



Planning and Transportation Committee

Date: TUESDAY, 23 JUNE 2020
Time: 9.30 am
Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)
HTTPS://YOUTU.BE/TNGSHGZAFHC (ACCESSIBLE REMOTELY)

Members:

Deputy Alastair Moss (Chair)	Christopher Hill
Sheriff Christopher Hayward (Deputy Chairman)	Alderman Robert Hughes-Penney
Munsur Ali	Deputy Jamie Ingham Clark
Rehana Ameer	Shravan Joshi
Randall Anderson	Oliver Lodge
Adrian Bastow	Natasha Maria Cabrera Lloyd-Owen
Peter Bennett	Andrew Mayer
Mark Bostock	Deputy Brian Mooney (Chief Commoner)
Deputy Keith Bottomley	Sylvia Moys
Henry Colthurst	Graham Packham
Deputy Peter Dunphy	Susan Pearson
Alderman Emma Edhem	Judith Pleasance
John Edwards	Deputy Henry Pollard
Sophie Anne Fernandes	James de Sausmarez
Marianne Fredericks	Oliver Sells QC
Alderman Prem Goyal	William Upton QC
Tracey Graham	Alderman Sir David Wootton
Graeme Harrower	

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Accessing the Virtual Public Meeting

Members of the public can view the virtual public meeting at the link below:

<https://youtu.be/tNGsHGZafhc>

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 2 June 2020.

For Decision
(Pages 1 - 24)
4. **PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**
To receive the *draft* public minutes and summary of the Sub-Committee meeting held on 26 May 2020.

For Information
(Pages 25 - 28)
5. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 29 - 32)
6. **POULTRY MARKET AND GENERAL MARKET AND THE ANNEXE BUILDINGS WEST SMITHFIELD LONDON EC1A 9PS**
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 33 - 348)
7. **81 NEWGATE STREET LONDON EC1A 7AJ**
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 349 - 458)
8. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - PHASE 3**
Report of the Director of the Built Environment.

For Decision
(Pages 459 - 534)

9. **TABLES AND CHAIRS - ASSESSMENT CRITERIA, FINANCIAL IMPLICATIONS AND PROCESSES IN RESPONSE TO COVID-19 LOCKDOWN AND EASING THEREOF**
Report of the Director of Markets and Consumer Protection.
- For Decision**
(Pages 535 - 546)
10. **PUBLIC LIFT REPORT**
Report of the City Surveyor.
- For Information**
(Pages 547 - 550)
11. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.
- For Information**
(Pages 551 - 560)
12. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.
- For Information**
(Pages 561 - 570)
13. **REPORT OF ACTION TAKEN BETWEEN MEETINGS**
Report of the Town Clerk.
- For Information**
(Pages 571 - 572)
14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
16. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.
- For Decision**

Part 2 - Non-public Agenda

17. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 2 June 2020.

For Decision
(Pages 573 - 574)

18. **SECURE CITY PROGRAMME - GATEWAY 4C REPORT**

Joint report of the Director of the Built Environment and the Commissioner of the City of London Police.

For Decision
(Pages 575 - 594)

19. **BRIDGE HOUSE ESTATES STRATEGIC REVIEW - UPDATE FOUR**

Joint report of the Town Clerk & Chief Executive, the Chief Grants Officer & Director of City Bridge Trust.

For Information
(Pages 595 - 600)

20. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

21. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 2 June 2020

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 11.00 am

Present

Members:

Deputy Alastair Moss (Chairman)	Alderman Robert Hughes-Penney
Sheriff Christopher Hayward (Deputy Chairman)	Deputy Jamie Ingham Clark
Munsur Ali	Shravan Joshi
Rehana Ameer	Oliver Lodge
Randall Anderson	Natasha Maria Cabrera Lloyd-Owen
Peter Bennett	Deputy Brian Mooney (Chief Commoner)
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Graham Packham
Henry Colthurst	Susan Pearson
Deputy Peter Dunphy	Judith Pleasance
Alderman Emma Edhem	Deputy Henry Pollard
John Edwards	James de Sausmarez
Marianne Fredericks	Oliver Sells QC
Alderman Prem Goyal	William Upton QC
Tracey Graham	Alderman Sir David Wootton
Graeme Harrower	

Officers:

Gemma Stokley	- Town Clerk's Department
Joseph Anstee	- Town Clerk's Department
Leanne Murphy	- Town Clerk's Department
Chandni Tanna	- Media Officer
Fleur Francis	- Comptroller and City Solicitors Department
Carolyn Dwyer	- Director of Built Environment
David Horkan	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Danielle Maalouf	- Senior Technology Support Partner
Richard Steele	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Rachel Pye	- Markets & Consumer Protection

Introductions

The Town Clerk opened the meeting by introducing herself and stating that the Committee was quorate.

A roll call of Members present was undertaken by the Town Clerk who also reminded those participating to alert her to any technical issues they might experience as the meeting progressed.

1. **APOLOGIES**

There were no apologies.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations.

3. **MINUTES**

The Committee considered the public minutes and non-public summary of the virtual meeting held on 14 May 2020 and approved them as a correct record.

4. **TOWER BRIDGE SERVICE TRENCHES REFURBISHMENT - GATEWAY 3/4 - OPTIONS APPRAISAL (REGULAR)**

The Committee considered a report of the Director of the Built Environment regarding Tower Bridge Service Trenches Refurbishment.

A Member commented that the Deputy Chairman had recently appeared in the media to explain why Tower Bridge was to be closed for an extended period of time for maintenance work. He therefore questioned why it had not been possible to incorporate this particular piece of work into this closure and what the anticipated timing of this work would be. Officers reported that as much additional work as possible was carried out during the recent closure however, it had not been possible to negotiate an extension to that period to also allow for these works to be carried out. Members were informed that it may be possible to carry out these works without any additional complete closures, using just pedestrian footway closures and ensuring as minimal an impact as possible. The works were being brought forward at the present time as a risk mitigation to the much bigger replacement project.

Another Member referred to the paragraph on risk within the report, noting that the principle risk to the project was the condition of the current frameworks. He questioned how long this risk would take to assess and whether, if it were concluded that some of the existing frameworks are not sufficient, other options would be looked at. Officers commented that whilst this was the greatest risk to the project, it was felt that it was unlikely but could not be entirely discounted. Some investigations had already been carried out and further investigations, particularly around asbestos, would allow for more areas to be opened up and for this to be considered further. Members were informed that, if this risk were to materialise, the solution would be to replace the channel section entirely.

