's main entrance, connected by a bridge to the ground floor of the Temporary Gallery. The secondary north-south route would be removed. New staircases and lifts would provide access from basement to first floor level and views of all floor levels would be possible through voids between the new Temporary Gallery and the original building. To the east end of this floor level, the secondary north-south route would remain as part of a retained ensemble of Traders' units adjacent to the Museum's secondary entrance. From here, steps would lead down to the ground floor. There would be a further change to the building's ground floor plan in the

adaptation and subdivision of the loading bays to the north and south. The northern bay would be reconfigured to act as the Museum's principal loading bay, with a large section of floor slab removed to accommodate goods lifts. The southern bay would be repurposed as a 'learning bay', with a Learning Centre for school groups and a Lecture Theatre for Museum visitors and the general public.

202. The ground floor plan form is of architectural and historic significance, not only intrinsically for its clarity and continuation of its predecessors' principles but also for its maintenance of the east-west axis of Buyers' Walk, the historic, commercial spine that runs through the interiors of the Smithfield Market complex. While the basement and first floor office interiors are not of special interest (as noted in the list entry), their plan forms contribute to significance as being a part of the building's carefully conceived vertical and lateral functionality. Cumulatively, the loss of the original lateral and vertical plan form and hence the original functionality of the Poultry Market would cause less than substantial harm to the significance. This harm would be mitigated by the new interpretation of Buyers' Walk through the ground floor plan. There would also be changes to the viewing points of the dome roof from ground floor level, but this would be mitigated by the overall visibility of a similar quantum of dome roof from ground floor (north to south as opposed to the existing east to west view) and by the creation of new publicly accessible viewing points at first floor level.
203. Although the fabric of the traders' units is not of interest, their forms are the most obvious evidence of the building's original purpose as a market and their near-wholesale loss would cause minor harm to the significance of the listed building. This harm would be mitigated by preserving vestiges of the traders' units towards the east end of the ground floor.
204. The new Temporary Gallery structure would rise to the level of the existing perimeter walkway at first floor level, leaving voids either side to permit views down into the ground and basement floor levels. Approximately twenty-five percent of the original balustrade to the perimeter walkway would be removed to integrate it with the new gallery floorspace, which would be used for exhibitions and events and would incorporate a café and bar area to its eastern extremity. Accordingly, the new floorspace would be a simple, open-plan area but for the lift and café structures and glazed balustrades to the east and west end. At the west end, staircases and lifts would lead down to the ground floor level. At the east end, the existing control tower and decorative staircase would be retained.
205. The Museum's office areas and research and curatorial facilities would be located at first floor level. The cellular forms of the existing offices would largely be retained, with some minor alteration, but the staircases communicating between the traders' units below would be removed. Small areas of floor slab would be removed to accommodate new lifts and stairs. Glazed screens would be inserted into the perimeter walls facing the walkway to allow views and greater natural

light into the curatorial spaces, augmented with information displays. To the west end, the first-floor balustrade would be widened to create meeting space for staff. Security barriers would be installed to prevent the public from accessing this area; otherwise, the first-floor level would be publicly accessible.

206. Aside from the clerestory windows, the replacement of other windows in the building would be on a like-for-like basis and is considered to cause negligible harm. Loss of other fabric such as the sections of first floor balustrade would cause minor harm. In mitigation, the applicants are committed to retaining and reusing as much historic fabric and features as possible throughout the scheme, including the original clerestory glazing. This will be secured via condition.
207. Impacts upon the building's setting and its contribution to significance would be minimal, as there would be only a small degree of external change; likewise, the impact upon the wider Smithfield Conservation Area would be minor. The transformation of West Poultry Avenue would announce the Museum in a suitably understated way without overpowering the market buildings or their wider setting. The street's permanent enclosure would dilute sightlines through it, but this would be mitigated by the new views of the concrete canopy structure and upper elevation of the General Market obtained through the loss of the brickwork panels to the canopies. Alterations to the prominent loading bay entrances and the East Poultry Avenue elevation would follow the building's existing architectural and material language and would not affect the building's standing in the conservation area. The curatorial lift overrun on the north elevation would not be visible from street level and would be in the tradition of ad-hoc plant structures previously found among the monitor roofs.
208. Taken as a whole, these proposals would preserve the overarching qualities of identified views 1, 3 and 27 in the Smithfield Conservation Area SPD and of the relationship between all the Smithfield Market buildings when seen from Charterhouse Street and West Smithfield.

Conclusion

209. The proposal would result in a medium magnitude, less than substantial harm, to the significance of the Poultry Market as a designated heritage asset through the comprehensive remodelling of the interior and the loss of the clerestory glazing. Otherwise, it is considered that those elements contributing to the overarching architectural/artistic, historic and archaeological value, would be conserved. While the alterations to the West Poultry Avenue canopy would remove elements of the original design, it is considered that the revealed views obtained would preserve the significance of the Poultry Market and would constitute a minor enhancement to the wider Smithfield Conservation Area as designated heritage assets.

General Market: Impact on the Significance of a Non-Designated Heritage Asset, and the character, appearance and significance of the Smithfield Conservation Area

Significance and the Contribution of Setting to that Significance

210. The General Market, built 1879-83, replaced the Old Farringdon Fruit and Vegetable Market, completing the sequence of Victorian market buildings by Sir Horace Jones. Comprising a whole urban block, its dignified architecture conceals an ingenious response to complex site conditions in a manner characteristic of Jones and the Smithfield complex.
211. The outer perimeter with elevations to West Smithfield, West Poultry Avenue, Charterhouse Street and Farringdon Road, (the 'Outer Crust') consists of terraces of three-storey 'houses', parades of individual tall shop/stall pitches with ancillary spaces above. Of high-quality Fareham red brick and Portland Stone, the General Market maintains the materiality of Jones' earlier markets while being more elaborate and Francophile in style. Structurally, the building is of load-bearing brick and iron, with a solid rear masonry spine wall separating the houses from the market hall, responding to the contours of the Fleet Valley. This allows for an organic Outer Crust of harmonious architectural expression and a consistent human scale. The interior of the Houses reveals some original features of interest such as iron or conventional timber stairs, iron beams and their brick shells. Of particular interest is that these housed a variety of market associated uses, whilst the interior of the former 'Lockhart Coca Rooms', a temperance movement inspired café serving market traders, reveals a surviving décor of original stair and Art Nouveau tiles.
212. The relatively domestic scale of the 'Outer Crust' conceals great innovation behind, an open hall was built over the railway, at the same level as the opposing Poultry Market. The market hall canopy is carried on a rational structural grid of sixteen so-called 'Phoenix Columns', an American structural innovation allowing greater load bearing capacity at height, supporting iron lattice cross-beams and laminated timber roof trusses. The roof trusses were like mansards of glass, designed to flood the trading floor with light, surmounted by louvred lanterns for weatherproofed ventilation. The centre of the market hall comprised an open and adaptable floorplate for wholesale trading crowned by an octagonal cupola. By 1889, the hall was re-planned to remove vehicular traffic and the four central pavilions were added.
213. The basement beneath was an engineering feat comprising a series of wrought iron stanchions, girders and beams with brick jack vaults, holding the immense weight of the market above while opening up a space free of brick piers, allowing for the railway and sidings. Back above ground the linking iron and timber canopy connecting the southern vehicular entrance to the Annex Market was erected circa 1900 of iron with timber pelmet and is an intriguing feature. The Victoria cupola and original Harts Corner were lost during WWII, and replacement with more modest structure in the 1950s – the modern Portland Stone Harts Corner tower and a ribbed concrete dome.
214. The heritage values comprising the heritage significance of the General Market are deemed:

Architectural/Artistic: a well-designed purpose-built Victorian market which, despite alteration, survives to a high degree of architectural integrity and authenticity. Architecturally and functionally, Outer Crust and Market Hall, come together as an exemplary piece of Victorian design. These values are particularly evident in the superstructure, external elevations and roof.

Historic: there is a strong associative value in the connection with Sir Horace Jones and in the association with the markets at Smithfield. There is also some illustrative value in the innovative and complex engineering. The form and expression illustrate an excellent example of 19th century civicism on a grand scale.

Archaeological: strong evidential value is embodied in the superstructure, particularly in the use of wrought iron and the Phoenix Columns.

215. In common with the previous Inspector it is considered that the plan form, with active street frontage (unlike the other, previous markets), well-considered post-war additions, rich ornamental facades, intactness and attractiveness of the original roof form and, overall, the unique relationship of market hall and perimeter shops, goes to the heart of that significance (see paras 409-10). It is also common ground that the General Market is integral to the Smithfield market complex, is a significant non-designated heritage asset, making a strong contribution to the Smithfield Conservation Area (para 11).
216. That architectural/artistic and historic value draws a large part of significance from the contribution of its setting. This derives from a strong group value, as part of a fine sequence of ingeniously planned and engineered Victorian markets. This shared setting relationship, alongside such monuments as Farringdon Road, the Fleet Valley, Holborn Viaduct, the Rotunda and other surrounding buildings associated with the market use, form a wider coherent symbol of Victorian intervention, civic pride and engineering on an ambitious scale, accentuating those illustrative and associative historic values. In addition, the fine-grain mix of uses, market functions and traditions offer a less tangible element of setting which contributes to that historic value of the long-running use on the site, albeit these have started to naturally fade.

Impact Assessment

217. The proposal would retain the General Market whilst preserving the integrity and spirit of its superstructure and functionality. The market hall would be sensitively restored and reopened to the public. Cultural programming would reintroduce dynamic activity fanning out from the central dome, intermingling in a mix reminiscent of the original market activity. Standout features such as the dome, roof and Phoenix Columns would be preserved, opened up and celebrated.
218. The proposal would work with fine grain of the original market, reusing all the original pedestrian and vehicular entrances. The main entrance would be that from West Poultry Avenue, offering a westerly climax to

the historic east-west 'Buyers Walk' which unifies the entire parade of market buildings.

219. The relationship between the Market Hall and Outer Crust Houses would be meaningfully preserved. The 'Houses', once an eclectic terrace of small-scale shops (tobacconists, newsagents and most distinctively the surviving Lockhart Cocoa Rooms) feeding the distinct character of the market, would continue to perform this role. The applicant likens the concept as "a coral reef" of activities interdependent on each other and in the spirit of the original market use and its associated shops. The interior shells of the Houses shop pitches would on the whole be conserved, including the interesting interior of the Cocoa Rooms.
220. The Houses would be repaired and restored. Their main external architectural features would be act as frames for restored historic shopfronts (where these survive), Museum windows (sightlines into the market hall or exhibitive vitrines) or contemporary shopfronts. For the latter, new elements such as prismatic glass fronts would be sensitively designed and would conserve the significance of the whole ensemble. Awnings would be reinstated in a contemporary style. New screens, glazed and veiled in slatted timber reflecting historic intervention in the facades, would offer views into the Museum and would enhance an appreciation between the market hall and the Houses. New windows would be sympathetic in composition and character. All shopfront details would be secured via condition.
221. Architectural lighting and artistic lettering and associated structure are proposed for all elevations. The submitted Lighting Strategy proposes lighting which would enhance an appreciation for the architecture after dark, utilising existing architectural features and relief to accommodate fittings in a discreet manner, whilst being sensitive to the architectural integrity of the building.
222. Innovatively, displays of lettering, which will be curated as part of the cultural offer, would be mounted on the architecture and would take the form of lettering 'pinned' to a mounting structure, some fixed in place, some removable, of which there is a strong historical precedent in London. The mounting structure would be discreet and appropriately fixed back with the historic fabric in mind, whilst being respectfully sited on the architecture, following cornice lines or, in the case of the West Smithfield turret, echoing lost architectural detail. The lettering would be reversible, transient and in distinct contrast to the host architecture and in the spirit of commercial eclectic informality which characterized the elevations of the market. These elements would preserve the character, appearance and significance of the General Market ensemble especially when appreciated in the evening alongside a coherent architectural façade lighting scheme.
223. It is proposed to demolish a collection of modern, single-storey structures in a small wedge shaped lightwell between the Outer and Inner Crust roof on the western (Farringdon Road) side. To accommodate a restaurant off the market hall, it is proposed to install a

double-height lightweight glazed roof abutting restored historic stock brick elevations incorporating a green roof. This would preserve, restore and complement the fabric enclosing it, would not be visible from the public realm (with limited visibility in high level private views), and the detail of a sensitive interface is reserved for condition.

224. Proposals for Building Regulation compliant vertical circulation in the 'Houses' would result in some small incursions in the historic roofscape to accommodate servicing. However, these breaches are minor, isolated and are on rear or secondary elevations which would largely not be visible or prominent from street level, preserving the overarching integrity of the ornamental roofscape.
225. The most substantial change at roof level is the removal of part of the roof to accommodate a large green roof with photovoltaic panels alongside other plant equipment. Although the original roof structures to be removed are in a poor state of repair and would otherwise require rebuilding, their loss, as part of an intact roofscape, would cause a degree of harm given the integrity of the roofscape of the building. Extensive townscape testing has demonstrated that these roofs are not visible from the surrounding streets, including from identified View 2 in the Conservation Area SPD overlooking the site from Holborn Viaduct. The need to accommodate building services and wider sustainable infrastructure here, rather than in more sensitive locations is considered to provide clear and convincing justification for their removal.
226. The proposed photovoltaic panels and other M&E would not be visible from the public realm, preserving a visual appreciation of the overall integrity of the roofscape. Other necessary, sensitive, upgrading of the retained original roofs and post-war dome is proposed to meet sustainability requirements and would preserve the historic appearance of the lanterns and historic fenestration, which would be imperceptible in wider Conservation Area views and would otherwise secure these important original roofs.
227. In relation to setting, the retention of the post-war canopy, part of a wider canopy system connecting the market sequence, would preserve this overarching contribution of setting to significance. That setting would be enhanced through the opening of the post-war canopy better revealing the restored West Poultry Avenue elevation. The other main change to setting would be the removal of the modern Iron Mountain structures and their replacement with the proposed lightweight canopy structure. It is considered that this refined, lightweight metal structure, echoing the bracing of the General Market roof structure, would offer a complementary neighbour to the General Market, preserving the relationship between it and the Red House and Fish Market as a coherent group and accentuating its significance.
228. The proposals would preserve the overarching qualities of identified View 27 in the Conservation Area SPD, of the relationship between the General, Poultry, West and East Markets when seen in tandem from Charterhouse Street.

Conclusion

229. The proposal would result in some low magnitude harm to the significance of the General Market as a non-designated heritage asset as a result of the loss of a significant amount of original roof, albeit roof of lesser significance overall. Otherwise, those elements contributing to the overarching architectural/artistic and historic value would be preserved. The alterations to the West Poultry Avenue canopy and opening of the Iron Mountain and better revealing of the relationship with the Red House and Fish Market would result in a slight enhancement to significance. Slight harm would be caused to the significance of the General Market as a non-designated heritage asset and very slight, less than substantial, harm to the character, appearance and significance of the Smithfield Conservation Area. These adverse impacts are considered to be heavily outweighed by the wider public benefits of the scheme.

Fish Market: Impact on the Significance of a Non-Designated Heritage Asset, and the character, appearance and significance of the Smithfield Conservation Area

Significance and the Contribution of Setting to that Significance

230. Designed by Horace Jones and completed in 1888, the Fish Market is the last of Horace Jones' market buildings at Smithfield and shares their traditional materiality and Renaissance stylings. Here, as with his other buildings, Jones ingeniously reconciled the spatial and use constraints, the difficult topography, the need for light (but not unwanted direct light), ventilation, circulation and security. Contrasting with the General Market, the architecture here is largely blind, though skilfully modelled and ornamented in the style exhibited elsewhere.
231. The interior avenues are of simpler construction to the General Market, but fine complementary Italianate in style with open stalls above raised offices. The roof, whilst less complex than the General Market, is of interest. In this case the 'outer crust' roofs are simple pitches and party walled, while the inner crust above the avenues are the same as those employed at the General Market, which Jones described as "an adaptation of the mansard principle". These comprised laminated timber trusses which were glazed with a hipped lantern top with louvers – flooding the buyers avenues with light, while mitigating the effects of unwanted direct light on perishable goods and delivering efficient passive ventilation.
232. The heritage values comprising the heritage significance of the Fish Market are deemed:

Architectural/Artistic: a characteristic example of the work of Horace Jones at Smithfield, combining efficient engineering with a strong sense of architectural integrity, responding to an awkward site with a design which is elegant, well composed and one of his most Baroque. This significance is best represented in the principal West Smithfield

and Snow Hill elevations, the plan form and interior avenues and to a lesser extent the roof.

Historic: a good example of Horace Jones's work and of a late Victorian market building and the final piece of a fine market complex and the undertaking of half a century of civic undertaking. This is best represented in its plan form and external appearance.

Archaeological: the intactness and authenticity inherent in the surviving fabric of an excellent and unique example of a Victorian market building give it some value. This is represented in its physical fabric where it survives.

233. It is considered that the wider setting of the Fish Market as part of the complex of market buildings and associated uses and functions, make it part of an exceptional, rare and unique example of a Victorian industrial townscape in the capital, and of its civic architectural, engineering and urban planning prowess on an ambitious scale. An appreciation of it as part of this wider setting contributes substantially to its significance.
234. In common with the previous Inspector and SOS, it is agreed that Fish Market is integral to the Smithfield market complex and is a non-designated heritage asset making a strong contribution to the Smithfield Conservation Area (para 11 of the 2014 decision letter). It was considered that this significance lies in its integrated design of its plan, elevations and roof.

Impact assessment

235. Following the approach underpinning the scheme, the proposal is to conserve the building as found, intervening where historic fabric is no longer present, or where necessary to support the proposed use. Overall, the structure and external envelope of elevations and roof would be preserved and restored as a single coherent entity and integrated piece of design.
236. In terms of interventions in the principal elevations it is proposed to i.) replace modern infilling on the original West Smithfield/Snow Hill pedestrian entrances with fenestration ii.) remove most of the 'lugged' panels in the centre of the typical West Smithfield/Snow Hill bays and replace with new fenestration iii.) open up blind arcading on the west elevation and insert new fenestration iv.) install a new servicing entrance on Snow Hill v.) install perforated metal sliding gates on the north and south vehicular entrances vi.) accommodate a junction and drainage detail with the proposed Iron Mountain canopy and vii.) reinstate lost architectural detail, including brick and stone chimneys, 'sturgeon' sculptures, finials and balustrade bottles and the installation of architectural lighting.
237. All new windows would be complementary to the building in character and appearance and subject to condition. Whilst some would be preserved, the replacement of the typical 'blind' bay panels with traditional timber sashes and Jones-inspired decorative iron grill would cause some harm as a result of original architectural character, but the

overarching elegance and solidity of Jones' craftsmanship would be preserved. The blocking up of a modern door in the penultimate Snow Hill bay, leaving evidence of an aperture, would preserve the essence of symmetry in composition, while allow the new use to function. The new hardwood multi-light mullioned and transomed windows in the western turret would be faithful reinstatements. Where there is no historical precedent, on the west elevation and the north and south vehicular entrances, modern complementary metalwork is proposed, including the potential for a fine interlace complementing the original architecture. The siting, proportions and detail of the proposed service door on Snow Hill, whilst resulting in the loss of a small amount of fabric, would appropriately define the central projecting bay. In the secondary west elevation, the opening of the blind arcading would conform to the original rhythms of the elevation.

238. The proposal to reinstate the original lost sturgeon sculptures and stone chimney on the western turret would restore its integrity and, alongside the reinstatement of lost finials, balustrade bottles and a lost chimney adjacent to the northern vehicular entrance would enhance the building's architectural significance. Architectural lighting would follow the sympathetic principles established in the Lighting Strategy. The Iron Mountain canopy would relate well to the west elevation and, subject to detailed condition, would sit proud of it, the principal columns following the regular rhythm of its unmoulded buttressing piers, with a neat drainage detail incorporated behind the parapet.
239. The roof would be repaired and restored consistent with the original design, but with some sensitive upgrading to meet modern sustainability requirements. Alterations are proposed comprising of a plant enclosure in the centre of the roof, a lift overrun in the north east corner and the loss of a small amount of roof for a plant enclosure in the south east corner.
240. The plant enclosure would involve the loss of a small, much altered section of the centre pavilion roof, a small part of the wider roof complex, replacing it with a slatted timber screened M&E enclosure, 1.1m high, to serve prospective tenants. The detail would reflect the profile of the original timber louvres and would not be visible from street level, or from raised views across the roofscape from Holborn Viaduct. On the north east part of the roof a small lift overrun would penetrate the pitch, albeit to the rear of it on the eastern elevation, falling below the main ridge and so would not be visible from the public realm, whilst performing the key function of providing building regulation compliant access to a viable first floor level use.
241. The alteration of a small south-eastern section of roof, much altered and of limited interest, to accommodate a raised plant deck and extension of a terrace on the adjacent Red House, would preserve the essential form of the roof and would not be visible from the public realm. Neither of these changes would be visible from identified View 2 in the Conservation Area SPD, from Holborn Viaduct.

242. The main change in the setting of the Fish Market would be the erection of the Iron Mountain canopy and removal of the current modern structure. This would reveal, for the first time in half a century, an appreciation of the restored eastern elevation, including the reinstated chimney stack. Whilst abutting at a different scale, it is considered that the proposed Iron Mountain canopy would be refined, lightweight and transparent enough to not overpower or dominate the Fish Market.

Conclusion

243. Overall, the proposal would result in some minor harm and some medium enhancement to the significance of the Fish Market as a non-designated heritage asset. The harm would result from some loss of good historic fabric of architectural/artistic and historic value to an appreciation of the original design and function. Where harmful intervention is proposed, it has clear justification, and would be mitigated by good new design.
244. In common with the previous Inspector and SOS, it is considered that the restored main elevations would be an enhancement, including the reinstatement of important architectural features restoring the integrity of the original design. On balance, it is considered that, subject to detail reserved for condition, the proposal would result in a low magnitude enhancement to the significance of the Fish Market.
245. As such it is considered that the proposal would also preserve and result in a slight enhancement in the character, appearance and significance of the Smithfield Conservation Area.

Red House: Impact on the Significance of a Non-Designated Heritage Asset, and the Iron Mountain, and the impact on the character, appearance and significance of the Smithfield Conservation Area:

Significance and the Contribution of Setting to that Significance

246. The original London Central Market Cold Store, better known as the Red House, was built in 1899 on leftover land abutting the open railway line over a former ramp to the basements of the Poultry Market. Following the death of Jones, the architects were Reeves and Styche, who adopted Jones's common Renaissance style in red brick and Portland Stone, 'completing' his vast market ensemble. The building comprises two distinct parts. The first is the northern block, 'flat iron' in plan with a tall range comprising an applied double order of blind arcading with segmental arches, oeil-de-boeuf and ball finials, symmetrically composed. It has a monumental appearance yet shares an architectural politeness with the other market buildings. The second part is a lower, single-storey range to Smithfield Street and short return to Snow Hill. Also largely blind, and relieved with monumental blind arcading including faux door architraves and simple parapet, the return onto Snow Hill (the former offices) has coupled fenestration and a carved relief panels with characterful Tritons unfurling a cartouche, fittingly reflecting the sculpture of the Fish Market.

247. Formerly a purpose-built cold store for the London Central, the building was purchased at the turn of the century by the Vesty Brothers who had established Cold Union Storage as a meatpacking and distribution network and by 1920 it was the largest cold storage company in the world. The building was part of a cluster of cold storage buildings serving the markets and some of its basement cold storage chambers are understood to have been used for wartime experimentation.
248. Originally there was a shallow pitched roof over the southern section, alongside chimneys associated with the southern offices, which are now lost. From an early stage, the northern section roof clearly comprised an asymmetric ensemble of lift overruns and other functional elements.
249. The heritage values comprising the heritage significance of the Engine House are deemed:
- Architectural/Artistic:** good townscape landmark forming integral part of Smithfield family of complementary architecture, this time in a monumental manner, completing the Annex Market island site.
- Historic:** illustrative of a 'blind' cold store and part of a family of associated uses integral to the operation of the historic market.
- Archaeological:** limited evidential value as a result of the building's dilapidation and survival only of the facades, without tangible material primary evidence of the historic function.
250. It was listed at grade II on 3 March 2005 and de-listed on 6 August 2008. The former list description stated the reason for listing being it is a valuable component of the market complex at Smithfield, with considerable townscape value forming a good group with the adjacent Annex Market.
251. There is agreement with the previous Inspector/SOS that the Red House is integral to the Smithfield Market complex and is a non-designated heritage asset making a strong contribution to the Smithfield Conservation Area (para 11 of the 2014 decision letter). In kind as stated above, this significance is considered to be in its exterior appearance and the contribution its materials, decoration and use shared a relationship with the wider market buildings (para 413).
252. The current modern structure on the Iron Mountain site is of no intrinsic character or significance, and it detracts from an appreciation of the rear elevation of the Red House. The previous Inspector concurred that it is of very limited architectural and historic value.

Impact assessment

253. The previous appeal Inspector considered, and SOS agreed, that the principle of the redevelopment of the Red House and Iron Mountain together could make a positive contribution to the Conservation Area. It is considered that the current proposal would preserve the essential significance of the Red House and that high quality new contextual design would mitigate the harm caused through alteration.

254. The Red House would be transformed into and mixed office/retail use and the following main alterations are proposed: i.) the alteration of existing and insertion of new fenestration to accommodate windows, doors and ventilation panels ii.) alteration and insertions at roof level on the northern part of accommodate roof access and landscaped terrace iii.) the reconfiguration of a rear south eastern façade and insertion of a new terrace and iv.) a contemporary two storey extension above the single storey range on Smithfield Street/Snow Hill.
255. The principal elevation to West Smithfield/Smithfield Street, prominent in important View 1 in the Conservation Area SPD, would be opened in a significant departure from the original 'blind' architectural treatment. This would allow for natural light to serve the viable new uses for the long-derelict building. The 'blind' architectural treatment is important to the monumentality and architectural integrity of the Red House, whilst intrinsically related to the former function as a cold store, and a departure from this would undermine its architectural/artistic and historic value. Further to the clear justification for the departure, the design response would mitigate that harm.
256. On the principal West Smithfield façade, the amount of opening up, the relief, modelling and detail of the new openings, preserving the two 'blind' bookends to the composition, would retain the compositional symmetry, in addition to allowing an appropriate solid-to-void proportion and sense of robust solidity. This façade would retain its monumental appearance, the important grid of a double classical order preserved and enhanced through the reinstatement of lost crowning finials. The new windows and doors are appropriate to the grain and character of the building are reserved by condition, would be of appropriate depth and modelling and of a high quality metal appropriate to the Red House and of intrinsic significance to the Smithfield market complex. Inspiration for the detail of the windows was taken from the former cold storage on Charterhouse Street.
257. In relation to the single storey southern range on Smithfield Street/Snow Hill, it was also designed blind, with no relationship between large blind apertures and internal function, apart from the end bay reflecting the office use. The building has a symmetrical character consistent with the group of market buildings. The existing architrave would be retained and new (and where possible reused) architraves would be inserted with doors in a consistent bronze-effect metal style. New appropriately designed fanlights are proposed between the segmental arch and the final detail is reserved for condition.
258. Back-of-house servicing would be accommodated in the final three bays of the Smithfield Street elevation, and the single bay on Snow Hill. This part is considered less sensitive than the new civic destination on the Iron Mountain and the principal West Smithfield landmark elevation.
259. A ventilation grill is proposed for the third from last bay and detailed to relate to the former aperture in the penultimate southern bay, of matching brickwork. Matching bronze-finished louvered doors would be installed to the penultimate and final bays and would match the other

fenestration in character. A different approach is proposed to the end bay on Smithfield Street and that on Snow Hill to reflect the former office use resulting in a coherent architectural treatment sympathetic to the Smithfield Street range while preserving the distinctive character of the Snow Hill elevation. Whilst this would result in the loss of some fabric of interest (a carved base relief and coupled windows), the same detail would be preserved on Snow Hill. On this elevation, a large louvre would be inserted above the new double leaf doors. This would cause minor harm, but is necessary for ventilation purposes, and final details reserved for condition would mitigate this harm. The adjacent surviving hardwood timber door would be salvaged and re-used.

260. Terraces would be formed on the roof of the northern part and to the rear of the southern part of the Red House with access to the main northern roof located the south western corner, so reducing the impact on views of the landmark from the east along West Smithfield. The existing enclosure would be reused and remodelled and there has historically always been a breach of the main parapet at this point. It is considered that this would be subservient to the greening proposed here, including a unified perimeter treatment of planters behind a parapet. The existing brick upstand along the southern elevation would be extended in the same architectural manner and incorporate an access to the proposed adjacent extension which with the proposed new extension would not be visible from street level.
261. An additional terrace is proposed on part of the southern range of the Red House. This would involve the loss of a section of raised parapet wall and a couple of chimneys in addition to severing a moulded brick string course which ties together the north part and lower southern part architecturally. This would cause some harm to significance, although is less sensitive than the main elevations and, at present, is not visible to the public and would only become visible via the transformation of the Iron Mountain under this proposal, mitigating any harm. Otherwise, the terrace would not detract from any existing important views from the public realm and would be incidental from within the proposed Iron Mountain space.
262. A two-storey office extension is proposed over the roof of the southern range of the Red House. It is considered a strong, striking, yet contextual, piece of contemporary architecture. The extension would be recessed a metre back from the main Smithfield Street elevation, ensuring it would appear recessive. The height aligns with the main cornice of the northern part, sitting below the crowning parapet to be subservient. The restrained rectangular extension as a symmetrical composition is appropriate with a convincing interplay of vertical and horizontal elements of glazing and patinated steel. The 'Okulux' glazing, a high-quality glazing unit with expanded metal interlayer of matt red colour, would respond to the hues of the host building and appear as a convincing. The flank walls would be kept solid and restrained, befitting the character of the building. The associated roof level services are appropriately retrained.

263. Its height, bulk, massing and architectural expression would preserve that important view of the Red House from the junction between West Smithfield and Smithfield Street identified in the Conservation Area SPD. It would also preserve identified View 3, and an appreciation of the parabolic roof of the Poultry Market from the junction of Smithfield Street and Snow Hill.
264. Perhaps the biggest change in the setting of the Red House is the removal of the current Iron Mountain structure and the erection of a civic, semi-enclosed canopy structure of metal and glass. The loss of the Iron Mountain structure, which has no intrinsic architectural, historic, social or other functional relationship with the Red House, would be an enhancement, in principle, reinstating the relationship of the Red House western elevation with West Smithfield/Farringdon Street. The previous appeal Inspector considered that provided that the street elevations of the Red House are preserved, appropriate redevelopment of the Red House and Iron Mountain sites could make a positive contribution to the character of the conservation area (para 426). Historic England, in response to this application welcomed the removal of the Iron Mountain structure, which helps to reveal the relationship between the former Cold Store and the Annexe.
265. The proposal would create a new civic public space, enclosed by the Red House and Fish Market, allowing them to be better appreciated as a group again and enhancing the significance of the Red House. The new canopy structure would be no higher than the Red House, and would consist of a lightweight, truss roof and columns on cross-beamed walls clad in weatherproofing glass. Architecturally, it would read as a contemporary successor to the roof structures of Horace Jones's market buildings. It would enhance the prominence of the Red House and preserve its architectural significance and relate subserviently with the parapet of the Red House, preserving important views of the principal façade from the east along West Smithfield. Below the canopy, the civic space would be of traditional mix of York Stone and timber setts, for which there is evidence of on site.
266. Facing the Iron Mountain, the rear elevation of the Red House is of blind brickwork. Existing openings would be reused, and new openings made in an informal manner. New fenestration would appropriately be of metal and glass.

Conclusion

267. The proposal would cause some medium magnitude harm to the Red House, as a result of the direct impact of the loss of historic fabric and undermining of the original architecture and related function. It is considered that there is strong and clear justification for these interventions and that the good design proposed would mitigate that harm.
268. There would therefore be a commensurate undermining of its contribution to the Smithfield Conservation Area, albeit when considered against the character, appearance and significance of the

CA as a whole, this harm would be low magnitude. Any harm is considered to be heavily outweighed by the public benefits of the scheme.

Engine House: Impact: on a Non-Designated Heritage Asset

Significance and the Contribution of Setting to that Significance

269. The Engine House is a near contemporary of Horace Jones' Poultry Market, 1873-75, perhaps a little later, and to a degree its origins and history is uncertain. Jones made a reference in 1877 to *"accommodation for the comfort and convenience of the public, as well as a depositing place for condemned meat has been provided at a triangular space to the south-west of the Poultry Market"*.
270. Whilst that part above ground is considered to have always been a public convenience serving the markets, it also once bore an 80ft chimney serving the boilers powering the refrigerator engines in the Poultry Market. Underneath it is a complex of vaults connected to the Poultry Market which contained those refrigerator engines and boilers, adjacent to the London, Chatham and Dover Railway which run under the Annex site. It originally had an open passage, the entrances to which are still evident, providing access to a series of toilet cubicles/urinals alongside the huge chimney. The brickwork, of the finest quality, is of washed red clay, rubbed, with fine, ashlar-style joints, with Portland Stone dressings in the tradition of the market buildings, and with rusticated pilasters and stone chimneys with a heavy patina of age.
271. The heritage values comprising the heritage significance of the Engine House are deemed:
272. **Architectural/Artistic:** a well-crafted and detailed piece of architecture belying its utilitarian origins, with a patina of age evocative of the wear-and-tear of the historic market and function.
273. **Historic:** illustrative of the Victorian sense of duty and civic pride as a minor, yet functional, part of an operational market complex.
274. It is considered that the wider setting of the Engine House as part of the complex of market buildings and associated uses and functions, make it part of an exceptional, rare and unique example of a Victorian industrial landscape in the capital, and of its civic architectural, engineering and urban planning prowess on an epic scale. An appreciation of it as part of this wider setting contributes substantially to its significance.
275. There is agreement with the previous Inspector who considered, and SOS agreed, that the Engine House is integral to the Smithfield market complex, is a non-designated heritage asset, and makes a strong contribution to the Smithfield Conservation Area (2014 decision letter para 11). The Inspector also agreed that the significance of the Engine House lies in its exterior appearance and the contribution its materials, decoration and use and the shared relationship with the wider market buildings (para 413).

Impact Assessment

276. In the spirit of the heritage-led cultural regeneration project, the proposal is to conserve the building as found: to stabilise and undertake necessary repair, but to retain the strong patina of age. This would preserve the fundamental character and architectural/artistic and historic value of the building.
277. The existing, collapsing roof would be re-built, with the addition of a new capping block course of Portland Stone raising it by 250mm to accommodate a biodiverse green roof allowing for generous planting. For the same reason, the base detail of the former chimney would be lifted by 820mm. Existing, blocked up fenestration would be reopened in complementary traditional material and styles comprising hardwood beaded timber doors and conservation-type slim double-glazed painted timber windows, the detail of which is reserved for condition. The building would provide access to the basement which could comprise a variety of uses in the retained vaults while the remainder of the space acts as a small kiosk. This 'light touch' refurbishment would enhance the architectural/artistic and historic values associated with its significance.
278. The main change to its setting would be the alteration and addition to the Red House and the new entrance and lettering on the General Market. The essential character of these associated market buildings would be preserved and rejuvenated, accentuating the significance of the Engine House, which would still be read as part of a coherent group.

Conclusion

279. In common with the previous Inspector and SOS it is considered that the restoration of the Engine House, and re-use as a café/retail unit, would be consistent with its conservation, the Conservation Area and the setting of surrounding listed buildings (para 428), and that the bringing it back to beneficial use would be a significant benefit (para 441). It would result in a medium magnitude enhancement to the Engine House as a non-designated heritage asset and a low magnitude enhancement, overall, to the character, appearance and significance of the Smithfield Conservation Area.

Indirect Impacts on Heritage Assets

Central London Markets (grade II*) and its Rotunda (grade II) : The significance and setting of the as Designated Heritage Assets

280. The main special interest/significance of the Central London Market building lies in its original structure and engineering, the architectural treatment and overall plan form representative of the original use. The main special interest/significance of the Rotunda lies in its robust brickwork engineering and its visual and physical relationship with the Central London Markets building. The low to mid-rise buildings which enclose it; the long radial approaches and the openness of the spaces surrounding it are the elements of its setting which make the most significant contribution to the heritage significance of the asset –

allowing a full appreciation and understanding of the scale of the civic project and engineering feat, as well as the distinguished architecture.

281. In common with the previous Inspector, it is also considered that the wider Smithfield market complex buildings form part of a shared setting and functional relationship which contributes significantly to the significance of these listed market buildings (2014 inspector's report para 416). The SOS agreed with the previous Inspector that the partial removal of the canopy between the General and Poultry Market would not cause substantial harm to the significance of the Poultry Market, but that the disruption in their setting caused by the proposed office blocks would cause substantial harm to the significance of the listed market buildings (2014 decision letter para 19).
282. Overall, by fundamentally preserving the form and architecture of the Poultry and General market buildings and by sensitively restoring and extending the Annexe, it is considered that these proposals would preserve the significance and setting of the Central London Markets and Rotunda.

Farringdon Street Bridge: The significance and setting of a Designated Heritage Asset (grade II)

283. The main special interest/significance of the Farringdon Street Bridge lies in its dynamic structural engineering and architectural treatment, an example of Victorian civicism. The main elements of setting which contribute to this are the Smithfield Market complex, especially the General, Annexe and Poultry Markets, and the existing topography and road alignments of the Fleet Valley and therefore indicate the Bridge's *raison d'être*. This is consistent with the previous (2014) Inspector, with whom the SOS agreed, who took the view Holborn Viaduct lies in a wider shared setting with the market complex which strongly enhances the significance of each, reflecting their origins as grand Victorian engineering schemes that fundamentally shaped the area you see today (decision letter para 11). It was considered then that the bridge structures have an important visual and historic relationship with the market complex and that there were important high-level views from the Viaduct of the complex (inspector's report para 416). The previous Inspector found that the intrusive additions to the General Market would have radically changed the nature of the shared setting and the integrity of the market group – that visual and historic relationship being weakened and the strong contribution to setting significantly reduced (inspector's report para 431).
284. The current proposal would retain the fundamental architecture and form of the General and Poultry Markets, and sensitively preserve and extend the Annexe, preserving contribution these make to the significance and setting of Farringdon Street Bridge.