The Chair followed up on the point made around the timing of the works in the context of the proposed COVID-19 recovery/transportation response works and the active travel plans in place. He sought assurances that Officers would coordinate the various projects to create a joined-up approach across the Square Mile. Officers responded that, as Tower Bridge was outside of the City

this would be co-ordinated with TfL and with the network generally, working collaboratively with the surrounding boroughs.

RESOLVED – That:

- 1) Additional budget of £400,000 is approved for staff costs, fees, investigations and trial installations, to reach the next Gateway;
- 2) The revised project budget of £50,000 (excluding risk) is noted;
- 3) The total estimated cost of the project at £425,000 (excluding risk) is noted;
- 4) The fact that no Costed Risk Provision is requested at this stage, although £120,000 of costed risks against asbestos and contamination are identified in the Project Risk Register is noted. These will be reviewed at the next gateway following completion of investigations.
- 5) Option 3 is approved (Replace covers with bespoke lightweight ductile iron alternative, within existing seating frames).

5. DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT

The Committee discussed a report of the Director of the Built Environment which provided Members with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

Officers presented the report by drawing Members attention to significant risk changes, detailed within paragraph 12 of the report, of which there were two. One was an actual change to the risk score in relation to major projects and key programmes which had increased for the second time and the other (not being alive to the needs/requirements of the world business centre and the political environment) had not increased sufficiently to change the risk score but had, nonetheless, increased in terms of likelihood as a result of the current pandemic.

Officers also referred to the identification of new risks, particularly those related to COVID-19. Members were informed that three Bronze groups had been established – two reporting to this Committee and one reporting to Port Health and Environmental Services Committee. Each Bronze Group has a risk and two higher, departmental level risks had been identified. These were, unusually, being reported to both Committees because it was not felt that it was possible to sufficiently separate out the issues between the two. The two bronze risks relating to this Committee – Highways and Parking Enforcement and Development and Construction were detailed further in Appendix 3.

Finally, Officers reported that the highest level risk – Road Safety – had been reviewed.

The Chair asked that Members try to focus questions around how the risks were controlled and managed as opposed to the subject matter of individual risks given that these were so far ranging.

A Member remarked that Officers had commented on the way that some of the risks had moved over this past quarter and commented that the Audit and Risk Management Committee were scheduled to meet this afternoon where they would be looking at risks using a 'flightpath'. He questioned whether this Committee might also have a flightpath block within future reports to depict how various risks had been managed over time against expectations. The Member went on to remark specifically on Road Safety and noted that the ambition here was still to maintain a red risk. He questioned whether this was sufficiently ambitious or whether it could be managed downwards, below Red into Amber as a target. He commented that, now that the new Local Plan had been approved with all of the various transport features within it, this might be able to be reviewed. Finally, the Member commented on the new risks added to the report noting that these currently had no target risk scores assigned to them and questioning whether these would be added to future reports once the new risks had been established.

Officers responded to the points made by stating that they had previously experimented with risk flightpaths. However, the way that the corporate risk system was built only allowed flightpaths that depicted changes for a defined number of recent reports/revisions. As some risks were reviewed more frequently than others it was also highlighted that the time base for these flightpaths would be very different for each of the risks and that they would not therefore be directly comparable. Officers suggested that they generate a set of flightpaths for the existing risks and share these with the Member for discussion outside of the meeting. In terms of reducing the Road Safety risk to Amber, Officers reported that the issue with this was that this would require a likelihood of 'rare' on the corporate scoring grid given that the impact of death is always going to be extreme. The criteria for rare would be that there was unlikely to be a death on the City's roads within a ten-year period and it was not felt that this was realistic. Whilst there was a long-term ambition in the Transport Strategy for no one to be killed or seriously injured on the City's streets, the level change needed to achieve that was significant and would certainly take longer than 2-3 years and the 2022/23 target date referred to within the risk report.

With regard to target risk scores relating to COVID-19, Officers highlighted that these were not classic risks that they were used to dealing with and that there was therefore some uncertainty as to how they were to be analysed. However, the next quarterly report would contain such targets and Officers were currently confident that they were doing all necessary to mitigate these risks.

Another Member questioned whether it would still be possible, given the ongoing pandemic, to achieve the target risk score of 16 by the target date of March 2022 in relation to road safety. Officers commented that they were confident that this could still be achieved. The pandemic and the transportation response that would be considered at the next agenda item, may, in some ways, assist in achieving this quicker than originally anticipated, particularly if there were opportunities and it was appropriate to make some of the temporary changes proposed permanent in due course. These works might accelerate the delivery of some of the changes to make the City's streets safer. Members were also informed that some of the big moves in terms of road danger

reduction were still on track, in particular the submission later this month to the Department for Transport for approval of the City's 15mph speed limit. The Chair added that, from his own recent dealings with the Department for Transport, they were currently very focused on the ambitions around the City's Transport Strategy for London and the UK and that he would therefore be very surprised if they were not receptive to these proposals.

A Member questioned, under the road safety risk, whether the organisation was properly recognising that as the risks and levels of motor traffic in the City were reduced, increased risks would emerge for cyclists. He sought assurances that appropriate measures were being put in place to specifically address this. Officers reported that the road danger reduction approach being taken, as set out within the Transport Strategy, is a risk-based approach, focusing on the causes of risks on the City's streets and concentrating efforts around the biggest risks. At present, the biggest risk remained motor vehicles which are the largest, fastest moving and most dangerous vehicles on the City's streets. However, efforts were still being made to work alongside the City of London Police to enforce against dangerous cycling and irresponsible/inappropriate behaviour on the part of cyclists.

The Member responded to thank Officers for these reassurances but added that these issues were already arising with cyclists taking advantage of the reduced traffic flows in the City and asked that actions were taken quickly to address this. He added that it would not be unique if a pedestrian were to be killed by a cyclist given that this had occurred relatively recently on one of the bridges.

RESOLVED – That Members note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

6. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - PHASE 2**

The Committee considered a late, separately circulated report of the Director of the Built Environment regarding City Streets and Phase 2 of the Transportation response to support COVID-19 recovery.