51-53 Charterhouse Street, the former Central London Markets Cold Store: The significance and setting of a Designated Heritage Asset (grade II)

285. The main special interest/significance of 51-53 Charterhouse Street lies in the buildings' strongly civic/commercial architectural treatment which expresses the former use as cold storage, part of a family of related ancillary uses which once clustered around the Smithfield market complex. The buildings are in the Charterhouse Square Conservation Area and are part of the sequence of historic frontages which define its southern boundary. The main elements of their setting which now contribute to this significance are the General and Poultry Market buildings which face them across the street and the architectural, if not now historic, relationship between the two. By fundamentally retaining the architecture and form of the General and Poultry Markets, the proposals would preserve the significance and setting of 51-53 Charterhouse Street.

67-77 Charterhouse Street (former Smithfield Meat Market): The significance and setting, a Designated Heritage Asset (grade II)

286. The main special interest/significance of 67-77 Charterhouse Street lies in the building's expressive architectural treatment as a commercial market building. It sits within the Charterhouse Square Conservation Area and forms part of the run of historic frontages which define its southern boundary. Consistent with the previous Inspector, the elements of setting which support its significance are the Central Meat Market, Poultry and General Market buildings, the last of which is seen in more distant views and the relationship of architectural form and appearance, if not now by historic function. By fundamentally retaining the architecture and form of the General and Poultry Markets, the proposals preserve the significance and setting of 67-77 Charterhouse Street.

79-83 Charterhouse Street (former Meat Inspectors Office for Smithfield Market): The significance and setting of, a Designated Heritage Asset (grade II)

287. The main special interest/significance of 79-83 Charterhouse Street lies in its civic architecture and associations with the prevailing market uses of the wider area. It is in the Charterhouse Square Conservation Area and forms part of the run of historic frontages which define its southern boundary. The elements of setting which contribute to its significance is the architectural relationship with the Central Meat Market, Poultry and General buildings, the latter two of which relate to it in longer, oblique views. By fundamentally retaining the architecture and form of the General and Poultry Markets, the proposals would preserve the significance and setting of 79-83 Charterhouse Street.

Charterhouse Square Conservation Area, a Designated Heritage Asset : The significance and setting

288. The main character, appearance and significance of the Charterhouse Square Conservation Area derives from the tightly knit medieval street pattern and incremental development of traditional scale, much of which to the south of the conservation area is related to the evolution of the Smithfield market area. The previous Inspector considered that the

CA was characterised by small scale nature of the streets and buildings and the variety of uses, many stemming from proximity to the markets, with which they share a scale and quality (para 414).

289. The main elements of setting which contribute to this significance are the grand sequence of market building in Smithfield and their juxtaposing formal Victorian geometry. By fundamentally retaining the architecture and form of the market buildings, the proposals would preserve the significance of the Charterhouse Square Conservation Area.

Hatton Garden Conservation Area: The significance and setting of the Designated Heritage Asset

290. The main character, appearance and significance of the Hatton Garden Conservation Area lies in its seventeenth-century development, accumulation of nineteenth century warehouses and other buildings associated with the jewellery trade. The elements of setting which contribute to this are the General and Annexe Market buildings separated by the canyonlike form of Farringdon Road, illustrating the former Fleet valley topography of the area. The previous Inspector, in his findings at para 415, found that an important element of setting were long views up the length of Charterhouse Street and across the markets to the Barbican beyond (para 415).
291. By fundamentally retaining the architecture and form of the market buildings, the proposals would preserve the significance of the Hatton Garden Conservation Area.

Heritage: Conclusion

292. The planning application proposals, subject to detail reserved for condition, would result in a medium magnitude, less than substantial, harm to the significance of the Poultry Market as a designated heritage asset. It has also been found that the proposals, cumulatively, considered against the Conservation Area as a whole and not just a specific part, would result in slight low magnitude, less than substantial, harm to the significance of the Smithfield Conservation Area.
293. For the purposes of section 66 of the Town Planning (Listed Building and Conservation Area) Act 1990 the special interest of the Poultry Market would not be preserved and considerable importance and weight should be attributed to that harm in the balancing exercise.
294. It has also been found that the proposals, cumulatively, considered against the Conservation Area as a whole and the proposals in their entirety, would result in slight low magnitude, less than substantial, harm to the significance of the Smithfield Conservation Area.
295. For the purposes of the Town Planning (Listed Building and Conservation Area) Act 1990, section 72, the proposal would not preserve or enhance the character or appearance of the Conservation Area. Considerable importance and weight should be attributed to that harm to the Conservation Area in the balancing exercise.

296. In terms of non-designated heritage assets, subject to detail reserved for condition, it is considered that the proposal would result in:
- On balance, low magnitude harm to the significance of the General Market as a non-designated heritage asset.
- On balance, low magnitude enhancement to the significance of the Fish Market as a non-designated heritage asset.
- On balance, medium magnitude harm to the significance of the Red House as a non-designated heritage asset and.
- On balance, medium magnitude enhancement to the significance of the Engine House as a non-designated heritage asset.
- It has been concluded that the proposals would preserve the significance and setting of relevant designated heritage assets which are in the setting of the proposals.
297. The current proposals are substantively different than those last considered by the Inspector/SOS at appeal, where substantial harm was found to heritage assets. The current proposals have responded substantially to the outcomes of the last appeal so as to significantly alter the balancing exercise.
298. The NPPF, para 193, requires great weight be given to the conservation of a designated heritage asset - the more important the asset, the greater the weight. Consistent with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, special regard has been had to the desirability of preserving the special interest and setting of the Poultry Market, and the less than substantial harm to significance should be attributed considerable importance and weight in this balancing exercise. Similarly, under section 72 of the same Act, special attention has been paid to the desirability of preserving or enhancing the character or appearance of the Smithfield Conservation Area, and great weight attributed to its conservation under the NPPF, with considerable importance and weight attributed to the less than substantial caused to the significance of the Smithfield Conservation Area.
299. The NPPF, para 194, states that any harm or loss of significance of a designated asset should require clear and convincing justification. It is considered that, for the reasons addressed in this report, that on all occasions there is clear and convincing justification for that harm to the significance of the Poultry Market and to the conservation area as the changes which would cause that harm to those designated heritage assets are those that deliver the public benefits.
300. In respect of both designated and non-designated assets, the harm is considered to be less than substantial, at the medium to lower end of the spectrum. Where there is less than substantial harm to the significance of a designated heritage asset the NPPF, para 196, requires less than substantial harm to be weighed against the public benefits. The NPG, para 020, is clear that public benefits could be any economic, social or environmental objective as prescribed in the NPPF

and should be of a nature and scale of benefit to the public at large (i.e. not a private benefit), and which can include heritage benefits.

301. The NPPF, at para 197, states that the effect of an application on the significance of non-designated heritage assets should be taken into account in determining the application, requiring a balanced judgment having regard to the scale of any harm or loss and the significance of the heritage.
302. The harm would result in a degree of conflict with adopted Development Plan Policies CS 12, DM 12.1, DM 12.2 and DM 12.3 of the adopted Local Plan (2015) and 7.8 and 7.9 of the adopted London Plan, and emerging City Plan 2036 Policies S11 and HE1 and Intend to Publish London Plan Policy HC1, which collectively seek to conserve and enhance the significance of heritage assets, taking account of cumulative impacts, seeking to repair, restore and put to viable uses consistent with their conservation.
303. In weighing this harm and degree of conflict with the Development Plan with the public benefits, consistent with the previous Inspector and SOS, little weight is afforded to the deteriorated state of the buildings which, at least in part, was deemed the result of neglect, so that less weight is afforded to the benefit of repair (decision letter para 12). Consistent with the previous Inspector, the threat of vacancy does not weigh heavily in favour of the proposal (decision letter para 32); indeed, in the case of the Poultry Market, the building is occupied.
304. It is considered that the substantial public benefits that would flow from the whole proposal (set out in detail earlier in the land use considerations section of the report), even when applying considerable importance and weight to the statutory duties to preserve the designated heritage assets, giving significant weight to harm attributed to non-designated heritage assets, would significantly outweigh the harm caused.
305. Overall, it is considered that the proposal would put these irreplaceable heritage assets back into beneficial public use, consistent with their overarching conservation, for all Londoners and other visitors irrespective of their social or economic position. It would provide a new home for the Museum of London, a key London and UK cultural destination for the active presentation and interpretation of London's rich history, a truly unique civic destination in the heart of the capital and an international exemplar in the repurposing of historic buildings for a public, inclusive use. The scheme as a whole is considered to be exceptional and world class. These overarching substantial public benefits would far outweigh the less than substantial harm caused.
306. It is also necessary to consider the application for listed building consent. Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides "(2) 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. Footnote 62 to the NPPF states that the policies in chapter 16 of the NPPF relate, as applicable, to heritage related consent regimes such as applications for listed building consent. The NPPF, para 193, requires great weight be given to the conservation of a designated heritage asset - the more important the asset, the greater the weight.

307. The NPPF, para 194, states that any harm or loss of significance of a designated asset should require clear and convincing justification. It is considered that, for the reasons addressed in this report, that on all occasions there is clear and convincing justification for that harm as the changes which would cause that harm are those that deliver public benefits.
308. The harm to the significance of the Poultry Market is considered to be medium magnitude less than substantial harm. The NPPF, para 196, requires less than substantial harm to be weighed against the public benefits. The NPG, para 020, is clear that public benefits could be any economic, social or environmental objective as prescribed in the NPPF and should be of a nature and scale of benefit to the public at large (i.e. not a private benefit), and which can include heritage benefits. When carrying out the balancing exercise the harm to significance should be afforded considerable importance and weight.
309. The harm would result in a degree of conflict with adopted Development Plan Policies CS 12, DM 12.1 and DM 12.3 of the adopted Local Plan (2015) and 7.8 of the adopted London Plan, and emerging City Plan 2036 Policies S11 and HE1 and ITP London Plan Policy HC1, which collectively seek to conserve and enhance the significance of heritage assets, taking account of cumulative impacts, seeking to repair, restore and put to viable uses consistent with their conservation.
310. Overall, it is considered that the substantial public benefits that would flow from the whole proposal (set out in detail earlier in the land use considerations of the report), even when applying considerable importance and weight to the statutory duty to have special regard to the desirability of preserving the building or its setting or any special features of special architectural or historic interest that it possesses, would significantly outweigh the harm caused.

Impact on Protected Views

311. The London View Management Framework (LVMF) establishes a series of London-wide, cross-borough public views designated as contributing to London's character and identity at a strategic level. The following Designated Views have Assessment Points which are inclusive of a Protected Vista which in part over sail the site, where St Paul's Cathedral is the identified Strategically Important Landmark:
 - 2A.1 (London Panorama: Parliament Hill): Landmark Viewing Corridor and Wider Setting Area;
 - 3A.1 (London Panorama: Kenwood): Landmark Viewing Corridor and Wider Setting Area;

- 4A.1 (London Panorama: Primrose Hill): Wider Setting Area;
- 5A.2 (London Panorama: Greenwich Park): Wider Setting Area (background) and;
- 6A.1 (London Panorama: Blackheath Point): Wider Setting Area (background).
312. The proposal would fall below the thresholds of all the Protected Vistas and would have no impact on them, thus preserving the Designated Views, in accordance with Local Plan Strategic Policy CS13(1), draft City Plan Policy S13(1) and London Plan and ITP London Plan Policies 7.11 and 7.12 and HC 4, and guidance contained in the LVMF Supplementary Planning Guidance (SPG) and the Protected Views SPD.
313. Part of the site is in the 'St Paul's Heights Policy Area' which, since the 1930s, has protected the immediate townscape and riparian setting of St Paul's Cathedral from inappropriate development. No part of the site, retained or proposed, would breach the Heights Grid, the integrity of which would be preserved.
314. The proposal would accord with Local Plan strategic policy CS 13(2) and draft City Plan 2036 policy S13(bullet 2), and guidance contained in the adopted Protected Views SPD, preserving local views of the Cathedral deemed significant to the strategic character of the City of London.

Archaeology

315. Local Plan 2015 policy DM12.4, draft City Plan 2036 policy HE2, London Plan Policy 7.2 and Intend to Publish London Plan policy D5 seek to preserve and enhance archaeological remains. Development proposals should address any potential impact on archaeology.
316. The buildings are in an area of archaeological potential located to the north west of the Roman and medieval walled City, on the edge of a known Roman cemetery area and on the east bank of the Fleet river valley. There is potential for survival of remains from the Roman, medieval and post-medieval periods and environmental remains associated with the Fleet river. An Historic Environment Assessment and Report on Monitoring Geotechnical Work have been submitted with the application.
317. The archaeological potential includes Roman burials, structures such as revetments or embankments from the Roman, medieval and post-medieval periods, remains of the 19th century railway infrastructure and environmental remains of the now buried Fleet River and its valley. Archaeological evaluation and recording of site investigation have been carried out which has provided more detail on the extent of survival. The predicted survival reflects the slope of the Fleet Valley as the western part of the site on the edge of the valley has the highest potential and the central and eastern parts of the site have the lowest potential. The archaeological survival is also affected by the construction of the existing basement and railway tunnel.

318. The proposed scheme would have an impact on archaeological remains where new or renewed foundations are required, and from a proposed attenuation tank, lift pits and services. Proposed alterations to the existing basement floor level would have little or no additional impact.
319. The proposals are acceptable with regard to potential archaeological impact in accordance with policy DM12.4 of the Local Plan 2015, policy HE2 of the draft City Plan 2036, policy 7.8 of the London Plan and policy HC1 of the Intend to Publish London Plan subject to the attached archaeology related conditions, to cover a programme of archaeological work and foundation design.

Public Access and Inclusivity

320. Developments should be designed and managed to provide for the access needs of all communities, including the particular needs of disabled people as required by policies CS10, DM10.1, DM10.5 and DM10.8 of the Local Plan, policies S1 and S8 of the draft City Plan 2036, policy 7.2 of the London Plan and policy D5 of the Intend to Publish London Plan.
321. The proposed development has been carefully designed within the constraints of the existing buildings to ensure that the access needs of all users have been considered. The City of London Access Group (CoLAG) and Museum of London Access Panel have been consulted and involved in the evolution of the scheme.
322. The main entrance to the Museum would be off West Poultry Avenue where ramped access would be provided into the main entrances of the Poultry Market or General Market. Ramped access is provided due to the levels of the site.
323. The secondary entrance into the Poultry Market off East Poultry Avenue would be used for people attending specific events initially. Stepped access and a lift option would be provided, all be it the lift would be 20 metres from the lobby area. The Museum has demonstrated that in the future there would be scope to provide a platform lift adjacent to the steps and within direct sight of the lobby should this entrance become a main entrance that links with a future scheme in the East and West Markets.
324. Within the General Market a lift would be provided adjacent to the stairs on the Snow Hill and Hart's Corner entrances. Step free access would be provided into the Museum's event/lecture theatre entrance and school arrival entrances off West Smithfield and to the main entrances into the Annexe site.
325. The houses around the perimeter of the General Market have varying relationships with the levels of the external pavements. It would be possible to provide step free access to four of the houses (2,4,5 and 6). Entrance doors may need to be moved in order to achieve this. Further details of the design of the shopfronts to the Houses would be required by condition. It is anticipated that two of the Houses (1 and 3) would

require alteration of the pavement level in order to facilitate level access. The applicant has explored options for internal reconfiguration and changes to internal floor levels. However, such alterations would not be possible due to the constraints of the site. A condition is recommended requiring details of how step free access could be achieved into the Houses.

326. Four of the houses (1,2,4,6) are shown as having stepped access only to the upper floors. The indicative layouts have been designed to make the best use of the limited space within the units and have regard the structural and spatial implications of inserting lifts. Notwithstanding, the provision and location of vertical circulation arrangements can be dictated by the final tenant. Should planning permission be granted an informative would be used to make future tenants aware of the anticipatory duty under the Equality Act 2010 to make reasonable adjustments to ensure that disabled people can access services at a standard that is as close as possible to that offered to the wider public.
327. Ramps and lifts would be provided where necessary throughout the buildings in order to aid navigation around the site and address level changes. Facilities such as accessible toilets and long stay cycle parking are provided within the respective buildings. Blue badge parking would be required under the S278 agreement along with alterations to footway widths and the introduction of pedestrian crossings which would aid navigation around the perimeter of the buildings.
328. Step free access and tapered steps are proposed in conjunction with the civic space that would replace the Iron Mountain facility. The Access Officer has expressed concerns about the use of tapered steps as people that are blind or partially sighted require an even height riser when ascending or descending. The applicant has agreed to review access into this area. Further details of which would be required by condition.
329. The proposal has been designed to ensure that the site is accessible for all. Accessibility is key to ensuring that the Museum of London can realise its aspiration to become a world class visitor attraction. Great consideration has been given to how constraints provided by the existing building could be overcome in order to secure the best solution for all. Subject to conditions securing further detail in relation to elements of the design, it is considered that the proposal accords with the access related policies CS10, DM10.1, DM10.5 and DM10.8 of the Local Plan, policies S1 and S8 of the draft City Plan 2036, policy 7.2 of the London Plan and policy D5 of the Intend to Publish London Plan.

Transport and Highways

Parking

330. Local Plan 2015 Policy DM16.5 – 1 and Draft City Plan 2036 policy VT3 – 1 require development in the City to be car-free except for designated Blue Badge spaces. Intend to Publish London Plan Policy T6.4 A requires leisure uses in the CAZ to be car free except for

disabled persons parking and parking required for taxis, coaches and deliveries and servicing. Policy T6.5 requires proposals to provide at least one Blue-Badge parking space.

- 331. The proposed development would be car free.
- 332. No blue badge parking is proposed within any of the three buildings. The applicant has provided information on blue badge parking available on the highway and within public car parks in the area surrounding the site. The Transport Assessment details that additional provision of accessible parking, in the form of on-street Blue Badge bays, would be secured through the S278 agreement.
- 333. Subject to the S278 agreement securing Blue Badge parking it is considered that the proposal is compliant with the aforementioned policies in relation to car parking.

Cycle Parking

- 334. Intend to Publish London Plan policy T5 requires cycle parking be provided at least in accordance with the minimum requirements published in the plan. Policy T5 requires cycle parking to be designed and laid out in accordance with guidance contained in the London Cycling Design Standards and that developments should cater for larger cycles, including adapted cycles for disabled people. Policy T5F requires that where the use class is not fixed at the point of application, the highest potential applicable parking standard should be applied.
- 335. For the General Market and Poultry Market, 42 long stay cycle parking spaces are proposed at ground level within the Poultry Market, accessed via a dedicated entrance on East Poultry Avenue. The level of provision is based on intend to publish London Plan standards requiring 1 space per 8 FTE staff for the estimated 335 staff. Space for adapted bicycles would be provided as part of the mix of cycle parking. 5 showers and 42 lockers would be provided in the basement of the Poultry Market.
- 336. For the General Market Houses and Annexe buildings, where a flexible range of use classes are proposed Applying the highest potential applicable parking standards requires 29 long-stay spaces for the General Market Houses and 82 long-stay spaces for the Annexe Building.
- 337. For the General Market Houses, 12 long-stay spaces are proposed across the houses, with provision ranging from 1 to 3 spaces per each house. Two showers are proposed within the General Market Houses.
- 338. For the Annexe, 45 spaces are proposed at basement level as well as space for non-standard bicycles to park. 6 showers and 45 lockers would be provided at basement level. The cycle parking would be accessed via a staff entrance on Snow Hill, with a cycle lift providing access to the basement. 38 long-stay spaces, 4 showers and 38 lockers are shown on the ground floor plan as a potential location delivered only as part of fit out if the entire Fish Market is converted to B1 use.

339. For all the proposed buildings, the intend to publish London Plan requires 679 short-stay cycle parking spaces. All the buildings fill their curtilage and as such no space is provided within the developments for short-stay cycle parking. The applicant has provided plans in the Transport Addendum to demonstrate the space required within the public realm to provide 330 short-stay cycle parking spaces. Cycle parking provision within the public realm surrounding the site would be secured through the S278 agreement, although full compliance would not be achieved. Notwithstanding, Transport for London have requested a contribution of £200,000 towards providing additional cycle hire docking stations in the vicinity of the site. This would be secured through the S106 agreement and would contribute towards enabling visitors to cycle to the museum.
340. The proposed long-stay cycle parking provision for the General Market and Poultry Market accords with policies DM16.3 of the Local Plan, 6.9B(a) of the London Plan and T5 A(2) of the Intend to Publish London Plan.
341. The proposed long-stay cycle parking for the General Market Houses and the Annexe would not accord with Intend to Publish London Plan policy T5F due to the flexible range of uses being applied for. Given the space constraints and configuration of these sites the shortfall in parking is considered to be acceptable.
342. The short-stay cycle parking provision would not be compliant with policy 6.9B(a) of the London Plan and draft London Plan policy T5 A(2), however this is considered acceptable given the lack of curtilage available in which to provide short-stay parking. Some short stay cycle parking would be provided under the S278 agreement.

Coach drop off

343. Policy CS16 of the Local Plan seeks to minimise congestion and reduce vehicle emissions by continuing to facilitate intermediate modes, including coaches.
344. Transport Assessment details that the new Museum would generate 10 coach trips per day, the same as the 2016 daily average for the existing site. The application proposes that coach drop-off and pick-up would take place on East Poultry Avenue, with two of the existing market loading bays amended to allow coach drop-off during the day and market loading overnight. The exact location of the coach drop-off would be finalised within the S278 agreement.
345. The proposal would accord with policy CS16 of the Local Plan.

Taxi drop off

346. Draft City Plan 2036 policy VT3 – 5 states that new taxi ranks will only be permitted in key locations such as stations, hotels and large retail developments and where they do not conflict with other policies in the development plan. Transport for London have request additional taxi facilities be provided and have suggested a 2/3 space rank on Charterhouse Street.

347. The museum is proposing to hold evening events, during which taxis and private hire vehicles picking up attendees may coincide with the peak operating hours for the markets. There is also the possibility that evening taxi movements would be generated by potential A3/A4 uses on the Annexe site and in the General Market Houses. Taxis circulating in the area during the operational hours of the market is not unusual given the night time uses in the locality. Following the removal of market loading bays on either side of the Poultry Market kerbside space for taxi drop-offs and picks ups would be available. The safe provision of suitable space for such activity would be considered in the context of the wider area, such as changes to footways and pedestrian crossings, and secured through the S278 agreement.

Public Transport and Pedestrian Movement (including stopping up)

348. The Transport Assessment details that the new Museum is expected to generate an average 2 million visitors a year by 2024, an increase from the existing site in London Wall which generated around 700,000 visitors in 2019/2020.
349. The site is highly accessible by public transport, with national rail services from City Thameslink and Farringdon stations, within 400m of the site. Services on the Central, District, Circle, Metropolitan and Hammersmith and City lines are available at tube stations within walking distance of the site. From 2021 the Elizabeth Line will be available at Farringdon East and West stations, both within walking distance of the site. There are 16 bus services available within walking distance of the site. As such the site records the highest possible Public Transport Accessibility Level (PTAL) of 6b. There are two cycle hire docking stations close to the site, one immediately adjacent to south of the Annexe building and one a short walk from the site on the south side of the Smithfield Rotunda.
350. The main museum entrance points would be located at the north and south of West Poultry Avenue, from Charterhouse Street and West Smithfield. Two further public entrances, one of Harts Corner at the junction of Farringdon Street and Charterhouse Street and one on the southern side of the General Market on West Smithfield are proposed. Separate school arrival, lecture theatre and event entrance points are proposed at the south eastern and western corner of the Poultry Market building.
351. A pedestrian comfort level (PCL) assessment has been undertaken to understand the impacts of the development on pedestrian movement through the area. The recommended minimum level for all areas in the City is B+. The current PCL for the footways surrounding the site would be F. Transport for London's Pedestrian Comfort technical guide recommends a minimum footway width of 3.3m in tourist areas with active flows, as this width allows two groups to pass each other. The transport assessment addendum identifies the footways adjacent to the north and south façade of the Poultry Market on West Smithfield and Charterhouse Street, and footways surrounding the Annexe Building

and Engine House as locations for footway widening. This widening would be secured through the S278 agreement. The transport assessment details that a PCL of A or A+ would be achieved on all footways surrounding the site following this proposed widening.

352. A stopping up order would be required for the majority of West Poultry Avenue, where the museum entrance, linking the General and Poultry Market buildings, is proposed. As stated earlier in the report it is envisaged at this stage that West Poultry Avenue would be open to visitors and people to pass through between 7am to midnight. It would sometimes be closed for operational reasons, private functions (this space is an important part of the Museum's offer) and for security or safety reasons (note this is a curated space and will need to be managed accordingly). Full details of its use and management would be provided in the access management plan secured by the S106. This would also include scope to review as to whether enhanced access beyond the envisaged opening hours could be provided in the future.
353. The transport addendum identifies locations for improvements to pedestrian crossing infrastructure, to facilitate movement between the museum and key transport arrival points. These improvements and any other improvements to crossings deemed necessary to facilitate safe pedestrian movement would be delivered through the S278 agreement. Such changes could also be integrated into the HawkinsBrown public realm visions for the Smithfield area.

Travel Plan

354. Policy CS16 of the Local Plan, policy 6.3 of the London Plan and policy T4 of the Intend to Publish London Plan requires developers to demonstrate through travel plans how the environmental impacts and road danger of travel and servicing will be minimised. Draft City Plan 2036 policy VT1 - 3 requires proposals for a mix of uses with floorspace greater than 1,000m² to provide a travel plan.
355. An interim travel plan has been submitted as an appendix to the Environmental Statement. The submission of a full travel plan, encompassing staff and visitor travel, would be secured through the S106 agreement in accordance with policy.

Servicing Arrangements

356. Policy DM16.5 of the Local Plan and draft City Plan 2036 Policy VT2 – 1 require developments to be designed to allow for on-site servicing. Policy VT2 – 2 requires major commercial development to provide for freight consolidation. Policy VT2 – 4 requires delivery to and servicing of new developments to take place outside peak hours (7am – 10am, 12pm – 2pm and 4pm – 7pm on weekdays) and requires justification where deliveries within peak hours are considered necessary. Intend to Publish London Plan policy T7 G requires development proposals to provide adequate space off-street for servicing and deliveries, with on-street loading bays only used where this is not possible.

357. Deliveries to the General Market, Poultry Market and Annexe buildings would be consolidated using a physical consolidation centre, which would be secured through the S106 agreement. Acknowledging the unique Museum use, allowance for non-consolidated deliveries (this could include sensitive items such as artefacts or exhibition items) would be provided within the delivery and servicing management plan, the submission of which would be secured through the S106 agreement.
358. The General Market would be serviced via two dedicated loading bays, accessed from the existing Snow Hill ramp. The width of the ramp and access road would only allow one vehicle to travel in either direction at any one time. The ramp and access are shared with the Charterhouse Place site on Farringdon Road in Islington and with Network Rail for access to the Thameslink Railway.
359. The transport assessment predicts that the General Market would generate demand for 18 servicing and delivery vehicles each day. The transport assessment addendum predicts as a robust worst case that the Charterhouse Place development would generate demand for 46 servicing and delivery vehicles using the ramp each day. This would result in a total of 64 servicing and delivery vehicles per day. A restriction on the number of vehicle bookings using the ramp each hour would be secured through the S106 agreement to minimise the potential for vehicle conflict. A management system would be employed by all ramp users to ensure vehicles do not meet on the ramp and reverse back onto West Smithfield. The management system would employ the use of a traffic light system and ANPR cameras to manage access to and from the ramp. All vehicles using the ramp would be pre-booked using a centralised management system. The provision of an area of kerbside for vehicles to wait should a vehicle be exiting the ramp and any other changes necessary to facilitate access and egress to and from the ramp would be secured through the S278 agreement.
360. Deliveries to the General Market would not be restricted to our standard hours. This is to allow deliveries to be spread out across the day to minimise the likelihood of vehicles requiring use of the ramp at the same time.
361. The General Market Houses have no internal connection to the General Market and as such would be serviced from the street by cargo bikes between 0700 and 1900, with occasional infrequent deliveries by vehicle from nearby loading areas permitted outside of these hours. The City's ready reckoner estimates that the six houses could generate demand for 30 servicing and delivery vehicles per day. Most of these deliveries would be re-moded onto cargo bicycles with any deliveries by motor vehicles retimed outside of the peak pedestrian hours. Further detail on the management of deliveries and servicing of the General Market Houses would be secured in a delivery and servicing plan, secured through the S106 agreement.

362. The Poultry Market would be serviced via three dedicated off-street loading bays for general deliveries and a separate area with known consignor status for items requiring customs clearance, both accessed from East Poultry Avenue. Most vehicles would enter and exit from East Poultry Avenue in a forward gear. Infrequent deliveries made by articulated vehicles would be unable to turn within the loading bay and would exit via West Poultry Avenue. Such deliveries would be timed outside of Museum opening hours.
363. The transport assessment estimates that the Poultry Market would generate demand for 36 servicing and delivery vehicles each day. All deliveries to the Poultry Market would be pre-booked and timed to arrive outside of the AM and Lunchtime pedestrian peak hour (0700 – 1000 and 1200 – 1400). Deliveries to the Poultry Market would be permitted between 1600 – 1900, the pm peak, on event days to allow event set up to take place.
364. The Annexe site would be serviced from the Snow Hill highway. The provision of a loading facility on Snow Hill would be secured through the S278 agreement. The transport assessment addendum estimates that the Annexe would generate demand for 33 deliveries a day. The applicant has agreed to a cap limiting the number of deliveries to 33 per day within the S106 agreement. Deliveries to the Annexe site would be prohibited between the peak hours of 0700 – 1000, 1200 – 1400 and 1600 – 1900.
365. Event deliveries would take place from within the General Market and Poultry Market loading bays. If demand for event servicing space exceeds loading bay capacity, deliveries would be undertaken on street from Charterhouse Street or West Smithfield. The provision of kerbside loading space to accommodate these deliveries would be secured through the S278 agreement. Event deliveries would be pre-booked using the same system as the Museum deliveries to ensure vehicles do not arrive at the same time. Non-event deliveries to the Museum would be scheduled outside of event set up and take down times to ensure capacity within the internal loading areas is available for event purposes. The submission of an Events Management Plan, which would include further detail on delivery and servicing management, would be secured through the S106 agreement.
366. A final delivery and servicing plan, detailing the exact consolidation arrangements and the management system in place for all the proposed uses, would be secured through the S106 agreement.
367. Subject to the S106 obligations detailed above, including works required under a S278 agreement to facilitate the safe arrival and departure of vehicles for deliveries and servicing, the proposed servicing arrangements for all three buildings are considered acceptable. The approach taken would be policy compliant in that off street servicing would be undertaken for the General Market and Poultry Market and only where this is not possible i.e. on the Annexe Site and General Market Houses, a suitable on street arrangement is proposed. In respect of delivery and servicing the proposal would

accord with policy DM16.5 of the Local Plan, policies VT2-1, VT2-2 and VT2-4 of the Draft City Plan 2036 and policy T7G of the Intend to Publish London Plan.

Waste

- 368. Policy 5.17 of the London Plan, policy SI8 of the Intend to Publish London Plan, policies CS17 and DM17.1 of the Local Plan and policy CE1 of the Draft City Plan 2036 seek to ensure that developments plan for waste requirements and that suitable waste and recycling storage facilities are provided in new developments.
- 369. Policy compliant refuse storage facilities would be provided on the ground floor of the Red House and in the Engine House for the Annexe site, in a communal store off Charterhouse Street for the tenant Houses, at basement level for the General Market and a ground floor level in the Poultry Market. Waste collections are included in the number of servicing trips for each building as set out above.

S278 Agreement

- 370. The S278 works would be coordinated with City Officer's working with Hawkins/Brown on the public realm changes to the wider Smithfield area. The proposed S278 would secure any changes to the highway considered necessary to facilitate the development and to ensure the continued safe operation of the highway, whether or not the wider public realm proposals are brought forward.
- 371. S278 works are considered necessary to mitigate the impacts of the increase in the pedestrian trips generated by the site including a high share of younger children and school groups, the unique servicing arrangements of the site and the challenges these present. The applicant has provided a plan showing an indicative scope of the area, indicative locations for improvements to crossing facilities and plans showing specific locations for footway widening around the Poultry Market and Annexe and Engine House buildings. These proposals were subject to a stage 1 road safety audit, the recommendations from which would be considered in the design and delivery of the S278 works, which would be subject to their own road safety audit process. The exact scope of the S278 will be subject to further discussion and is not subject to the plans submitted.
- 372. A plan showing proposed changes to existing market loading bays is provided in the Transport Addendum and is provided for reference in Appendix E. The applicant is proposing the removal of the market loading bays adjacent to the north and south facades of the Poultry Market on Charterhouse Street and West Smithfield (marked as MMKT3, MMKT5 and MMKT 26) and the market loading bays on West Poultry Avenue following the stopping up of the highway. The applicant is proposing to retime the use of market loading bays on East Poultry Avenue (marked as MMKT 6) for use by the markets between 20:00

and 09:00. The applicant is proposing to retime the use of market loading bays on Charterhouse Street (marked as MMKT1 and MMKT2) and West Smithfield (marked as MMKT 30, MMKT33, MMKT 34, MMKT 35 and MMKT 36) and Smithfield Street (marked as MMKT 31) for use by the markets between 00:00 and 08:00.

373. The S278 works (including design and evaluation costs) include but are not limited to;

Widening and making good of footway improvements to existing crossings and new crossing facilities and any other safety measures to ensure safe pedestrian passage to, from and between the three buildings

Any necessary changes to the highway to accommodate servicing of the Annexe and General Market

Provision of security measures on the highway to protect the buildings and members of the public

Provision of coach drop-off and pick up facility

Provision of accessible parking spaces on the highway

Provision of short stay cycle parking on the highway

Changes to the market loading bays and hours of operation

Introduction of wayfinding measures on the highway

374. In addition to the above, Transport for London have requested the applicant enter a separate S278 agreement with them to secure any necessary changes to the TLRN.

Construction Logistics

375. An outline construction logistics plan was submitted within the Transport Assessment. Further plans detailing the space required on street, and the impact on the Market loading bays, for each of the construction phases were submitted within the Transport Assessment Addendum. The Market Superintendent has been consulted on the plans and considers that they strike a reasonable and proportionate balance between the Museum construction and the unhindered operation of the Market. The plans showing the proposed market loading bay suspensions for each phase of the construction works can be found in appendix F.

376. The submission of a full construction plan prior to the construction of the planning consent would be secured by condition.

Security

377. External security measures, proposed in the planning application as lines of bollards on the highway, would be provided around either end of the main entrance on Charterhouse Street and West Smithfield and at the entrance on Harts Corner. Implementation of these security measures would be secured through the S278 agreement and with ongoing consultation with City of London Police counter terrorist security advisors.

- 378. Vehicle blockers are proposed on the entrances to the General Market and Poultry Market loading areas.
- 379. Counter Terrorism Security Advisers from the City of London Police have confirmed they are satisfied with the proposals, subject to ongoing consultation with them as plans develop.

Impact of the proposed highway and transportation arrangements on the adjacent market use

- 380. As set out in the land use considerations section of this report the continuation of the Market use in Smithfield is supported. It therefore needs to be ensured that the proposed highway and transportation arrangements would ensure that the museum could operate in a safe environment whilst not compromising the function of the adjacent market.
- 381. Careful consideration has been given to the operational requirements of both the proposed museum and the market. With managed delivery and servicing arrangements and a package of S278 works that is in line with the principles set out above, it is considered that the two uses could co-exist alongside each other in highway terms. This is given that most of the activity on the museum site would take place during the day (all be it they would host evening events) and the majority of trading on the market site takes place from early evening, throughout the night until early morning. The peak operational hours of the two sites complement each other.
- 382. At present the markets do use the loading bays around the application site. As set out above it would be intended to remove three loading bays around the Poultry Market in order to facilitate increased footway widths for the museum. The remaining loading bays would be re-timed to enable them to be used by vehicles during the evening/night until the early morning but kept clear of vehicles during the day to ensure that pedestrians can pass easily around the museum site. The Market Superintendent has confirmed that “The current proposals strike a reasonable and proportionate balance between the proposed Museum construction and operational works, and the continuing and unhindered operation of the Market, which must remain paramount at all times”.
- 383. It is acknowledged that when the museum hosts evening events there could be more taxis in the area. This would be at a time when the market would be operational. The provision of a suitable location for drop offs and pickups would be considered as part of the S278 agreement so as not to impact on market operations. Notwithstanding, the Smithfield area already has a vibrant night time economy with taxis dropping off and picking up in the area during operational market trading hours.
- 384. The demolition and construction works of the proposed scheme would be carefully managed through securing construction and demolition management plans via condition so as not to impact on market operations.

385. Subject to conditions, S106 obligations and an appropriate package of S278 works, it is considered that the proposal would not compromise the ability of the adjacent market site to function in highway and transportation terms in accordance with the aims of policies CS5 of the Local Plan and policy S25 of the Draft City Plan 2036 which seek to support the continued function of the Markets.