Officers introduced the report and explained that work was moving at pace in response to an evolving situation. They explained that this report set out proposals for the second phase of measures to facilitate social distancing on the City's streets, to ensure that residents, workers and visitors are safe when travelling in the City and support businesses as staff return to workplaces. These proposals built on the first Phase approved at the last meeting of this Committee, to create a network that connects rail and underground stations and key destinations within the Square Mile. The changes were to be temporary and could be adapted if required and as circumstances changed. Proposals also took into account the need to maintain access for disabled street users and those with mobility impairments. Members were informed that analysis for Phase 2 was now underway and that Officers would seek to minimise impacts to all groups with protected characteristics and the

recommendations from that analysis would inform the detailed design of these proposals. Officers added that they were also continuing to liaise with the City of London Access Group on these proposals and would be gathering feedback from the public once changes had been implemented and this would allow adjustments to be made if necessary. Because of the pace required on this work, delegated authority was also sought at this stage to approve the detailed design and delivery of Phase 1. Members were reminded that these proposed interventions were in line with the longer term objectives of the Transport Strategy and that the temporary changes delivered by this programme of works would be monitored and feedback sought that would allow Officers to assess the potential and appropriateness of making any of these changes permanent in due course.

Finally, Members were informed that a funding request had been submitted to TfL for the Phase 2 works and were awaiting a decision on this. Later this week, Officers would also apply for funding from the Department for Transport's Emergency Active Travel Fund. TfL had indicated, informally at this stage, that the funding request for Phase 1 works had been approved and all necessary Committee authorities/TfL approvals for these first phase works were also now in place. It was therefore reported that delivery of Phase 1 interventions would commence this week on Lombard Street, St Mary Axe, Coleman Street and Poultry. Changes to Cannon Street, Threadneedle Street, Old Broad Street and Leadenhall would be delivered from Monday 8 June.

Officers highlighted that the report also asked Members to agree that tables and chairs licences (which were currently suspended) are reviewed on a case by case basis before potentially reintroducing any of those. These reviews would ensure that tables and chairs did not interfere with the safe movement of pedestrians or efforts to provide sufficient space for social distancing.

A Member commented that he was very concerned to receive such a detailed report so late and sought assurances that requirements around the publication of this material had been satisfied to ensure that any decisions taken today were as robust as possible. The Town Clerk reported that the statutory requirement for Committee and Sub Committee meetings, as set out within the organisations own Standing Orders (Number 33) is that public notice of meetings must be given at least five working days before a meeting. These requirements had been relaxed with the introduction of legislation around virtual meetings, however, Officers were still striving to adhere to this wherever possible. This requirement was met for today's meeting where an agenda was published with this particular item marked as 'to follow' – attempts were always made to keep late items to a minimum but it had always been acknowledged that, because of the nature of this work and the ever-changing situation, that it would have to fall into this category. The Town Clerk added that the report was published and shared with Members yesterday and highlighted that final approvals would be sought on these proposals from the Policy and Resources Committee at their meeting on 11 June, by which time it would have been in the public domain for eight clear working days. Officers were therefore satisfied that requirements had been covered in that respect. The Chair added that Members should feel free, having taken soundings on the proposals, to feed these into

the approval process at Policy and Resources. He added that much of this work had initially been flagged in the first paper on this and that the direction of travel had therefore been clear from the outset. He reiterated that whilst these were urgent works, all of these proposals were being introduced on an experimental basis and would be monitored throughout alongside public consultation and following due process.

The Deputy Chairman thanked Officers for this very important paper and a comprehensive introduction to it. He made particular reference to comments around the need to maintain access for vulnerable and disabled street users at all times underlining the importance of this. He went on to state that he had concerns around recommendation number 10 which was in relation to tables and chairs licences and stressed that whilst the need for social distancing remained, the health and safety of members of the public returning to work should be a principal concern. On that basis, this Committee had already decided that A-Boards would not be permitted on pavements during this period of social distancing. He added that he was concerned that Officers should be left with the responsibility of adjudicating on the appropriateness of individual cases on tables and chairs an creating a 'grey' as opposed to a black and white/blanket policy on this. He proposed that the policy should be that, for as long as social distancing was required, no tables and chairs should be permitted on public highway. This could, of course, be reviewed as restrictions were further lifted. He added that he was also mindful that, within the Phase 3 proposals, Officers would be proposing that other street furniture and seating provided by the Corporation be introduced for the public.

Another Member, also the Chairman of the Streets and Walkways Sub Committee, thanked Officers for the detail, scope and care of this work. He commented that in the time that he had had to consult on these proposals, he had received almost entirely positive feedback on proposals to stop through traffic in particular streets such as Chancery Lane and Fleet Street. In relation to tables and chairs, he commented that agreed with the points already made by the Deputy Chairman and felt that a case by case analysis might be difficult and time consuming for Officers. He suggested that it would therefore be preferable, at this stage, to have a blanket policy banning them from public highway. He recognised that there was likely to be considerable commercial pressure from businesses on this point, particularly in the summer months, which could very quickly defeat the aim of facilitating the safe movement of people along narrow streets. Finally, he commented that he felt that the access provisions within the proposals were extremely good, thoughtful and important.

A Member spoke to agree with the points made around tables and chairs adding that he was aware of a small number of premises with tables and chairs licences which did not sit on the highway and pleading for some flexibility around these at an appropriate stage. The Member went on to echo thanks for a very impressive report but commented that, given the scale of the proposals, he was struggling to understand the overall impact. He recognised that there would, inevitably, be unintended consequences of the proposals that would need to be addressed quickly as restrictions were eased and people returned to the City. He noted that the changes would be introduced using temporary traffic

orders and low-cost solutions such as traffic cones which could be adjusted rapidly where necessary. He questioned whether any desktop modelling of the impacts had been carried out, how the impacts of the changes would be monitored once they were in place and what processes would be used to make essential changes rapidly. He also asked whether, given the limited number of people that were currently projected to return to the City, the changes could be batched.

Officers reported that there had been no desktop modelling to date and that the approach was to make the changes, monitor the impact of these and make changes wherever necessary. This approach was also in line with TfL recommendations given that current modelling would be based on historic understanding of traffic flows which was not currently applicable. With that said, Members were assured that, before any decisions were potentially taken to make any of these changes permanent in due course, or to convert temporary traffic orders into experimental traffic orders, such modelling would be utilised and consultation would take place in the usual way.