Highways and Transportation Conclusion

386. Subject to conditions and securing certain matters through the S.106 agreement and S278 of the Highways Act the scheme would be policy compliant in respect of its approach to car parking, long stay cycle parking for the General Market and the Poultry Market, coach drop off, taxi drop off and servicing arrangements. These elements of the scheme would comply with Local Plan policies DM 16.5-1, DM16.3, CS16, DM16.5, CS17 and DM17.1, Draft City Plan policies VT3-1, VT3-5, VT2-1,2,4 and CE1, London Plan policies 6.9B(a) and 5.17, Intend to Publish London Plan policies T6.4, T6.5, T5A(2), T7 G and SI8.
387. Levels of short stay cycle parking and long stay cycle parking for the General Market Houses would not be compliant with policies T5F and T5A(2) of the Intend to Publish London Plan and policy 6.9B(a) of the London Plan. It is accepted that space on the site and within the wider public realm is constrained to accommodate the required levels of cycle parking.
388. The S278 agreement would ensure that a pleasant and safe public realm would be delivered for visitors to the Museum of London and for future users of the Annexe site.
389. The outline package of S278 works, delivery and servicing arrangements and construction logistic details have been worked up to ensure that the East and West Markets and the Museum can co-exist. The operational times of the two uses would complement each other with the Museum mainly in operation during the day with some evening opening and functions and the Markets mainly in operation throughout the night. The Market Superintendent has confirmed that the highway proposals strike a reasonable and proportionate balance between the proposed Museum's construction and operational works, and the continuing and unhindered operation of the Market. The highway and transportation arrangements would accord with the aims of policy CS5 of the Local Plan and S25 of the draft City Plan 2036 which seek to support the continued function of the Markets.

Energy and Sustainability

Energy

390. This development will be assessed against the current London Plan carbon target of 35% reduction in carbon emissions compared with the Building Regulations.
391. The submitted Energy Statement shows that the development has been designed to achieve a carbon reduction of 58% compared with

the Building Regulations requirements (part L2B). This would be achieved through energy efficiency measures including connection to the Citigen district heating network and the installation of photovoltaic panels, both of which are welcomed and significantly enhance the credentials of the scheme.

- 392. No carbon offsetting contribution would be required for this development however a carbon offsetting clause should be included in the S106 agreement to capture any changes in carbon performance between design and completion of this development.
- 393. The proposal is considered to accord with policies 5.2, 5.3, 5.5, 5.6, 5.7 of the London Plan, policies CS15, DM15.1 and DM15.3 of the Local Plan and policy DE1 of the draft City Plan 2036 which relate to carbon dioxide emissions, sustainable design and decentralised energy.

BREEAM

- 394. The Sustainability Statement prepared by Arup dated 13th Dec 2019 demonstrates that this development has been designed to achieve BREEAM ratings as follows:

Museum of London (General market and Poultry market) – Excellent rating

Annexe building office area – Very Good rating

Annexe building retail area – Very Good rating

- 395. The BREEAM pre-assessment has been carried out against the BREEAM 2014 refurbishment and fit out assessment criteria.
- 396. Local Plan 2015 Policy CS15 Sustainable Development and Climate Change requires that “Proposals for major development should aim to achieve a BREEAM rating of Excellent or Outstanding”.
- 397. The proposed achievement of an Excellent rating for the Museum of London (General market and Poultry market) is welcomed and policy compliant. However, the proposed rating of Very Good for the Annexe building falls short of policy requirements. This building is undergoing major refurbishment with a new extension. The assessment should be revisited to improve the ongoing sustainability of this site, particularly for the City’s priorities of Energy, Water, Materials and Pollution. A re-assessment of the Annexe criteria would be required by condition.

Circular Economy

- 398. A Circular Economy is one where materials are retained and in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum residual waste. Policy SI 7 ‘Reducing waste and supporting the circular economy’ of the Intend to Publish London Plan requires resource conservation, waste reduction, increase in material re-use and recycling, and reductions in waste going for disposal. This is supported by policy S16 of the emerging City Plan 2036.

399. A Circular Economy statement has been submitted in support of the application. It sets out the scheme's commitments and aspirations following the survey work undertaken to date under the three Circular Economy principles and commitment areas set out in the draft GLA guidance on Circular Economy Statements. These are summarised in the table below. In terms of re-use and adaptation of the existing fabric, this scheme is exemplary.

Principle 1: Conserve resources, increase efficiency and source sustainably	
Commitment	How the proposal intends to achieve this
1. Minimise the quantities of materials used	<ul style="list-style-type: none"> - Significant amounts of the structures and envelopes to the buildings would be re-used in situ. - Reuse of the following materials would be investigated in the Poultry Market: blue metal balustrade to the first floor balcony, timber doors, meat racks and lighting mounts, basement hardwood studwork, roller shutters and light fixtures - In the General Market roof slates would be re-used, parts of existing shopfronts would be retained, façade brickwork would be retained, and existing window frames retained and upgraded where possible. - 90% of the cast-iron columns and wrought iron beams would be retained in the Fish Market along with 50% of the floor area and significant amounts of the roof. - It is estimated that 70% of the steel in the Red House would be retained.
2. Minimise quantities of other resources used	<ul style="list-style-type: none"> - Requirement for new finishes would be eliminated where possible through exposure of existing fabric of the building or new structure and services.
3. Specify and source materials and resources sustainably	<ul style="list-style-type: none"> - Preference would be given to new materials with Environmental Product Declarations (EPDs). - New aggregate would have a minimum of 15% recycled content in the structural frame and 20% in building foundations. - A Life Cycle Carbon Assessment is being undertaken to assess and guide material selection and procurement.
Principle 2: Design to eliminate waste	
4. Design for longevity, adaptability or flexibility and reusability or recoverability.	Spaces within the scheme have been designed to be adaptable and used flexibly for example the General market learning show space can be used as a show space, learning workshop and for corporate events.
5. Design out	<ul style="list-style-type: none"> - Targets have been set regarding non-hazardous construction waste.

construction, demolition and municipal waste	-95% diversion from landfill (demolition waste). -95% diversion from landfill (construction waste). 65% diversion from landfill (municipal waste).
Principle 3: Manage Waste Sustainably and at the Highest Value	
6. Manage demolition waste	A pre-demolition audit has been undertaken and has confirmed that of the waste that cannot be reused on site, a minimum of 95% will be diverted from landfill by reuse offsite or for recycling.
7. Manage construction waste	A minimum of 95% of construction waste that cannot be reused on site will be reused offsite or recycled.
8. Manage municipal (operational) waste	Sufficient storage space would be incorporated into the development to enable waste to be segregated on site for collection for recycling.

400. The proposed adoption of circular economy principles is exceptional and would accord with policy SI 7 of the Intend to Publish London Plan and policy S16 Circular Economy and Waste in the emerging City Plan 2036.

Urban Greening

401. Chapter 4.8 of the Design and Access Statement sets out the urban greening proposals. The proposed development includes biosolar biodiverse green roofs on the General Market (750sq.m) and Annex Building/Engine House (93sq.m) accommodating native planting, invertebrate features and photovoltaic (PV) panels. An intensive green roof / roof top garden is proposed for the Red House featuring large shrubs and small trees in a growing substrate depth of 800mm and green walls.
402. There is no existing green infrastructure on the current buildings. The inclusion of green roofs is welcome and would deliver a biodiversity net gain to the site. It is also welcome that plant species to be selected under the PV panels would be drought tolerant and shade resistant. The inclusion of rainwater harvesting to reduce rainwater run-off and to be used for irrigation or restroom flushing for the building is also welcome.
403. The draft City Plan 2036, Policy OS2, and the emerging London Plan both set Urban Greening Factor (UGF) targets as a metric for measuring the contribution of proposed greening of the urban environment. The City of London's UGF Study allows for slightly different factor values against the respective types of landscape and an UGF based on this calculation has been submitted with the application based on a site area of 20,683sq.m:

Surface Cover Type	Area (sq.m)	UGF (City of London)
Extensive green roof	843	0.8
Permeable paving	241	0.1
Intensive green Roof	48	0.9
Green Wall	25	0.7
UGF Total: 0.04		

404. The UGF for this application has been calculated as 0.04 based on the information provided in Chapter 4.8 of the Design and Access Statement. This falls well short of the City's proposed target UGF score of 0.3 as a minimum. Although the overall UGF of the proposed development falls below the target score, this is a result of the nature of the development and specific site constraints including the historic character of the market buildings which prevent significant greening. The introduction of biosolar green roofs, greening at public realm and proposals for greening on and around the development are welcome and accord with adopted Local Plan policies DM10.2, DM10.3 and DM19.2, policies S14, OS1 and OS2 in the draft City Plan 2036, policies 5.10 and 5.11 of the London Plan and policy G5 of the Intend to Publish London Plan.

Environmental Impact of the Proposals on the Surrounding Area

405. Local Plan 2015 policy DM10.1 seeks to ensure that developments are designed to avoid unacceptable wind impacts at street level or intrusive solar glare. Policy 7.6 of the London Plan, policy D8 of the Intend to Publish London Plan and Policy DE2 and policy S8 of the draft City Plan 2036 seek to ensure that new development optimises micro-climatic conditions, addressing solar glare, daylight and sunlight, wind conditions and thermal comfort. The Wind Microclimate Guidelines for Developments in the City of London are a material consideration in the determination of this application.

Wind Microclimate

406. Wind tunnel tests have been carried out in respect of the proposal. The desired wind microclimate for the development needs to have areas suitable for frequent and occasional sitting, standing and walking.
407. The Wind modelling results are very favourable with the two most comfortable categories of the City's Lawson Criteria (Frequent and Occasional Sitting) substantially covering the perimeter of the proposed Museum. This would result in very good conditions to enable these areas to be used for recreational activities such as sitting, dwelling, pop up street markets and events, all of which are associated with cultural attractions.

408. In terms of the assessment of offsite locations most of the conditions would be the same as the baseline scenario (existing conditions). During the worst season one location north of the General Market and two locations west of the Annexe building, would have windier conditions as a result of the development when compared with the baseline scenario. Notwithstanding, these locations would still have wind conditions that are suitable for their intended pedestrian usage and therefore BRE consider that the overall impact would be negligible.
409. It is considered that the microclimate in and around the site, with regard to wind conditions, would be acceptable in accordance with London Plan Policy 7.6, Intend to Publish London Plan Policy D8, Local Plan 2015 policy DM10.1 and policies S8 and DE2 of the draft City Plan 2036 and the guidance contained in the Wind Microclimate Guidelines for Developments in the City of London.

Daylight and Sunlight and Solar Glare

410. Local Plan 2015 policy DM10.7 relates to the impact of development on the daylight and sunlight levels in residential dwellings. Policy DE8 of the draft City Plan 2036 requires development proposals to demonstrate that acceptable daylight and sunlight levels would be provided to nearby dwellings and open spaces and that solar glare is mitigated
411. A daylight, sunlight and solar glare report has been prepared by BRE and submitted in support of the application. The scheme would primarily refurbish the existing buildings, all be it some additional mass is added to the Red House.
412. There are no residential dwellings close to this part of the development and there are no open spaces that require sunlight in close proximity.
413. New areas of glazing would be limited and at low level therefore the potential for solar glare is limited.
414. The orientation of the site would provide favourable sunlight levels to the terrace areas on the roof of the Annexe site.
415. It is considered that the proposal is acceptable in respect of its daylight, sunlight and solar glare impact and that it would accord with Local Plan 2015 policy DM10.7 and policy DE.8 of the draft City Plan 2036.

Flood Risk

416. Local Plan 2015 policy CS18 seeks to “reduce the risk of flooding from surface water throughout the City, by ensuring the development proposals minimise water use, reduce demands on the combined surface water sewer and sewerage network”. The use of Sustainable Urban Drainage Systems is supported by Local Plan policy CS18 and policy CR3 of the draft City Plan 2036.
417. A Flood Risk assessment has been submitted in support of the proposal. The site is in Flood Zone 1 (land assessed as having a less than 1 in 1000 annual probability of river or sea flooding), it is within one of four Local Flood Risk Zones identified within the City of London

and the site lies adjacent to an area with the risk of surface water flooding depths reaching beyond 2 metres on Farringdon Street to the south of the site.

- 418. In accordance with the NPPF the proposed mix of uses would be appropriate in Flood Zone 1.
- 419. The potential of flooding from fluvial and tidal sources, sewers and local drainage, surface water and artificial sources has been assessed and it is concluded that there is a low probability of the site flooding from these sources. In terms of flooding from groundwater there may be some risk to the General Market basement. An appropriate waterproofing strategy would need to be developed and subject to appropriate waterproofing there would be low probability of flooding from groundwater.
- 420. A SUDS scheme is proposed in conjunction with the development. This would include measures such as rainwater harvesting, attenuation tanks and brown roof.
- 421. The proposed Flood Risk and SUDS strategy would accord with policies CS18 of the Local Plan 2015, CR3 of the draft City Plan 2036, policies 5.12 and 5.13 of the London Plan and policies SI12 and 13 of the Intend to Publish London Plan.

Air Quality

- 422. Local Plan 2015 policy CS15 seeks to ensure that developments positively address air quality. Policy DE1 of the draft City Plan 2036 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all developments to be at least Air Quality Neutral, developers will be expected to install non-combustion energy technology where available, construction and deconstruction must minimise air quality impacts and all combustion flues should terminate above the roof height of the tallest part of the development. The requirements to positively address air quality and be air quality neutral are supported by policy 7.14 of the London Plan and policy SI of the Intend to Publish London Plan.
- 423. The submitted air quality assessment has assessed the construction and operational phases of the development. It recommends that a Construction Environmental Management Plan be submitted which would include measures for controlling dust and pollution during the demolition and construction phases of the development, and that a construction logistics plan should be required by condition in order to minimise site traffic generation. The Air Quality Officer has queried the number of vehicles per day during the construction period and the duration of the construction period. Conditions relating to demolition and construction management, construction and deconstruction logistics are recommended in order to obtain further detail on these elements post consent once the applicant has finalised such arrangements.
- 424. In terms of the operational phase of the development it would be car free (with the exception of provision of blue badge spaces under the

S.278 agreement), with only service vehicles and a small number of coaches and taxis. Heating would be provided through a connection to the Citigen district heating system therefore having no onsite combustion which is welcomed. The development would be ventilated by a mixture of mechanical and natural ventilation, with intakes at roof height, to minimise pollutant concentrations in indoor air, reducing exposure of visitors, staff and artefacts. Details of extraction systems of any future A1/A3/A4 units and details of the impact that any plant would have on air quality would be required by condition.

425. Subject to conditions the development would have minimal impact on local air quality. The scheme meets the air quality neutral benchmarks. The proposed development would accord with Local Plan 2015 policy CS15, policies HL2 and DE1 of the draft City Plan 2036, policy 7.14 of the London Plan and policy SI of the Intend to Publish London Plan.

Impact on amenity

426. Local Plan 2015 policy DM15.7, London Plan policy 7.15 and Intend to Publish London Plan policies D13 and D14 require developers to consider the impact of their developments on the noise environment. It should be ensured that operational noise does not adversely affect neighbours and that any noise from plant should be at least 10dBa below background noise levels.. Local Plan 2015 policy CS5 seeks to protect the residential environment in the North of the City.
427. Policy S23 of the draft City Plan 2036 seeks to preserve privacy, security and noise abatement for residents and businesses. Policy SB1 relates to culture mile impacts and seeks to ensure that the impact of noise generating uses, particularly night time activities is considered on residents and business occupiers. Policy HS3 seeks to protect the amenity of existing residents.
428. Smithfield has a variety of night time uses and the market is operational throughout the night. There are residents near the site and St Barts Hospital is in close proximity. The Environmental Statement gives consideration to the impact that the proposal would have on noise and disturbance to sensitive local receptors (residents in Islington and the City) given that the museum intends to run programmed events, that may require amplified music. At this stage it is estimated that there could be 35 events per year with amplified music, that run beyond 11 pm across the General Market (ground floor), Poultry Market (first floor) and West Poultry Avenue. Between the hours of 9 am to 11 pm it is estimated that there could be 60 events per year with amplified music.
429. The Environmental Statement acknowledges that there would be an adverse impact on residents in the surrounding locality particularly at 23-24 Smithfield Street and 25-27 Farringdon Street where noise levels from music would be audible above background noise levels, particularly after 11pm.
430. The Environmental Statement recommends that the impact of the noise could be mitigated to some degree but not totally, by operating the General and Poultry Market's ventilation strategy in 'event mode'. This

facilitates the operation of the Poultry Market with only windows towards the east of the building open and in the General Market it would mean that operation should take place with the majority of louvres closed. This would reduce noise break out to all receptors.

431. Notwithstanding the above, the Environmental Statement considers that the noise impact must be considered in the context of the intermittent nature and that the programming generating high levels of amplified music sound at night would be a small number of occurrences a year.
432. In order to protect amenity and minimise noise and disturbance to local sensitive receptors, further details on event programming would be required as part of the Event Management Strategy to be secured within the S106 agreement. It is expected that the strategy would consider, but not be limited to the following matters and that the relevant parts would be developed by a suitably qualified and experienced acoustician:
 - Monitoring and control of noise levels within the venue. This is likely to require noise limiting and frequency control equipment.
 - Control of hours of noisy events.
 - Control of location and the management of noisy activities including patrons. All events shall be under the direct supervision of the Museum.
 - Amplified music events after 23:00 may not be practicable in some locations including the poultry market upper floor and the general market.
 - Ensuring noisy activities are managed such that noise levels remain acceptable at later hours.
 - Ensuring noise levels avoid significant adverse impacts to neighbouring premises.
 - Managing the entry and egress of the site by patrons.
433. A review mechanism would be incorporated into the Event Management Strategy. The strategy would also cover the A3/A4 uses on the Annexe site and within the General Market Houses given that these uses could give rise to noise nuisance if not properly managed.
434. The proposed plant would be subject to a condition that require noise levels to be compliant with the City's standard of at least 10 dBa below background noise level.
435. The impacts of the demolition and construction work on the surrounding area would be controlled by conditions requiring the submission of schemes of works to protect neighbouring occupiers.
436. Subject to the submission of an Events Management Plan and conditions relating to noise from plant and schemes of works to protect against the impacts of demolition and construction, it is considered that the application is in accordance with the policies CS5 and DM15.7 of

the Local Plan 2015, policies S23, SB1 and HS3 of the draft City Plan 2036, policy 7.15 of the London Plan and policies D13 and D14 of the Intend to Publish London Plan.

CIL and Planning Obligations

437. The proposed development would require planning obligations to be secured in a Section 106 agreement to mitigate the impact of the development to make it acceptable in planning terms. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
438. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
439. From 1st April 2019 Mayoral CIL 2 (MCIL2) supersedes the Mayor of London's CIL and associated section 106 planning obligations charging schedule. This change removes the Mayors planning obligations for Crossrail contributions. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).
440. CIL contributions and City of London Planning obligations are set out below.

MCIL2

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
MCIL2 payable	£448,792	£430,840	£17,952

City CIL and S.106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£102,525	£97,399	£5,126
City Planning Obligation Affordable Housing	£27,340	£27,067	£273
City Planning Obligation Local, Training, Skills and Job Brokerage	£4,101	£4,060	£41
Section 278 Design and Evaluation	£100,000	£100,000	£0
City Planning Obligation Monitoring Charge	£3,500	£0	£3,500

Total liability in accordance with the City of London's policies	£237,466	£228,526	£8,940
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City's Planning Obligations

441. The obligations set out below are required in accordance with the City's SPD. They are necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the tests in the CIL Regulations and government policy.