In terms of impact monitoring, a monitoring strategy was in place and had been shared/discussed with Transport for London where Officers were looking to ensure that they understood the impacts on journey times for all street users – motor vehicles but also pedestrians and cyclists – with a key element of this being bus journey times, something which TfL were able to provide extensive data on from their iBus systems. Safety impacts would also be monitored, with Officers crucially needing to know quickly if any changes were having a negative impact on road safety. Officers would be working closely alongside the City of London Police to receive details of any incidents as they happen as opposed to waiting for the periodic verification of any road safety data. Traffic flows and volumes would also be monitored in specific location, particularly around the effects of road closures and diversions. Finally, Members were informed that an online portal would also be launched imminently, allowing for public engagement and feedback both immediately on things that were or were not working well, allowing for changes to be made where necessary, but also on longer-term plans and whether they would like to see any changes made permanent in due course. Air quality would also continue to be monitored as changes were implemented.

With regard to the phasing of the works, Officers reported that the delivery of these could be batched and rolled out in accordance with people returning to the City. However, the challenge here was preparedness and not operating reactively once people had already returned and having to retrospectively implement any changes. In most cases this would mean rolling out changes as quickly as possible and as quickly as funding allowed for and then adjusting, as necessary. This approach had the added benefit of allowing changes to be implemented whilst the City streets were still relatively quiet in terms of traffic volume.

The Chair added that it was clear that all street users were going to be affected by these proposals but the City Corporation were fortunate that they had had some practice with these kinds of interventions on an experimental basis

around Beech Street and Bank Junction, unlike many other authorities. He emphasised the importance of publicising and publicly consulting on these works to allow for their continuous monitoring and stressed the importance of the online portal in that respect to ensure that those with access needs, those whose trade depended on this, those dependent on deliveries, commuters, residents and all others were able to feed into the process.

A Member, also Chairman of the Port Health and Environmental Services Committee, commented that he was particularly pleased to hear Officers talk of monitoring the impact of these changes on air quality. He added that one of the key challenges ahead was around maintaining the improvements in air quality and reported that, statistically, there were more people dying from poor air quality in the UK than there had been from COVID-19. The Member went on to comment on tables and chairs stating that he agreed that a blanket policy on not reintroducing these at this stage should be in place but that this should remain under close monitoring/review. He commented that he thought it would be helpful, at this stage, to set clear risk assessment parameters within which we would introduce tables and chairs again. Clearly there would be a commercial need for these from some businesses, but it was vital that they were introduced safely and appropriately and once the numbers returning to the Square Mile were clearer.

The Member also questioned the communications/engagement around these proposals and sought further confirmation on how this was to work effectively, particularly around how feedback would be gathered. He also commented on costs/funding, noting that it was hoped that in excess of £1 million would ideally be funded by TfL. However, he questioned what head room TfL had within the streetscape budget to fund all relevant applications and, should this not prove possible, what other funding streams would be explored. Finally, the Member noted that 20% of the £1 million was attributable to staff costs and questioned whether this referred to those already employed by the City Corporation and therefore included on the organisation's payroll or whether these would be additional staff brought in to manage this work.

Officers responded by highlighting that a communications strategy was in place for these works and that messaging would be pushed out both in terms of the overall proposed changes but also how people could feedback on these. All available channels would be used to push this messaging, working with colleagues in CPAT and in Investment and Growth but also with Residents Associations and the like. Members were informed that strategies to generate and promote consultation/engagement had been finely honed during recent projects such as Bank Junction and the Transport Strategy and that Officers were therefore confident that they could reach appropriate audiences. Officers commented that the changes were already relatively high profile in terms of press coverage and that they would be very obvious to street users – information as to how to provide feedback would also be advertised on-street. Members were informed that the online portal would essentially be a map-based engagement tool which would allow users to click on areas where changes had been delivered and comment directly on those. This was a user-friendly option and likely to be an engagement tool used pan-London.

With regard to costs and funding, Officers recognised that Members were right to be cautious as to whether the full amount would be secured from third party sources and reported that they were already looking at what central funding sources could be used if necessary alongside the Chamberlain. The first preference would be to utilise TfL funding and some money would also come directly from the Department for Transport, but other sources identified were On-Street Parking Reserves or the COVID-19 Contingency Fund. It was reported that TfL had a total of £45 million to distribute for these works across London which was a reasonable amount although it was recognised that there may be many boroughs bidding for these funds and also that these would also need to cover some sunk costs on the Local Implementation Plan. Part of the reason that no confirmation had yet been received on the Phase 2 works request was that TfL were keen to get a better understanding of proposed works of this type across London before distributing funding for any later phases.

With regard to staff costs, Members were informed that these related to staff who were already working at the City Corporation – staff in the Major Projects Team, Public Realm and in the Network Performance and Highways teams operated on a fee recovery basis.

The Chair commented that, from his perspective, at London Councils level, there seemed to be a slight difference in terms of how external funding was being allocated and assessed compared with TfL. There appeared to be more procedure and process attached to funding coming from the Department for Transport.

Another Member commented that she was under the impression that Phase 1 proposals were to be implemented fairly imminently and questioned when signage around this would be put in place and what this would look like/how visible it would be. She also questioned what period of delay there was likely to be before Phase 2 works were implemented, should they be approved today, so that the public were well aware of when to expect these. The Member went on to note that approvals given included timed closures to motor vehicles that were either 24/7 or 7am-7pm. She questioned whether or not this also included weekends given that all specific proposals under Phases 1 and 2 seemed to centre around 7am-7pm closures with no specific mention of whether these were applicable seven days per week. Finally, the Member spoke on enforcement, noting that Hackney had put planters in place to make it physically clear where only pedestrians and cyclists can enter certain roads. She questioned whether there were certain roads in the City where this same approach might be taken. She also commented that it was good to see provision for cycling training mentioned within the proposals and questioned whether there might be a cycling proficiency offer from the City Corporation moving forward, potentially as part of its education offer, if this did not already exist. The Member also questioned, where mention was made to reallocating carriageway to space for walking and cycling, this meant that there would be provisions made further into roads, in those roads closed to motor vehicles, for cyclists to dock.