- Highway Repairs and other Highways Obligations
- Delivery and Servicing Management Plan
- Consolidation
- Travel Plan (including Cycling Promotion Plan)
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement Strategy
- Utility Connections
- Events Management Plan
- Cultural Plan
- Public Access Management Plan
- Section 278 Agreement (necessary site-specific highway works)
- Legible London Contribution
- Cycle hire docking station contribution

442. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.

443. The scope of the s278 agreement may include but is not limited to:

- Widening and making good of footways surrounding the three buildings.
- Improvements to existing crossings and provision of new crossing facilities.
- Any necessary changes to the highway to accommodate servicing of the Annexe and General Market, including traffic orders and lining and signing.
- Provision of security measures on the highway.
- Provision of coach drop-off and pick up facility.
- Provision of accessible parking spaces on the highway.
- Provision of short stay cycle parking on the highway.

- Changes to the market loading bays and hours of operation.
- Introduction of wayfinding measures on the highway.

Monitoring and Administrative Costs

444. A 10 year repayment period would be required whereby any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.
445. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Site Specific Mitigation

446. The City will apply CIL towards infrastructure to support the development of the City.

Equality Impacts

447. As set out in the considerations section of the report the Committee is required to have due regard to its obligations under the Equality Act 2010. An Equalities Impact Assessment has been carried out in respect of the scheme and is appended to this report (see appendix D).
448. It has considered that the physical design and layout of the scheme has been designed to be accessible to all regardless of age, disability, whether you are pregnant, race, sex, sexual orientation and gender reassignment and marital status. This would be achieved through measures such as:
 - The provision of level access or lifts where this cannot be achieved due to building constraints
 - Resting/seating areas within the final fit out of the museum
 - The commitment to provide accessible parking and public realm improvements via the section 278 agreement
 - The provision of accessible facilities including changing places, toilets (sex specific and gender neutral), a wheelchair store and accessible cycle parking
 - Safe evacuation procedures for people with physical disabilities or impairment
 - The provision of a prayer room within the Poultry Market for users of the Museum
449. Final details of access to the tenant houses would be secured by condition in order to ensure equality of access.
450. The Museums commitment to engagement with communities would promote equality and inclusivity of access to the Museum. Examples of such engagement strategies include:

- The commitment to engage 200,000 school children per year. Schools in disadvantaged areas and that do not usually access the museum would be targeted.
 - Strategies to promote wellbeing including volunteering apprenticeships and creative courses which would in part be targeted at older people living with loneliness.
 - An enhanced access programme for people with disabilities. This would include tailored tours, sessions and resources for people living with dementia and families with autistic spectrum conditions.
 - Grassroots projects that recognise that many black, Asian and ethnic minorities see museums as 'not for the likes of us', and therefore work to involve these groups.
451. The consultation response from the SMTA noted that they would like further information to be made available and further engagement to help existing employers understand the potential impacts upon trading, and noted that it was their view that this would be critical to enable the City of London to comply with its Public Sector Equality Duty. The City Corporation acknowledges that the scheme would have an impact on the Poultry Market Traders and that the traders in the East and West markets are concerned about the scheme. The City Corporation are not aware of any impact on traders that would give rise to issues which are additional to those considered in Appendix E to this report. In particular the City Corporation are not aware of protected characteristics held by any individual traders or shared by the traders as a group. The City Corporation wrote to the SMTA asking them for clarification on the point they raised, so that any equality issues in addition to those considered in Appendix E could be considered. To date no response has been received.
452. Conditions, informatives and a S278 agreement would be required to cover matters such as the accessible parking, final layout of supporting facilities such as the toilets and access into the tenant houses. An informative would be placed on the permission reminding future occupiers of their duty under the Equality Act 2010. This would be particularly relevant in the instance of the Annexe site where the future occupiers are unknown.
453. The Corporation needs to ensure that dialogue with the market traders is maintained. A suitable programme of highway works and conditions relating to construction and demolition management and logistics are recommended in order to minimise the impact of the scheme on the East and West Markets.

Conclusions

Planning Permission: 19/01343/FULEIA

454. The proposal seeks to deliver a mixed-use scheme that centres around the provision of a new site for the Museum of London, allowing it to become a world class attraction within the context of the historically

significant Smithfield Market buildings. The scheme is driven by conservation and enhancement of the existing buildings. Repair and renew to best conservation practice. It represents a successful weaving together of Victorian, Twentieth Century and contemporary architecture that would create a new destination with a strong sense of identity. The development displays outstanding sustainability and environmental credentials.

455. It is acknowledged that the proposal would be contrary to Local Plan 2015 and draft City Plan 2036 policies that seek to support the continued presence of Smithfield Market as market uses will be displaced from the Poultry Market. This is given that alternative premises have not been found in the area for the Poultry Market traders. Although there would be diminishment of the capacity of Smithfield Market through the loss of the Poultry Market, the majority of traders and units operate from within the East and West Markets, which would continue as part of the proposal. The scheme has been designed to co-exist alongside an operational market. Careful consideration has been given to the potential 278 works, delivery and servicing arrangements and the impact that the proposal would have on the markets during construction.
456. The proposed museum use is supported on the basis of the City's wider cultural aspirations and the vision for the Smithfield area with regard to the Culture Mile and the public benefits of the scheme. Such benefits include securing a strategic development that would generate employment, spending and tourism which would benefit the economy, allowing the museum to enhance its visitor offer and showcase more of its collection for the public to enjoy, provision of enhanced learning space which would allow more engagement with schools, securing a dedicated long term occupier for the General Market and Poultry Market to breathe life into, revive and enliven these buildings and the surrounding public realm, giving the public the opportunity to access and appreciate the interiors of such historically significant buildings, the opportunity for the Museum to expand its work with communities around well-being and social inclusion and securing a development that is environmentally responsible.
457. Transforming the market buildings into a world class museum and flexible retail/office use would inevitably require change. While this has been dealt with in a careful and skilful way, there is inevitably some harm to historic fabric through the remodelling of interiors in the instance of the Poultry Market and through the alteration of the historic fabric to accommodate the new uses. The harm to the Poultry Market and the Smithfield Conservation Area, is considered to be less than substantial and outweighed by the public benefits of the scheme. The harm to the non-designated assets would be outweighed by good design and public benefits. Overall, the scheme is an exceptional and world class example of the sensitive restoration and re-use of historic buildings whilst maximising economic and social inclusive public access.

458. The scheme is exemplary in terms of its environmental and sustainability credentials, especially given that the works are proposed within the constraints of the existing buildings. Circular economy principles would be adopted, there would be a connection to Citigen, new solar panels and an increase in greening. SUDS principles would be adopted, and the development would not unduly impact on air quality.
459. With regard to highway and transportation issues an appropriate package of s278 works would be agreed in order to facilitate the development. Matters relating to cycle parking, car parking, taxi drop off, coach parking and delivery and servicing have been satisfactorily addressed.
460. Overall, it is considered that the proposal represents an exceptional opportunity to sensitively revive an underutilised area of Smithfield into a new destination that would be accessible for all and have significant social, cultural, economic and environmental benefits. Although the proposal does not accord with the Local Plan policy which seeks to support the continued presence of Smithfield Market (CS5(10)) and does not accord with heritage policies as a result of the less than substantial harm to heritage significance, it does accord with other policies including those relating to culture, design, transport, microclimate, sustainability, amenity and access and the view of officers is that proposal accords with the development plan when considered as a whole.
461. Some of other material considerations such as the NPPF policy on the sequential test for main town centre uses indicate that permission should be refused. Other material considerations such as the emerging draft City Plan 2036 proposal to locate the Museum of London in Smithfield support the proposal. The NPPF policies on heritage are satisfied as the public benefits of the proposal decisively outweigh the less than substantial harm to the significance of designated heritage assets even when that harm is attributed considerable importance and weight. Taking a balanced judgement in respect of the harm caused to non-designated heritage assets and their significance, this harm is also outweighed by the public benefits of the proposal. The proposal is considered to accord with the policies in the Intend to Publish London Plan, and the draft City Plan 2036 relating to culture, design, transport, microclimate, sustainability, amenity and access. As the proposal accords with the development plan when considered as a whole and when considered overall other material considerations also indicate that planning permission should be granted, it is recommended that planning permission be granted.

Listed Building Consent 19/01344/LBC

462. Under the proposals, the interior of the Poultry Market would be remodelled and there would be minor alteration to the exterior of the listed building.

463. The proposals would result in medium magnitude less than substantial harm to the significance of the Poultry Market as a building of special architectural and historic interest. This is the result of the loss of historic fabric and original plan form which is of special interest/heritage significance, thus a direct impact, and not as the result of change to its setting. Where harm has been identified clear and convincing justification is provided for it in accordance with paragraph 194 of the NPPF. In terms of NPPF, paragraph 196, the harm is considered less than substantial as overall key features of the buildings special interest/heritage significance would be retained. This harm would mean that the proposal would fail to preserve the special architectural or historic interest of the building. Section 16 of the Town Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant listed building consent for any works the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest that the building possesses. When carrying out the paragraph 196 NPPF balancing exercise considerable importance and weight should be attributed to the less than substantial harm to the significance of the listed building.
464. The proposals, resulting in some medium magnitude harm, would detract from its special interest, character and significance of the listed building, causing a degree of conflict with adopted Local Plan Policy DM 12.3(2) (Listed Buildings).
465. It is considered that the considerable weight of the substantive public benefits and wider levels of compliance with elements of the Development Plan arising from the proposals would outweigh the harm caused, even when that harm is attributed considerable importance and weight.
466. The proposals that would result in a level of medium magnitude, less than substantial harm to the significance of the Poultry Market as a designated heritage asset would include the comprehensive remodelling of the interior and the loss of its clerestory glazing. Otherwise, key features of the listed building which form its special architectural and historic interest, such as the shell dome and external architecture would be preserved. In relation to the exterior, while the alterations to the West Poultry Avenue canopy would cause minor harm, it is considered that the revealed views obtained would preserve the significance of the Poultry Market and that its wider setting would be preserved.
467. The less than substantial harm caused by the proposals would be significantly outweighed by the substantive public benefits that the works would secure. Accordingly, it is recommended that listed building consent be granted.

Background Papers

Documents

Detailed Circular Economy Statement 1 May 2020 ARUP
Air Quality Assessment December 2019 RSK (report no. 443024-02 (00))
Conservation Plan Julian Harrap Architects LLP 5 December 2019
Daylight, Sunlight and Solar Glare Report 12 December 2019 BRE
Design and Access Statement Addendum Stanton Williams May 2020
Design and Access Statement Stanton Williams December 2019
Energy Statement ARUP 13 December 2019
Environmental Statement Volume Waterman 1, 2, 3, 4 December 2019
Environmental Statement Non-Technical Summary Waterman December 2019
Fire Strategy OFR 30 April 2020
Flood Risk Assessment and Drainage Strategy akt II November 2019
Health Impact Assessment Museum of London May 2020
Heritage Impact Assessment Julian Harrap Architects LLP 16 December 2019
Market Facilities Relocation Brief Buro Four 1 May 2020
Ecology Statement Rev 00 RSK 18 December 2019
Planning Statement Gerald Eve December 2019
Response to the Smithfield Market Tennant Association Letter (Files notes by The London Communications Agency; Waterman Group, Momentum Transport, Trower and Hamlins)
Retail Impact Assessment Colliers International December 2019
Revised Environmental Statement Waterman Group May 2020
Statement of Community Involvement London Communications Agency 17 December 2019
Statement of Need Museum of London December 2019
Sustainability Statement ARUP 13 December 2019
Transport Assessment Addendum Momentum May 2020
Visitor Entrances Diagram received 21 May 2020

Existing Drawing Numbers:

General Market: PL013 rev. PA01 (Plan-Basement 1); PL014 rev. PA02 (Plan-Basement 2); PL015 rev. PA01 (Basement Mezzanine); PL016 rev. PA01 (Lower Ground Floor); PL017 rev. PA02 (Plan-Ground Floor); PL018 rev. PA02 (Plan-First Floor); PL019 ref. PA02 (Plan-Second Floor); PL020 ref. PA01 (Plan-Roof); PL030 rev. PA01 (Elevation-North and East); PL031 rev.

PA01 (Elevation-South and West); PL038 rev. PA01 (Section North-South and East-West);

Poultry Market: PL007 rev. PA01 (Plan-Basement); PL008 rev. PA01 (Plan-Basement Mezzanine); PL009 rev. PA01 (Plan-Ground Floor); PL010 rev. PA01 (Plan-First Floor); PL011 rev. PA01 (Plan-Second Floor (Roof Plant)); PL012 rev. PA01 (Roof Plan); PL028 rev. PA01 (Elevations-North and East); PL029 rev. PA01 (Elevations-South and West); PL035 rev. 01 (Sections-East-West and North-South); PL036 rev. PA01 (Short sections-North-south and south-north); PL037 rev. PA01 (Sections-Loading Bay and Learning Bay);

Annex Site: PL021 ref. PA01 (Plan-Basement and Mezzanine); PL022 rev. PA01 (Plan-Ground Floor); PL023 rev. PA01 (Plan-First Floor); PL024 rev. PA01 (Plan-Second Floor); PL025 rev. PA01 (Plan-Third Floor); PL026 rev. PA01 (Roof Terrace); PL027 rev. PA01 (Plan-Roof); PL032 rev. PA01 (Elevations-North and Engine House); PL033 rev. PA01 (Elevations-East and South); PL034 rev. PA01 (Elevations-Iron Mountain); PL039 rev. PA01 (Sections – AA and BB)

Letters of Support (Appended to the report)

05.06.2020 Email Hugh Dennis
04.06.2020 Email Sandy Nairne
03.06.2020 Email Chris Wilkinson
29.05.2020 Email David Alberman
29.05.2020 Email Martin Rose
29.05.2020 Email Baroness Tess Blackstone
29.05.2020 Email Richard Hardie
28.05.2020 Email Charles Clark
22.05.2020 Email Inua Ellams
22.05.2020 Email Kristy Warren
21.05.2020 Email Sir Simon Rattle
21.05.2020 Email Nicholas Shott
21.05.2020 Email Peter Murray
19.05.2020 Email Richard Sandell
19.05.2020 Email Eric Reynolds
18.05.2020 Email Swadhinata Trust
18.05.2020 Email Michael Cassidy
18.05.2018 Email Baroness Floella Benjamin
18.05.2020 Email Harriet Salkeld
18.05.2020 Email Jane O'Sullivan

17.05.2020 Email Linda Bradfield
16.05.2020 Email Kumiko Mendl
16.05.2020 Email Polly Richards
16.05.2020 Email Alex Oma Pius on behalf of IROKO Theatre Company
15.05.2020 Email Dee Collins
15.05.2020 Email Alice Black
15.05.2020 Email Kulvarn Atwal
15.05.2020 Email Robert Duffton
14.05.2020 Email Peter Bazalgette
14.05.2020 Email David Reddaway on behalf of the Goldsmiths' Company
14.05.2020 Email Nigel Carrington
14.05.2020 Email Will Griffiths
14.05.2020 Email Stuart Lipton
13.05.20120 Email Justin King
13.05.2020 Email Philip Miles
13.05.2020 Email Simon Jenkins
12.05.2020 Email Jan Williams
12.05.2020 Email Alistair Fitzpatrick
12.05.2020 Email Hat Margolies
12.05.2020 Email Janet Joan Ellis
12.05.2020 Email Pamela Kerr
12.05.2020 Email Philip Feather
12.05.2020 Email Susan Wardman
11.05.2020 Email Graham Bennett
11.05.2020 Email Susan Clark
11.05.2020 Email Cara Courage
09.05.2020 Email Alan Newman
09.05.2020 Email Danusia Beard
08.05.2020 Email Katy Barrett
07.05.2020 Email Jorn Cooper
07.05.2020 Email Agnes Segal
07.05.2020 Email Steven Wilson
07.05.2020 Email Anne Dorst
07.05.2020 Email Bill Wiffen
07.05.2020 Email Emma Winn
07.05.2020 Email Beatrice Pembroke
07.05.2020 Email Jan Eillis
07.05.2020 Email Judith Evans

07.05.2020 Email Kate Davey
 07.05.2020 Email Laurance and Janet Clark
 07.05.2020 Email Lynne Madgwick
 07.05.2020 Email Marjorie Och
 07.05.2020 Email Peter Clayton
 07.05.2020 Email Philip Hendrick
 07.05.2020 Email Preston Thayer
 07.05.2020 Email Renate Herrmann
 07.05.2020 Email Sally Mohan
 07.05.2020 Email Steve Thompson
 07.05.2020 Email Richard Moore
 06.05.2020 Email Lois Keidan
 05.05.2020 Email Mark Houghton-Berry

Letters of Representation (Appended to the Report)

20.03.2020 Email Jennifer Freeman
 06.06.2020 Email Hazel Brothers

Consultation Responses (In Bold Appended to the Report)

16.01.2020 Email City of London Police
 13.01.2020 Email Thames Water
 24.01.2020 Letter City of London Conservation Area Advisory Committee
 27.01.2020 and 19.05.2020 Letter Historic England
 30.01.2020 Email Ministry of Housing, Communities and Local Government
 30.01.2020 and 21.05.2020 Email Natural England

31.01.2020 Letter The Victorian Society

31.01.2020 Memo Lead Local Flood Authority
 03.02.2020 Letter Smithfield Market Tenants' Association (Holding response)
 05.02.2020 and Email Department of Markets and Consumer Protection (Superintendent)
 07.02.2020 Memo Department of Markets and Consumer Protection (Environmental Health Officer)
 13.02.2020 and 15.05.2020 Memos Department of Markets and Consumer Protection (Air Quality Officer)
 15.02.2020 Letter City Heritage Society
 20.02.2020 Email Network Rail
 22.05.2020 Email Crossrail Limited
 25.02.2020 and 29.05.2020 Letter London Borough of Camden
27.02.2020 Letter Smithfield Market Tenants' Association

03.04.2020 Letter SAVE Britain's Heritage

16.04.2020 Letter Twentieth Century Society

17.04.2020 Email Joe Kenway (Further information on museum design)

27.04.2020 Letter Greater London Authority

22.01.2020 and 07.05.2020 Emails London Underground

04.05.2020 and 10.06.2020 Emails Transport for London

12.05.2020 and 29.01.2020 Email and Letter Environment Agency

15.05.2020 Email Joe Kenway (How the Museum Engages the Local Community with Culture)

22.05.2020 Email Crossrail

05.06.2020 Email Department of Markets and Consumer Protection (Superintendent)

05.06.2020 Email Stanton Williams

09.06.2020 Email Gerald Eve

Appendix A

ENVIRONMENTAL ASSESSMENT ON

Reasoned Conclusion

As required by regulation 26 of the Environmental Impact Assessment (EIA) Regulations the City is required to examine the environmental information and reach a reasoned conclusion on the significant effects of the proposed development on the environment. The environmental information has been examined and a reasoned conclusion has been reached as set out in the officers' report and as summarised in the assessment and conclusions sections of that report. The conclusions have been integrated into the decision as to whether planning permission should be granted.