With regard to timing and pace of delivery, Officers reported that they had originally hoped to begin implementing Phase 1 proposals over the weekend so that some of these were in place from Monday 1 June. However, final Committee approvals were only secured on Friday 29 May as were informal approvals of funding requests. The Phase 1 changes would therefore commence from this Thursday and would involve timed access restrictions on Lombard Street, St Mary Axe, Coleman Street and Poultry. Changes involving the reallocation of space and the installation of barriers to facilitate this would be commence the following week. These would require a longer lead-in time and multiple bus diversions which TfL needed adequate time to implement and promote. The commencement of Phase 2 works would, again, depend on securing funding. Members were informed that most of the changes should be in place by late June/early July.

On the timing of access restrictions, to date all proposals were centred around 7am-7pm, largely in recognition that almost every street in the City required some level of access for servicing and to provide flexibility for this whilst also encouraging the shift of deliveries and the like outside of these hours. What would be 24/7 were some of the other changes such as the point closure on Chancery Lane as proposed under this Phase. It was noted that there would be some physical restrictions as part of these works and Officers made the point that, in terms of monitoring and adjustment, this could go both ways with a need to possibly scale back if it was found that too many constraints had been made on traffic movement/deliveries or that, if the monitoring was to flag particular issues around the way that some streets were operating, things such as closures to through traffic may need to be made on a 24/7 basis. In terms of enforcement, Officers recognised that this would be a challenge and would take time to adequately resource. The fact that these were intended as temporary changes meant that care needed to be taken not to build up a disproportionate enforcement presence to only stand this down soon after. Again, the need for enforcement would be continually monitored alongside public feedback and could be stepped up where necessary.

Officers reported that cycle training had been offered by the city Corporation in the past and would continue to be offered under these proposals – the question at present was around the funding of this but Officers were reasonably confident that they could find ways to provide this going forward for those workers and residents in the City wanting training. In terms of cycle parking and dockless cycle bays, this would be covered in Phase 3 proposals, but it was highlighted that there were significant opportunities to reallocate carriageway space to provide temporary public cycle parking and docking stations for dockless cycles.

Another Member spoke to disagree with the Deputy Chairman's proposed approach to tables and chairs, underlining that the objective here had to be twofold – one to ensure the safe movement of people and the other to support City businesses as they reopened. For shops this would likely involve the provision of queuing space on the streets but for restaurants and other food service premises, this would involve the accommodation of tables and chairs. If

plans were designed around a blanket ban on tables and chairs then, as restrictions were hopefully lifted further, there would be insufficient scope to support these businesses to reopen. The Member commented that it made more sense to him to consider these matters on a case by case basis and that, whilst he accepted that there were certainly areas within the Square Mile where streets were too narrow to ever safely accommodate tables and chairs outside, there were other areas such as Chancery Lane where it would seem sensible to allow this given that the whole street would be closed to through traffic.

Secondly, the Member commented on the potential issue of cyclist/pedestrian conflict and questioned whether Officers had considered soft segregation and, for example, lines depicting areas for pedestrians on one side and cyclists on the other which seemed to work generally.

Officers commented that it was well recognised that there would be a need for external seating going forward and was something that was being considered from a public seating point of view as opposed to privately arranged tables and chairs licences under Phase 3. Chancery Lane was an area where Officers intended to work alongside the Chancery Lane Association to see what those opportunities might be. The Phase 3 report would be brought to the next meeting of this Committee on 23 June and Officers confirmed that it was not necessarily the case that all works on Phase 2 would have to be completed before certain elements of Phase 3 could be introduced, if opportunities arose.

In terms of soft segregation, this had been actively looked at in terms of what improvements could be made in shared walking and cycling spaces such as Queen's Street. Part of what was being created under these proposals was, however, separate and very clearly differentiated spaces for walking and cycling adjacent to one another where required. On streets where pedestrian priority and timed access restrictions were to be introduced, Officers could look to introduce markings to encourage people where to cycle but they commented that they had often found that this could cause conflict.

A Member commented that he had been able to take limited soundings on this report which had been overwhelmingly positive but he also underlined a strong plea for a very clear direction on the online portal as to how comments should be submitted and clear information around the progress of each Phase. The Member went on to comment on the map of bus diversions provided as an appendix to the original Phase 1 report to this Committee and requested that this be reissued with a key indicating the full implications and number of these. Officers reiterated that the online portal was to be launched imminently but that, in the meantime, people could email Officers directly with any comments – this would also be made clear in all communications to be issued. With regard to the map depicting bus diversions as part of Phase 1, Officers apologised that this was perhaps not as clear as it could be and explained that this had been taken from a presentation given to TfL who were, of course, much more familiar with the bus routes concerned. They undertook to update this information for the benefit of Members and the wider public.

Another Member commented that premises in Cannon Street had already endured long closures recently around gas and water works. He added that two key points that had arisen from soundings he had taken on these proposals to date had been around accessibility (wanting people to be able to access the City in a safe way as soon as possible) and around communications. In terms of accessibility, he made reference to the increase on the congestion charge to discourage travel to the City by car but also recognised that the public were likely to be fearful of using public transport. With regard to the option of cycling, it was anticipated that this would increase enormously, and he therefore questioned how many additional cycle parking stations would be installed in the City and where these would be situated.

On the point of communications, the Member questioned whether Officers could have an introduction paragraph on the soon to be launched online portal explaining some of the language used in the proposals – for example, what was meant by ‘temporary’, when reviews would take place and what plans were short-term as opposed to medium-term. He recognised that plans would be pragmatic and adaptive to emerging situations but suggested that this would be helpful context to provide in so far as possible from the outset. Finally, the Member commented that he felt that tables and chairs licences should be considered on a case by case basis as set out within the recommendations so that small businesses could be encouraged to apply where streets were sufficiently wide to allow this to happen safely.

A Member added that his points were also around the temporary nature of the proposals. He noted that Officers had previously made a distinction between temporary and experimental measures but questioned what the end date for these proposals might be and what assurances could be offered around temporary meaning temporary.

Officers reiterated that temporary traffic orders were being utilised to make these changes at that these could remain in place for as long as required but were generally used for a maximum of 18 months. They added that, at present, they did not know how long these measures, primarily to facilitate social distancing of 2m apart and to support a likely increase in cyclists, would be required. Officers reported that they could clarify the maximum amount of time that they would expect these measures to be in place before they returned for further review/scrutiny and that, as further clarity was provided by central government and Public Health England around social distancing requirements, this could be communicated in due course with timescales adjusted accordingly. The temporary nature and adjustability of the measures would also be heavily emphasised.