The SMTA have raised concern that the submitted EIA is not robust and does not comply with the legal requirements for such assessments. In particular, they question the approach taken in the Environmental Statement (ES) with regard the proposed flexible use classes, noting that "...the Local Planning Authority would need to assess each and every potential use class proposed in its minimum and maximum floorspace. From an initial review of the ES it is apparent that the assessment has not been carried out on this basis, but rather assumptions as to floorspace caps within the use classes have been utilised. To be robust such assumptions should be captured as floorspace restrictions in planning permission conditions and/or section 106 obligations".

The applicants and the City agreed the scope of the EIA prior to its submission. The ES provides details of the EIA methodology, the existing site, alternatives and design evolution, the proposed development, the development programme, socioeconomics, archaeology, built heritage, wind microclimate, transport and access, noise, cumulative effects and a summary of residual effects. Air quality has been addressed in a separate Air Quality Assessment which does not form part of the ES, but the assessment of air quality is based on traffic movement assumptions set out in the transport assessment. On the 4th May 2020, the applicants submitted further information to support the ES under regulation 25 of the EIA Regulations.

The planning permission would authorise a range of different uses. The floor areas proposed to be devoted to each use are described in the application materials and summarised in the Table 5.3 of Volume 1 of the ES.

The 'houses' forming the perimeter to the General Market and parts of the Annexe (including the Engine House) are proposed for a range of flexible uses including A1/A2/A3/A4/B1/D1 and D2.

Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 grants planning permission for the classes of development described as permitted development in Schedule 2. Class V of Part 3 of Schedule 2 includes the following description of permitted development:

Development consisting of a change of use of a building or other land from a use permitted by planning permission granted on an application, to another use which that permission would have specifically authorised when it was granted.

Given uncertainty as to the precise disposition of uses in those elements of the development where permission for flexible uses is sought, the City Corporation is of

the view that the method adopted, namely to adopt assumptions as to future use or to assess a worst case scenario are appropriate and effective means of assessing the likely significant effects of the proposed development on the environment. It would be disproportionate to assess every possible quantum and combination of use within the classes referred to, especially given that the class D1 museum use accounts for 80% of the proposed floorspace. In particular:

- i. For the purposes of the transport assessment (ES Volume 4 Appendix 11.2 e.g. at paragraph 5.2.2) assumptions have been made as to the proportion of non-food and food retail uses in the floorspace for which flexible use is proposed. The Applicant describes those assumptions as being adopted in order to forecast a 'worst-case scenario'. Those assumptions inform other aspects of the assessment such as the servicing plan and air quality assessment. Given the range of uses proposed, potential trip generation, and the range of potential uncertainty, it is the City Corporation's view that the approach adopted is an appropriate and effective method for assessing the likely significant effects of the development proposed.
- ii. For the purposes of waste management as set out in the Transport Assessment Addendum section 4.3 (ES Volume 4 Appendix 11.2) assumptions have been made that A3 and A4 uses are calculated at the same waste output. D2 use is calculated at the same waste output as a B1 use in order to forecast a 'worst-case scenario'. As the D2 use would be a gym waste output would be low and it would be assumed that waste would be less than that of an office (Class B1 use). The City Corporation considers this to be an appropriate and reasonable approach to take in order to assess the likely significant effects of the development proposed.
- iii. For the purposes of the socio-economic assessment, and as set out in Table 7.1 in Volume 1 ES Chapter 7, express assumptions have been on employment densities. The City Corporation consider that those assumptions are appropriate and reasonable given the uncertainty as the precise uses to which those part of the premises identified for flexible uses will be put.
- iv. The noise assessment has been based upon assumptions relating to noise break out from the noisiest activities likely to take place within the development which is anticipated to be noise from amplified music within the Museum of London (Appendix 12.3 to the ES). The City Corporation considers this to be an appropriate and reasonable approach to take in order to assess the likely significant effects of the development proposed.

The chapters relating to archaeology, built heritage, wind microclimate, noise and cumulative impact provide a comprehensive assessment of the environmental impacts of the scheme as a whole in these respects.

The local planning authority is satisfied that the environmental statement includes a description of the likely significant effects of the potential range of uses comprised in the proposed development on the environment.

Monitoring and Mitigation Measures

If planning permission were granted, it is considered that monitoring measures should be imposed to secure an archaeological watching brief, a construction logistics plan, a Delivery and Servicing Plan and a Travel Plan. Mitigation measures should be secured including running the General Market and Poultry Market ventilation systems in event mode when functions are taking place that use amplified music and securing footway widening. These as well as other measures, to ensure the scheme is acceptable would be secured and monitored through the S106 agreement, recommended conditions and the S278 agreement.

Appendix B

London Plan Policies

The London Plan policies which are most relevant to this application are set out below:

Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.

Policy 2.11 Within the CAZ, enhance the environment of strategic cultural areas including the Barbican complex.

Policy 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

Policy 2.13 Development proposals within opportunity areas should support the policy direction for the opportunity area.

Policy 3.19 Development proposals that increase or enhance the provision of sports and recreation facilities will be supported.

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;

Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;

Promote London as a suitable location for European and other international agencies and businesses.

Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

Policy 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.

Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and

operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.

Policy 5.5 Developers are required to prioritise connection to existing or planned decentralised energy networks where feasible.

Policy 5.6 Major development proposals should seek to connect to existing heating or cooling networkings.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences will be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

Policy 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

Policy 5.17 Suitable waste and recycling storage facilities are required in all new developments.

Policy 5.18 Encourage development waste management facilities and removal by water or rail transport.

Policy 6.1 The Mayor will work with all relevant partners to encourage the closer integration of transport and development.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.5 Contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

provide parking for disabled people in line with Table 6.2

provide for the needs of businesses for delivery and servicing.

Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.3 Creation of safe, secure and appropriately accessible environments.

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

Policy 7.9 The significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised both in their own right and as catalysts for regeneration. Wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.

Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 8.2 Development proposals should address strategic as well as local priorities in planning obligations.

Relevant draft Intend to Publish London Plan policies

Policy GG1 Seeks good growth that builds on openness, diversity and equality.

Policy GG2 Seeks to create sustainable mixed-use places that make the best use of land.

Policy GG3 Seeks to improve Londoners' health and reduce health inequalities by ensuring the wider determinants of health are addressed including air quality and ventilation within buildings.

Policy GG5 Seeks to conserve and enhance London's global economic competitiveness. Development must fulfil a range of criteria including promoting and supporting London's rich heritage and cultural assets.

Policy GG6 Seeks help London become a more efficient and resilient city improvements in energy efficiency should be sought, buildings should be designed to adapt to climate change, make efficient use of water and avoid contributing to the heat island effect. A safe and secure environment should be created that is resilient to terrorism.

Policy SD4 The unique international, national and London-wide roles of the CAZ based on an agglomeration and rich mix of strategic functions and local uses, should be promoted and enhanced. The distinct environment and heritage of the CAZ should be sustained and enhanced. Measures should be taken to improve air quality in the CAZ. The unique concentration and diversity of cultural, arts, entertainment, night-time economy and tourism facilities should be promoted and enhanced.

Policy SD5 Offices and other CAZ strategic functions are to be given greater weight relative to new residential development in all other areas of the CAZ except those stated in the plan.

Policy D3 All development must make the best use of land by following a design led approach that optimises the capacity of sites. Development proposals should address form and layout, experience and quality and character.

Policy D4 The design quality of development should be maintained by ensuring maximum detail appropriate for design stage, ensuring the wording of planning permission, associated conditions and legal agreements provide clarity regarding the quality of design and avoid considering large elements of design by condition. Consideration should be given to conditioning the ongoing involvement of the original design team to monitor the design quality of development through to completion.

Policy D5 Development proposals should achieve the highest standards of accessible and inclusive design.

Policy D11 Development proposals should maximise building resilience and minimise potential physical risks. Development should include measures to design out crime.

Policy D12 Development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy produced by a third party, suitably qualified assessor.

Policy D13 New noise generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

Policy D14 In order to manage noise development proposals should consider a number of measures including control and mitigation through applying good acoustic design principles.

Policy S6 Large-scale developments that are open to the public should provide and secure free publicly-accessible toilets suitable for a range of users and free changing places toilets.

Policy E1 Improvements to the quality, flexibility and adaptability of office space of different sizes should be supported by new office provision, refurbishment and mixed-use development.

Policy E9 A successful, competitive and diverse retail sector which promotes sustainable access to goods and services for all Londoners should be supported. London's markets should be supported.

Policy HC1 Development proposals affecting heritage assets and their settings should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. Development proposals should avoid harm. Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

Policy HC4 Development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.

Policy HC5 The continued growth and evolution of London's diverse cultural facilities and creative industries are supported.

Policy HC6 Planning decisions should promote the night-time economy, where appropriate, particularly in the CAZ. The range of night time activities should be diversified including extending opening hours of daytime facilities such as shops, cafes, galleries and museums.

Policy S5 It should be ensured that there is sufficient supply of good quality sports and recreational facilities.

Policy G5 Major development proposals should contribute to greening by including urban greening as a fundamental element of site and building design.

Policy SI1 Development proposals should not lead to further deterioration of existing poor air quality and must be air quality neutral. Major proposals should be submitted with an Air Quality Assessment. In order to reduce the impact on air quality during the construction and demolition phase development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance.

Policy SI2 Major development should be net zero carbon. Greenhouse gas emissions should be reduced in line with the energy hierarchy.

Policy SI4 Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and incorporation of green infrastructure. Development proposals should demonstrate through an energy strategy how the potential for internal overheating and reliance on air conditioning systems would be reduced.

Policy S15 the use of mains water, water supplies and resources should be protected and conserved. Development proposals should minimise the use of mains water, achieve BREEAM excellent for the water category and incorporate measures to achieve lower water consumption.

Policy SI7 Referable applications should promote circular economy outcomes and aim to be net zero-waste. A Circular Economy Statement should be submitted.

Policy SI12 Development proposals should ensure that flood risk is minimised and mitigated.

Policy SI13 Development proposals should aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible. There should be a preference for green over grey features.

Policy T1 Development proposals should facilitate all trips in London to be made by foot, cycle or public transport by 2041. Development should make the most effective use of land, reflecting its connectivity and accessibility.

Policy T2 development proposals should be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T4 Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Development proposals should not increase road danger.

Policy T5 Development proposals should remove barriers to cycling and create a healthy environment in which people choose to cycle. Appropriate levels of cycle parking should be secured. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Where it is not possible to provide short stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on street location for the required provision.

Policy T6 Car free development should be the starting point for all development.

Policy T6.5 Disabled persons parking should be provided in accordance with the required standards, ensuring that all non-residential elements provide access to at least one on or off street disabled persons parking bay.

Policy T7 Development proposals should facilitate safe, clean and efficient deliveries and servicing. Adequate space for servicing, storage and deliveries should be made off street, with on street loading bays only used where this is not possible. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. During the construction phase of development, inclusive, safe access for people walking or cycling should be priorities and maintained at all times.

Relevant Draft City Plan 2036 Policies

S1 Healthy and Inclusive City

HL1 Inclusive Buildings and Spaces

HL2 Air Quality

HL3 Noise and Light Pollution

HL4 Contaminated Land and Water Supply

HL6 Public Toilets

HL7 Sports and Recreation

HL9 Health Impact Assessment (HIA)

S2 Safe and Secure City

SA1 *Crowded Spaces*

SA2 Dispersal Routes

SA3 Designing in Security

S3 Housing

HS3 Residential Environment

S4 Offices

OF1 Office Development

S5 Retailing

RE2 Retail Links

S6 Culture, Visitors and the Night-time Economy

CV2 Provision of Visitor Facilities

CV4 Evening and Night-time Economy

S7 Smart Infrastructure and Utilities

IN1 Infrastructure Provision and Connection

S8 Design

DE1 Sustainability Standards

DE2 New Development

DE3 Public Realm

DE4 Pedestrian Permeability

DE5 Terraces and Viewing Galleries

DE6 Shopfronts

DE8 Daylight and Sunlight

DE9 Lighting

S9 Vehicular Transport and Servicing

VT1 The Impacts of Development on Transport

VT2 Freight and Servicing

VT3 Vehicle Parking

S10 Active Travel and Healthy Streets

AT1 Pedestrian Movement

AT2 Active Travel including Cycling

AT3 Cycle Parking

S11 Historic Environment

HE1 Managing Change to Heritage Assets

HE2 Ancient Monuments and Archaeology

S13 Protected Views

S14 Open Spaces and Green Infrastructure

OS1 Protection and Provision of Open Spaces

OS2 City Greening

OS3 Biodiversity

S15 Climate Resilience and Flood Risk

CR1 Overheating and Urban Heat Island Effect

CR2 Flood Risk

CR3 Sustainable Drainage Systems (SuDS)

S16 Circular Economy and Waste

CE1 Zero Waste City

S23 Smithfield and Barbican

S24 Culture Mile Implementation

SB1 Culture Mile Impacts

S25 Smithfield

S27 Planning Contributions

Relevant Local Plan Policies

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS15 Creation of sustainable development

To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate.

CS1 Provide additional offices

To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre.

DM1.3 Small and medium business units

To promote small and medium sized businesses in the City by encouraging:

- a) new accommodation suitable for small and medium sized businesses or occupiers;
- b) office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units;
- c) continued use of existing small and medium sized units which meet occupier needs.

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity

providers, Temporary Building Supply(TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;

- b) reasonable gas and water supply considering the need to conserve natural resources;
- c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
- e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.

4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

DM3.2 Security measures

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;

- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM3.5 Night-time entertainment

- 1) Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:
 - a) the amenity of residents and other noise-sensitive uses;
 - b) environmental amenity, taking account of the potential for noise, disturbance and odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.
- 2) Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate developer contributions.

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.
- 2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

DM10.5 Shopfronts

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.
- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;

- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

CS12 Conserve or enhance heritage assets

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.

3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.

4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
 - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
 - b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
 - c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
 - d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.

4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.5 Climate change resilience

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.
2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.
2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:
 - a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
 - b) the shortest practicable routes between relevant points.
3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.
6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.3 Cycle parking

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.
2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

DM17.2 Designing out construction waste

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;

- d) transport of waste and construction materials by rail or river wherever practicable;
- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

CS18 Minimise flood risk

To ensure that the City remains at low risk from all types of flooding.

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

CS20 Improve retail facilities

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them.

DM20.3 Retail uses elsewhere

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.

2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

CS22 Maximise community facilities

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

Appendix C
Consultation Undertaken with the SMTA

Appendix D
Equalities Impact Assessment

Appendix E

Proposed Changes to Market Loading Bays

Appendix F

Loading Bay Suspensions During Construction Works

SCHEDULE

APPLICATION: 19/01343/FULEIA

Poultry Market And General Market And The Annexe Buildings West Smithfield London

General Market

Partial demolition, repair, refurbishment and extension of the existing building known as the General Market at 43 Farringdon Street on the basement, ground, first and roof levels; creation of a new entrance structure on West Poultry Avenue (and associated refurbishment of the existing canopy over West Poultry Avenue) with new facades to West Smithfield and Charterhouse Street; new entrances on the corner of Farringdon Street and Charterhouse Street; Change of use to provide a museum and ancillary uses and areas, together with a flexible retail, restaurant, drinking establishment and leisure (gym) use for the perimeter 'houses'.

Poultry Market

Partial demolition, repair, refurbishment and alteration of the existing building known as the Poultry Market, Charterhouse Street at basement, ground and first levels; change of use to a museum and ancillary uses and areas.

Annexe Site (Red House, Iron Mountain, Fish Market and Engine House)

Partial demolition, refurbishment and extension of the existing buildings known as the Annexe Site at 25 Snow Hill and 29 Smithfield Street at basement, ground, first, second and third levels; creation of a triple height canopy above a public realm space; change of use to a flexible museum, offices, retail, restaurant, drinking establishment, events and functions use. Refurbishment of and minor alterations to the existing building known as the Engine House at West Smithfield at basement and ground levels; Change of use to a flexible retail and museum use.

(The proposal would provide 33,340sq.m of Museum floorspace (Class D1), 4254sq.m of flexible A1/A2/A3/A4/B1/D1 & D2 floorspace, 2459sq.m of flexible B1/D1 floorspace, 812sq.m of flexible A3/A4/D1 & D2 floorspace, 23sq.m of flexible A1/D1 floorspace and 86sq.m of flexible A1/A3/A4/D1 floorspace.)

This application is accompanied by an Environmental Statement. Copies of the Environmental Statement from Gerald Eve LLP, 72 Welbeck Street, London, W1G 0AY

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.**

- 2 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. A stated scheme of deconstruction logistics may be submitted in respect of the individual buildings but no works in any individual stage shall be commenced until the related deconstruction logistics plan has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan(s) shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Deconstruction Logistics Plan(s) shall be subject to consultation with Transport for London, due to the close proximity of the site to the Transport for London Road Network. The Plan(s) must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan (s) or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.

- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 4 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 5 Prior to the commencement of the development a final Circular Economy Statement shall be submitted to and approved in writing by the Local Planning Authority, providing final details on how the buildings would adhere to circular economy principles: build in layers, design out waste, design for longevity, design for flexibility and adaptability, design for disassembly and using systems, elements or materials that can be re-used and recycled. A staged final Circular Economy Statement may be submitted in respect of the individual buildings but no development in any individual stage shall be commenced until the related final Circular Economy Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it reduces the demand for redevelopment, encourages re-use and reduces waste in accordance with the following policies in the Development Plan and draft Development Plans: Draft London Plan; GG5, GG6, D3, SI 7, SI 8 - Local Plan; CS 17, DM 17.2 - Draft City Plan 2036; S16, CEW 1. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 6 No works below basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be

carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4. These details are required prior to commencement of works below basement slab level in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 7 No works below basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ. A staged scheme of details may be submitted in respect of the individual buildings but no development in any individual stage shall be commenced until the related details have been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4. These details are required prior to commencement of works below basement slab level in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 8 A. No work below basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. A staged investigation and risk assessment may be submitted in respect of the individual buildings but no development in any individual stage shall be commenced until the related details have been submitted to and approved in writing by the Local Planning Authority.

B. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the local planning authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the following policy the Local Plan: CS15. These details are required prior to commencement of works below basement slab level in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 9 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.

These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 10 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 11 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. A stated scheme of construction logistics may be submitted in respect of the individual buildings but no works in any individual stage shall be commenced until

the related construction logistics plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan(s) shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Construction Logistics Plan(s) shall be subject to consultation with Transport for London, due to the close proximity of the site to the Transport for London Road Network. The Plan(s) must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan(s) or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 12 There shall be no construction on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to construction in order that the impact on amenities is minimised from the time that the construction starts.

- 13 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve the BREEAM rating or the Annexe site shall be submitted to and approved in writing by the local planning authority.