In response to the point on cycling parking, Officers commented that details on the number of proposed additional spaces and their locations would be incorporated within the Phase 3 report although Members were informed that potentially up to 2,000 additional on-street spaces could be provided split between public cycle parking and additional dockless cycle bays. In addition to this, Officers were also aware that a number of private businesses were looking to significantly increase the amount of cycle parking that they provide.

The Member responded by requesting that a fixed date by which these proposals must return to this Committee be set. Officers responded that they were happy to set formal review dates from the outset to provide reassurance that plans were being adequately monitored and added that they fully expected to be reporting/updating on these measures to almost every future meeting of this Committee for the foreseeable future. Officers stated that the process for this could be clearly set out within the Phase 3 report.

The Chair made a further point, highlighting that when these discussions first emerged it was very clear that they were in reaction to emergency guidance from the Department for Transport and about the City Corporation, as a highways authority, enabling social distancing. On funding, TfL and the Department for Transport's message was very much one of how medium- and longer-term aims could also be achieved by carrying out these works and strategies going forward. Officers commented that this was currently a very live discussion and underlined that all of the proposals being brought forward now were in line with the Transport Strategy. Whether this was exactly what would be carried out on each of the streets concerned in delivering the Strategy was not as clear. Regardless of the changes put down now, Officers remarked that this would be a catalyst for longer-term change and would help the organisation to understand what making these changes to the City's streets means and what the impacts of that are. In terms of the steer from TfL and the Department for Transport, it was clear that works needed to focus immediately on an emergency response and creating temporary space for social distancing but it was felt that future funding rounds were likely to be linked to making this space semi-permanent on an experimental basis and moving forward from there. Ultimately, this would mean that the City Corporation would end up delivering some aspects of its Transport Strategy quicker than anticipated. It was remarked that having the Strategy in place had enabled the organisation to respond as quickly and comprehensively to the current situation as it had done so far.

Another Member spoke to emphasise that clarity and communications around the proposals were key and highlighted that much work would be not only cross Departmental but would also rely on the efforts of other authorities and fringe boroughs. She went on to refer specifically to proposals around Trinity Square and Coopers Row to remove parking bays and reduce the speed limit and highlighted that Trinity Square parking bays belonged to Tower Hamlets. She went on to comment that 5mph seemed to be the average speed limit in this location during normal peak travel times but recognised that peak times were now likely to be further spread throughout the whole day. She added that nearby Tower Hill, would be a busy station given that it also served the Tower of London.

With regard to the tables and chairs issue, the Member commented that she felt that it was key that space was identified now where external tables and chairs would be appropriate, highlighting that she had already been contacted by a number of businesses and public houses enquiring as to whether customers would be permitted to stand and drink outside of their premises adding that, without this, it would be impossible for them to reopen safely. The Member

went on to mention Leadenhall Market where tables and chairs licences had been secured and highlighted how crucial these were to those businesses and their trade but also to the City's night-time economy and hospitality industry in general. She cautioned that if adequate space were not identified for these purposes early on, the public would begin to congregate outside of premises anyway, particularly in the Summer months, as had already been seen elsewhere in the country. The Member referred to the fact that she had recently visited the riverside and was surprised to see that social distancing was not being adhered to by the majority of people. She also called for adequate bins at the riverside to help combat the high levels of litter being left by visitors here. The Member spoke on cyclists in the City, highlighting that there appeared to be no control over their behaviour at present, with many cycling on pavements and along the riverside making safe social distancing very difficult. The Member concluded by stating that it was important for Officers to identify key issues such as those she had mentioned now and to take back control of the situation.

Officers were aware that, particularly as Summer approached, there would be a desire for customers to drink and eat outside and assured the Member that this would be considered as part of the Phase 3 proposals alongside some priority locations where this might be suitable. With regard to cyclists, Officers clarified that they were receiving a number of reports about inappropriate behaviour and that they would continue to follow up on these and outline what was appropriate and legal.

A Member, also the Deputy Chair of the Licensing Committee, commented that the provision of space for drinking outside licensed premises was being actively discussed with the City of London Police and Licensing Officers. He reported that there had recently been an incident in the City where a licenced premises had set up an outside bar with a lot of people accumulating causing the City of London Police to intervene and close down the operation. He went on to report that a letter would be issued by the Chairman of Licensing later today setting out that, the interpretation of the Police and Licensing Officers was that, even for premises who currently had the ability to sell alcohol to be consumed on tables and chairs outside of the premises, the COVID regulations did not allow for this to happen and that they could not sell drinks to be consumed on the premises at all at present, even if that were to be in a garden or outside area. This raised the question as to whether people were able to buy drinks and then walk out onto the street and consume them which had never been illegal unless it was stipulated for certain premises that they were not able to make sales not in unsealed containers. The problem at present was that, if people were to purchase drinks and consume them on-street, they were very likely to break social distancing rules. The City of London Police were therefore advising that any premises operating under these rules, would also need to have staff in high visibility clothing ensuring that there was no accumulation of people breaking social distancing rules. The Police would have the ability to ask premises to cease sales if particular issues arose. The letter would also recognise that this was a fast-moving situation and that legislation may change in future weeks.

Another Member commented that he also felt very strongly on the tables and chairs licensing position and was of the view that these would be a very

important factor in terms of existing City businesses being able to operate again in the near future. He added that the recommendation as it stood on this point seemed perfectly reasonable.

A Member asked Officers if they could consider starting work now on clarifying what criteria they would use in order to make critical decisions for these very different kinds of businesses/locations and questioned how this would be shared publicly with all stakeholders.

The Deputy Chairman commented that it was very important that the City Corporation was not seen to bring forward an anti SME/small business proposal or something that could be interpreted as such. On reflection he therefore suggested that recommendation 10 might be amended by adding some principles that Officers could consider when reaching decisions on a case by case basis. He suggested five points as follows – to recognise the need to nurture our small businesses – a positive and supportive statement of the kinds of businesses discussed today, to put safety first which was a statutory duty and would also encourage a return to work and therefore the wider economic recovery, no privatisation of public space, to give regard to space required to queues outside premises and, finally, to give regard to any new or existing public seating nearby.

Another Member commended the Deputy Chairman's proposals and spoke of the importance of keeping SMEs front and centre of this messaging given that they generally tended to have the smaller leases and would therefore probably benefit most from the ability to use outdoor space in appropriate locations. The Member went on to comment on e-scooters which seemed to be an oversight in this report. He recognised that the Department for Transport were to start a trial around this and expressed some concern that the City Corporation's current policy here reflected the position pre-COVID. Whilst he agreed with that policy at the time and not to permit e-scooters on the highways, he felt that this should now be revisited in recognition of the fact that the City's streetscape and road users were likely to change dramatically going forward and made a plea for the City Corporation to form part of the wider debate, signposted as the 'Green Restart of Local Transport' and to come forward as active participants. He sought the views of Officers on this point.

Officers commented that whilst e-scooters were not covered within this report, a separate report on this matter would be brought to the next meeting of this Committee. He added that there was no formal policy on them at present but reported that they were not currently legally permitted for use on the public highway. The report to the next Committee would ask Members to decide on whether or not the City Corporation should be actively participating in the Department for Transport's trials and to take an overall view as to whether they felt that e-scooters ought to have a role in the transport mix in the City of London to inform views on any subsequent responses to any legal reviews. Officers added that the dockless cycle byelaw was a dockless vehicles byelaw and was therefore ready to respond to e-scooter hire if necessary, going forward.

Officers went on to comment on the principles proposed by the Deputy Chairman. The Comptroller and City Solicitor commented that if these were to specify SMEs there would need to be an evidence base and a justification as to why this approach was being taken. It was noted that this would be difficult although not impossible to establish. Other Officers added that they had always said that these proposals were aimed, in part, at supporting businesses in their recovery, including leisure, retail and food premises. They suggested that more detailed considerations and wider opportunities around public seating could be covered within the Phase 3 proposals coming to the next meeting of this Committee.

A Member commented that she felt that stipulating one size of business over another could lead to future legal challenge and reiterated how crucial it therefore was to identify outdoor space now for all businesses and to support the City's thriving economy of which these businesses were a crucial part before this space was identified for other purposes. Officers assured Members that this work was already underway and would be reported on for the next meeting.

A Member commented further on the importance of communication and engagement around the proposals, stressing that as elected Councillors, all Members had their own network of electors and stakeholders. He therefore asked that the messaging be shared with all Members prior to its wider release to the public. Officers reported that a first batch of FAQs had now been prepared and would be shared with Members and made available on the public webpages. The next round of communications for Members and wider was also now being worked on now that the Phase 2 proposals were in the public domain. This would also update on progress of Phase 1 works.

In light of advice from the Comptroller and City Solicitor and further debate, the Deputy Chairman stated that he would like to amend the first of the principles that he had suggested in relation to recommendation 10 so that this was centred around the need to recognise the need to nurture a thriving economy in our City. He therefore formally moved the following motion:

MOTION – That the following five principles be attached to recommendation ten to help advise the decisions taken by Officers on a case by case basis:

- To recognise the need to nurture a thriving economy in our City;
- To put safety first;
- No privatisation of public space;
- Having regard to space required to queue outside premises; and
- Having regard to new or existing public seating nearby

The Motion was seconded by Oliver Sells, Chairman of the Streets and Walkways Sub Committee, formally put and unanimously supported by the Committee.

Officers commented that the principles would be a useful steer for them.

The Chair concluded the debate by thanking Officers for the amount of work that had gone into these proposals under great pressure and in challenging times.

RESOLVED – That, subject to the scheme receiving TMAN approval from TfL, Members of the Planning and Transportation Committee:

1. Approve a sum of £1,048,744 as the design and implementation budget for the Phase 1 and 2 proposals noting that £154K of this budget is already spent to date.
2. Note that the total estimated cost of the whole Covid-19 Transportation project has yet to be determined given the scope of later phases and changes to Tier 2 and 3 streets are not defined.
3. Note Transport for London have indicated that funding approved of Phase 1, £116,500.
4. Note that we are eligible for a Department for Transport (DfT) grant of £100K which will be applied for immediately.
5. Note that a bid for the balance of the Phase 2 works is currently with TfL for consideration.
6. Note that for Phase 3 proposals a bid may be made to the COVID-19 Contingency Fund or for other central funds for additional measures to support businesses such as seating, greening and activation, as well as additional social distancing measures. External funding from TfL and central Government will be sought for eligible measures.
7. Agree the scope and type of proposed interventions for Phase 2 (section 7, paragraph 2).
8. Note the risks set out in the Risk Register (Appendix 2).
9. Agree to delegate approval for design, for making of Orders and Notices and related procedures and for implementation and operation to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee; subject to receipt of external funding from TfL and DfT.
10. Agree that while social distancing requirements are in place Table and Chair licenses should be reviewed on a case by case basis by officers before being reinstated and that any decisions should be informed by the five principles set out by the Planning & Transportation Committee (to recognise the need to nurture a thriving economy in our City, to put safety first, no privatisation of public space, having regard to space required to queue outside premises and having regard to new or existing public seating nearby).
11. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget of £1,048,744 is not exceeded.

7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

Changes to the Congestion Charge

A Member commented on forthcoming changes to the congestion charge in response to current circumstances and proposals to extend the costs and hours of the charge (to £15 from 7am-10pm) and to make these applicable for seven days per week as of 22 June 2020. He questioned what influence the City Corporation were able to have on the final form of these proposals and whether the organisation had made any representations on these. He went on to highlight how the changes would penalise night-time deliveries and the night-time economy in the City – something which Spitalfields had already commented on. Furthermore, churches had raised deep concerns around the effect that charges on a Sunday were likely to have on those wishing to travel from outside of the City to attend and currently being discouraged to use public transport. He concluded by stating that the changes did not appear to have been properly consulted upon or justified and that he felt that, if the organisation did have the ability to influence outcomes, then they should seek to do so and feed in some constructive comments around the proposals.