REASON: To provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any

changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 14 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, rainwater harvesting systems, flow control devices, pumps, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 45.7 l/s from the museum portion area of the site and 10.2 l/s from the annex portion of the site, provision should be made for an attenuation volume capacity capable of achieving this, an intelligent rainwater harvesting system shall be included;
 - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
 - (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.
- REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 15 Before the shell of the first building is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) A Lifetime Maintenance Plan for the SuDS system to include:
 - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
 - A Maintenance Inspection Checklist/Log;
 - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
- REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 16 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device and provide such measures as are necessary to protect the areas around the museum

entrances and other spaces where crowding is expected, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.

REASON: To ensure that the premises and its surrounds are protected from road vehicle borne damage in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 17 Before any works thereby affected are begun to the Poultry Market the following details shall be submitted to and approved in writing by the Local Planning Authority and all works pursuant to this consent shall be carried out in accordance with the approved details:
- a) particulars and samples of all repairs to original external fabric of the Poultry Market, including but not limited to the hexagonal glass blocks, all brickwork types, ceramic tiles, granite and concrete mixes;
 - b) particulars and samples of the proposed replacement glazing systems across the building including a scale mockup of the proposed clerestorey glazing and samples of the proposed fritted glass;
 - c) particulars and samples of the proposed new elements of the building's entrances including signage, overpanels and roller shutters;
 - d) particulars and samples of the metal framework for West Poultry Avenue signage including junctions with existing fabric and associated infrastructure;
 - e) details of the conversion of the pavement lights to smoke vents;
 - f) details of the integration of plant, flues, fire escapes, lift overruns and other excrescences at roof level.
 - g) details of the ramp landings and entrances to the lecture theatre and school arrival area.
 - h) details of the layout of the first floor visitor WCs with alternate handing.
 - i) details of the layout of the ground floor accessible WC adjacent to the waste store and loading bay.
 - j) details of the layout of the four wheelchair accessible staff WCs at first floor level.
 - k) details of the layout of the wheelchair accessible baby change facility.

REASON: To ensure that the Local Planning Authority is satisfied with the proposed detail and to ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

- 18 Before any works thereby affected are begun details and material samples of works to all external faces of the General Market including a specification of works detailing the methods and materials to be used to

undertake the proposed works, to be submitted to and approved in writing by the Local Planning Authority, including details of the following, and all works pursuant to this consent shall be carried out in accordance with the approved details:

- (a) All repaired and new shopfronts;
- (b) Awnings;
- (c) All roof level alterations and extensions
- (d) All external building services and M&E plant
- (e) All external lighting;
- (f) The 'Art Canvas' and associated structures;
- (g) All new and re-instated doors and treatment of openings (including security shutters where relevant);
- (h) All new fenestration (including where relevant windows, rebates and grills)
- (i) The 'Museum Displays' either side of the West Smithfield former vehicular entrance;
- (j) Details of all new terraces including planters and all other fixtures;

(k) Restaurant roof in the General Market and junctions with retained elevations;

(l) Works to the canopy over West Smithfield connecting the General and Fish Market;

(m) New and repaired drainage;

(n) Cleaning of external surfaces;

(o) Any other excrescences at roof level;

(p) The access arrangements into the tenant houses;

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 19 Before any works thereby affected are begun details and material samples of works to all external faces of the Annexe Site including a specification of works detailing the methods and materials to be used to undertake the proposed works, to be submitted to and approved in writing by the Local Planning Authority, including details of the following, and all works pursuant to this consent shall be carried out in accordance with the approved details:

- (a) All roof level alterations and extensions
- (b) All external building services and M&E plant
- (c) All external lighting;
- (d) Reinstated chimneys, sculpture and other architectural details on the Fish Market;
- (e) All new and re-instated doors and treatment of openings (including security shutters where relevant);
- (f) All new fenestration (including where relevant windows, rebates and grills)
- (g) The Iron Mountain Canopy, including junctions with the Fish Market and Red House;

(h) Details of all new terraces including planters and all other fixtures;

(i) Works to the canopy over West Smithfield connecting the General and Fish Market;

(j) Alterations to the parapet of the Engine House;

(k) New and repaired drainage;

(l) Cleaning of external surfaces;

(m) Any other excrescences at roof level;

(n) The top landing of the Fish Market West Smithfield entrance;

(o) The location of the non-standard cycle storage facilities in the Red House basement;

(p) The location and means of access to cycle parking facilities within the Annexe buildings.

(q)

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 20 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
- (c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 21 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.

- 22 Prior to any plant being commissioned and installed in or on the buildings an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. A staged Air Quality report may

be submitted in respect of the individual buildings but no works in any individual stage shall be commenced until the related Air Quality Assessment has been submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The development shall be carried out in accordance with the measures detailed in the report(s) and shall thereafter be maintained in accordance with the approved report(s) for the life of the installation in or on the buildings.

REASON: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 23 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid odour penetration to the upper floors from the potential Class A uses. The details approved must be implemented before the Class A use takes place.

REASON: In order to protect commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 24 No cooking shall take place within any Class A1, A3, or A4 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.

REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

- 25 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants.

REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.

- 26 Details of the construction, planting, irrigation and maintenance regime for the proposed green roofs on the Annexe site shall be submitted to

and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 27 Details of the construction, planting, irrigation and maintenance regime for the proposed green roof on the General Market shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 28 Prior to the commencement of the relevant works, a full Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of all luminaires, associated infrastructure, and the lighting intensity, uniformity, colour and any associated measures to reduce the potential for glare. All works pursuant to this consent shall be carried out in accordance with the approved details.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan:

- 29 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) for the Poultry Market, General Market and Annexe site shall be submitted as soon as practicable after practical completion of the respective buildings.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 30 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying the kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors from the potential Class A uses. The details approved must be implemented

before the Class A use commences and so maintained thereafter.

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.

- 31 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

- 32 All work in making good shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this permission.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.

- 33 No doors, gates or windows at ground floor level shall open over the public highway.

REASON: In the interests of public safety.

- 34 Permanently installed pedal cycle racks shall be provided and maintained in the Poultry Market throughout the life of the building sufficient to accommodate a minimum of 42 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 35 Permanently installed pedal cycle racks shall be provided and maintained across the General Market Houses throughout the life of the building sufficient to accommodate a minimum of 12 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 36 Permanently installed pedal cycle racks shall be provided and maintained in the Annexe building throughout the life of the building sufficient to accommodate a minimum of 45 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 37 Changing facilities and showers shall be provided in conjunction with the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.5.
- 38 The development shall provide:
33,340sq.m of Museum floorspace (Class D1)
4254sq.m of flexible A1/A2/A3/A4/B1/D1 & D2 floorspace
2459sq.m of flexible B1/D1 floorspace
812sq.m of flexible A3/A4/D1 & D2 floorspace
23sq.m of flexible A1/D1 floorspace
86sq.m of flexible A1/A3/A4/D1 floorspace
A4 floorspace capped at 810 sq.m on the General Market site and 900 sq.m on the Annexe site.
REASON: To ensure the development is carried out in accordance with the approved plans.
- 39 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM108, DM16.2.
- 40 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission:
Site Demise PL001 rev.PA01(Proposed Site - Demise Line - Above Ground); PL002 rev.PA01(Proposed Site - Demise Line - Below Ground);
SitePL003) rev.PA01(Proposed - Location Plan; PL005 rev.PA02 (Proposed - Site Plan);
(Demolition / Fabric Removal : Plans)PL040 rev. PA01 (Demolition PM - Plan - Basement); PL041 rev.PA01 (Demolition PM - Plan - Basement Mezzanine); PL042 rev.PA02 (Demolition PM - Plan - Ground); PL043 rev.PA01 (Demolition PM - Plan - First); PL044 rev.PA01 (Demolition PM - Plan - Second (Roof Plant)); PL045 rev.PA01 (Demolition PM -

Plan - Roof); PL046 rev.PA01 (Demolition GM - Plan - Basement Sheet 1); PL047 rev.PA02 (Demolition GM - Plan - Basement Sheet 2); PL048 rev.PA01 (Demolition GM - Plan - Basement Mezzanine); PL049 rev.PA01 (Demolition GM - Plan - Lower Ground Floor); PL050 rev.PA02 (Demolition GM - Plan - Ground Floor); PL051 rev.PA02 (Demolition GM - Plan - First Floor); PL052 rev.PA02 (Demolition GM - Plan - Second Floor); PL053 rev.PA01 (Demolition GM - Plan - Roof); PL054 rev.PA01(Demolition Annexe - Plan - Basement & Mezzanine); PL055 rev.PA01(Demolition Annexe - Plan - Ground); PL056 rev.PA01(Demolition Annexe - Plan - First); PL057 rev.PA01(Demolition Annexe - Plan - Second); PL058 rev.PA01(Demolition Annexe - Plan - Third); PL059 rev.PA01(Demolition Annexe - Plan - Roof Terrace); PL060 rev.PA01(Demolition Annexe - Plan - Roof) (Demolition / Fabric Removal : Elevations) PL061 rev.PA01(Demolition PM - Elevations - North & East); PL062 rev.PA02(Demolition PM - Elevations - South & West); PL063 rev.PA02(Demolition GM - Elevations - North & East); PL064 rev.PA02 (Demolition GM - Elevations - South & West); PL065 rev.PA01(Demolition Annexe - Elevations - North & Engine House Elevations); PL066 rev.PA01(Demolition Annexe - Elevations - East & South); PL067 rev.PA01(Demolition Annexe - Elevations - Iron Mountain Elevations); Demolition / Fabric Removal : Sections PL068 rev.PA01(Demolition PM - Sections - East - West & North - South); PL069 rev.PA01(Demolition PM - Short Sections - North - South & South - North); PL070 rev.PA01(Demolition PM - Section - Loading Bay & Learning Bay); PL071 rev.PA01; (Demolition GM - Sections - North - South & East - West) PL072 rev.PA01(Demolition Annexe - Sections - AA & BB). Proposed : Plans PL073 rev.PA01(Proposed PM - Plan - Basement); PL074 rev.PA01(Proposed PM - Plan - Basement Mezzanine); PL075 rev.PA02 (Proposed PM - Plan - Ground) ; PL076 rev.PA01(Proposed PM - Plan - First); PL077 rev.PA01(Proposed PM - Plan - Second (Roof Plant)); PL078 rev.PA01 (Proposed PM - Plan - Roof); PL079 rev.PA02 (Proposed GM - Plan - Basement Sheet 1); PL080 rev.PA02 (Proposed GM - Plan - Basement Sheet 2); PL081 rev.PA01(Proposed GM - Plan - Basement Mezzanine); PL082 rev.PA01 (Proposed GM - Plan - Lower Ground Floor); PL083 rev.PA02 (Proposed GM - Plan - Ground Floor); PL084 rev.PA02 (Proposed GM - Plan - First Floor); PL085 rev.PA02 (Proposed GM - Plan - Second Floor); PL086 rev.PA01 (Proposed GM - Plan - Roof); PL087 rev.PA02 (Proposed Annexe - Plan - Basement); PL088 rev.PA02 (Proposed Annexe - Plan - Ground); PL089 rev.PA01 (Proposed Annexe - Plan - First); PL090 rev.PA01(Proposed Annexe - Plan - Second); PL091 rev.PA01(Proposed Annexe - Plan - Third); PL092 rev.PA01(Proposed Annexe - Plan - Roof Terrace); PL093 rev.PA01(Proposed Annexe - Plan - Roof). Proposed : Elevations

PL094 rev.PA01(Proposed PM - Elevations - North & East); PL095 rev.PA02(Proposed PM - Elevations - South & West); PL096 rev.PA02; (Proposed GM - Elevations - North & East); PL097 rev.PA01(Proposed GM - Elevations - South & West); PL098 rev.PA01(Proposed Annexe - Elevations - North & Engine House Elevations); PL099 rev.PA02 (Proposed Annexe - Elevations - East & South); PL100 rev.PA01(Proposed Annexe - Elevations - Iron Mountain Elevations).

Proposed : Sections

PL101 rev.PA02(Proposed PM - Sections - East - West & North - South); PL102 rev.PA02(Proposed PM - Short Sections - North - South & South - North); PL103 rev.PA01(Proposed PM - Section - Loading Bay & Learning Bay); PL104) rev.PA01(Proposed GM - Sections - North - South & East - West; PL105 rev.PA01(Proposed Annexe - Sections - AA & BB).

Site Sections

PL106 rev.PA02(Proposed PM & GM - Section - East - West); PL107 rev.PA01(Proposed GM & Annexe - Section - North - South).

Facades / Internal Elevations & Bay Studies

PL108 rev.PA01(Proposed PM - Internal Elevation - First Floor Balcony North & East); PL109 rev.PA01(Proposed PM - Internal Elevation - First Floor Balcony South & West); PL110 rev.PA01(Proposed PM - Bay Study - West Smithfield Street Ground and First Floor Glazing); PL111 rev.PA01(Proposed PM - Bay Study - West Smithfield Street Dome Clerestorey); PL112 rev.PA01(Proposed PM - Bay Study - Learning Entrance); PL113 rev.PA01(Proposed PM - Elevation - East Poultry Avenue External Doors); PL114 rev.PA01(Proposed PM - Elevation - East Poultry Avenue UKPN); PL115 rev.PA01(Proposed PM - Section - Monitor Roof); PL116 rev. PA01(Proposed PM - Elevation & Plan - West Poultry Avenue Entrance); PL117 rev.PA01(Proposed GM - Elevation & Plan - West Smithfield Street Former Entrance); PL118 rev.PA01(Proposed GM - Elevation & Plan - Charterhouse Former Entrance); PL119 rev.PA01(Proposed GM - Section & Plan - Restaurant Roof); PL120) rev.PA01(Proposed GM - Elevation & Plan - Harts Corner Entrance; PL121 rev.PA01(Proposed GM - Elevation & Plan - Existing Shopfront Repaired); PL122 rev.PA01(Proposed GM - Elevation & Plan - Display window on West Smithfields); PL123 rev.PA01(Proposed GM - Elevation - Caf? Window); PL124 rev.PA01(Proposed GM - Elevation - Snow Hill Entrance); PL125 rev.PA01(Proposed GM - Elevation & Plan - Display Window on Charterhouse); PL126 rev.PA01(Proposed GM - Elevation - Bookshop Window); PL127. PA01(Proposed GM - Elevation - Farringdon Road) rev; PL128rev.PA01 (Proposed Annexe - Bay Study - Fish Market West Smithfield Entrance); PL129 rev.PA01(Proposed Annexe - Bay Study - Fish Market West Smithfield Corner Tower); PL130 rev.PA02(Proposed Annexe - Bay Study - Red House (Northern Portion) East); PL131 rev.PA01(Proposed Annexe - Bay Study - Red House (Southern Portion) East); PL132 rev.PA01(Proposed Annexe - Bay Study - Iron Mountain Canopy & Red House West Side); PL133 rev.PA01(Proposed Annexe - Bay Study - Iron Mountain Canopy & Red

House Extension); PL134 rev.PA0(Proposed Annexe - Bay Study - Iron Mountain Canopy & Fish Market East Side)1; PL135) rev.PA01(Proposed Annexe - Bay Study - Engine House North & West; rev.PA01 PL141 (Proposed PM- Bay study - Lecture Theatre Entrance); PL142 rev.PA01(Demolition / Proposed PM - Section - West Poultry Avenue).

Details

PL136 rev.PA01(Proposed GM - Section - Dome); PL137 rev.PA01(Proposed GM - Details - Lantern); PL138 rev.PA01(Proposed GM - Details - Lantern Louvres); PL139 rev.PA01(Proposed GM - Details - Long Gutter); PL140 rev.PA01(Proposed GM - Details - Skylight System).

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

- 2 The Mayor of London has adopted a new charging schedule for Community Infrastructure Levy ("the Mayoral CIL charge or MCIL2") on 1st April 2019.

The Mayoral Community Levy 2 Levy is set at the following differential rates within the central activity zone:

Office £185 sq.m

Retail £165 sq.m

Hotel £140 sq.m

All other uses £80 per sq.m

These rates are applied to "chargeable development" over 100sq.m (GIA) or developments where a new dwelling is created.

The City of London Community Infrastructure Levy is set at a rate of #75 per sq.m for offices, #150 per sq.m for Riverside Residential, #95 per sq.m for Rest of City Residential and #75 for all other uses.

The CIL will be recorded on the Register of Local Land Charges as a legal charge upon "chargeable development" when planning permission is granted. The Mayoral CIL will be passed to Transport for London to help fund Crossrail and Crossrail 2. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and interested parties will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Where a liable party is not identified the owners of the land will be liable to pay the levy. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 4 Service providers are required to have regard to obligations under the Equality Act 2010. In the exercise of their functions, due regard needs to be given to:-
- elimination of discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
 - advancement of equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - fostering good relations between persons who share a relevant protected characteristic and persons who do not share it

The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

5 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:

(a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site the Department of Markets and Consumer Protection should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

(f) The use of premises for the storage, handling, preparation or sale of food.

(g) Use of the premises for public entertainment.

(h) Approvals relating to the storage and collection of wastes.

(i) The detailed layout of public conveniences.

(j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.

(k) The control of noise from plant and equipment;

(l) Methods of odour control.

- 6 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

(a)

The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b)

Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d)

Deconstruction or Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department including payment of any agreed monitoring contribution.

Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

(g)

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

(h)

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

Developers are encouraged to install non-combustion renewable technology to work towards energy security and carbon reduction targets in preference to combustion based technology.

Standby Generators

(j)

Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

(k)

There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

Cooling Towers

(l)

Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

Noise Affecting Residential Properties

(m)

The proposed residential flats are close to busy roads and are in an existing commercial area which operates 24 hours a day. The scheme should include effective sound proofing of the windows and the provision of air conditioning or silent ventilation units to enable the occupants to keep their windows closed to benefit from the sound insulation provided. This may need additional planning permission.

(n)

The proposed residential units are located in a busy City area that operates 24 hours a day and there are existing road sweeping, deliveries, ventilation plant and refuse collection activities that go on through the night. The units need to be designed and constructed to minimize noise disturbance to the residents. This should include acoustic treatment to prevent noise and vibration transmission from all sources. Sound insulation treatment needs to be provided to the windows and either air conditioning provided or silent ventilation provided to enable the windows to be kept closed yet maintain comfortable conditions within the rooms of the flat. This may need additional planning permission.

Ventilation of Sewer Gases

(o)

The sewers in the City historically vent at low level in the road. The area containing the site of the development has suffered smell problems from sewer smells entering buildings. A number of these ventilation grills have been blocked up by Thames Water Utilities. These have now reached a point where no further blocking up can be carried out. It is therefore paramount that no low level ventilation intakes or entrances are adjacent to these vents. The Director of Markets and Consumer Protection strongly recommends that a sewer vent pipe be installed in the building terminating at a safe outlet at roof level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level

away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas.

Food Hygiene and Safety

(p)

Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

(q)

If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

(r)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: www.smokefreeengland.co.uk.

- 7 The provisions of Part 3, Class V, of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 2015 will permit changes of use between the approved flexible use combinations for a period of ten years from the date of this permission.