Officers reported that they believed that the City Corporation had made some representations around the need for exemptions for care workers but that no representation had been made from City Transportation on the proposed changes. It was highlighted that these changes were proposed and that they were part of the settlement that central Government agreed with TfL and the Mayor of London as part of the recent 'bailout' of TfL. They went on to clarify that the deadline for any comments around the changes was 4 June 2020 and highlighted that individuals were able to submit comments on these via the TfL public website. As with the measures being proposed by the City Corporation in response to COVID-19, these were temporary changes and this was part of the reason why there had not been a full public consultation on them in the way that there would be if any of the proposed changes were to be made permanent in due course. Members were also informed that the proposals were part of a wider effort to support our ambitions around reallocating space in the City, supporting bus routes around London and discouraging an increase in car use in Central London in particular. Officers added that it was also worth noting that current exemptions/discounts to the congestion charge would remain in place including for blue badge holders. Officers concluded by stating that they would be happy to take a steer from Members as to what representations they felt should be made on behalf of this Committee.

The Chair spoke to say that, on the one hand, this was broadly aligned with the City Corporation's Transport Strategy around road charging and pricing and the fact that the organisation did not want to see a return of private vehicles particularly en masse but, on the other, he had sympathy with the concerns of the faith community around church access and in relation to points made about night time deliveries and resident exemptions. Whilst the proposals were entirely aligned with some of the City Corporation's own ambitions, they were equally potentially damaging to the City's communities and its economy. He reiterated that the context of these proposals was that they had been imposed

as part of the settlement between TfL and central Government. The Chair commented that he felt that this was something where we would have limited locust but that, equally, he could see the need to make representations where it was felt that the City's communities would be adversely affected. He sought a steer from the Committee as to whether they felt it was appropriate to formally respond and, if so, how.

Another Member spoke to highlight that the Community and Children's Services Committee had held lengthy debates around the impact of these additional costs on low-paid workers. Aside from increasing charges and hours, proposals would also close residents discount applications to any new residents meaning that residents who had no choice but to travel by car would have to do so after 10pm in order to avoid these charges on a daily basis, a time when, at present, all shops were closed.

The Director of the Built Environment proposed that a letter be submitted on behalf of this Committee highlighting the concerns raised today around the adverse effects that these changes were likely to have on businesses, the faith community and residents and wishing to ensure fairness as far as possible. She added that whilst she completely understood the concerns raised by Members, she was anxious that any representations were not exceptionally specific around supporting certain parts of the community at the exception of others.

The Chair commented that a letter could be submitted highlighting where proposals did support our aims but also where it was felt that they could disadvantage certain groups.

Members agreed to delegate the final contents of the letter to the Chair and Deputy Chairman based on this debate in consultation with relevant Officers.

At this point, the Chair sought approval from the Committee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

Planning Enforcement Policy

A Member questioned the City Corporation's Planning Enforcement Policy. She went on to clarify that the background to her question was that 14 replacement extractor fans were installed on the roof of a block of flats in her Ward without planning permission or listed building consent, although the building is Grade II* listed and within a Conservation Area.

She reported that planning permission and listed building consent for this unlawful installation were retrospectively sought. There were a number of objections, and late last week, the applicant had withdrawn the retrospective application, making a vague statement about reviewing options as part of a wider strategy for improvements across the whole estate.

The Member went on to seek clarity as to what the Corporation's policy on enforcement was when a retrospective application for an unlawful installation

was withdrawn, with no clarity about the time for future action. She added that, in this case, it was the Corporation itself who were responsible for this unlawful installation.

Another Member noted that Section 9 of the Planning (Listed Buildings and Conservation Areas) Act of 1990 makes it a criminal offence *"to cause to be executed ... any works for the ... alteration [of a listed building] ... in any manner which would affect its character as a building of special architectural... interest, unless the works are authorised"*, i.e. unless listed building consent has been granted.

He added that, as the previous speaker had just mentioned, the City Corporation had seemingly carried out certain works without permission. Those works were for the alteration of Crescent House, a Grade II* listed building on Golden Lane Estate, in a manner which affects its character as a building of special architectural interest and was therefore potentially liable to prosecution. The Member asked whether, in this situation, the Committee agreed that it is desirable for the part of the Corporation which is responsible for granting listed building consent to draw this fact to the attention of the part of the Corporation which was responsible for carrying out these works, so that they might take immediate action to regularise the position.

The Director of the Built Environment stated that this was a very specific question and suggested that a full and considered written response should be provided on what appeared to be a significant and important issue. In regard to the supplementary question around whether is it appropriate for this Committee to draw this matter to the attention of the appropriate part of the Corporation who had carried out the works, she stated that it was absolutely appropriate for this to happen now that the Committee had been made formally aware of the matter. The Director undertook to now take this matter forward.

The Chair supported the proposed way forward.

Virtual Meetings/Committee Agendas

A Member questioned why, now that the City Corporation had successfully bedded in the technology and processes required to hold live, virtual meetings, for information items were not being put back on Committee agendas. At present, these were circulated to Members in electronic packs outside of meetings with Members encouraged to submit any questions on the items to relevant report authors/the Committee Clerk. This meant that there was no opportunity to discuss these items at Committee and that the for information reports were not currently visible to the public. He questioned whether other Members shared his concerns and proposed that this practice be stopped with immediate effect with for information items put to future meetings.

The Town Clerk reported that this had been a blanket approach for all Committees from the outset, initially in an attempt to streamline agendas whilst virtual meetings were established. It was felt that the cleanest way to do this was to remove for information items from agendas so that meetings were primarily focused around time critical business requiring decisions. It was also

reported that there was currently only one Corporate YouTube channel through which Committee and Sub Committee meetings could be broadcast live to the public. Meetings therefore had to conclude in a timely manner in order to clear the live feed in sufficient time for subsequent meetings to take place. If there was general support for reintroducing for information items to all agendas, this could be actioned, but it was highlighted that this may have implications on the scheduling of public meetings going forward.

The Member requested that investigations into getting more than one live feed also be made to remove this constraint.

The Chair reported that he felt that the system in place around for information items was working well and that he was aware of many questions being routinely posed around these and subsequently being responded to in writing by relevant Officers. He added that he was also conscious of not asking multiple Officers to unnecessarily attend virtual Committee meetings, particularly where they had been occupied with work around the current pandemic/the recovery. Equally, from a public perspective, he agreed that there should be the opportunity for debate on some of these items. He asked the Town Clerk to take this forward and investigate the potential for reimplementing full agendas as far as possible.

Another Member suggested, that Officers could look to make the for information packs publicly available going forward and, if that if there was no notice provided by Members of any questions in relation to certain items, it was made clear that there would not be relevant Officers at the virtual meeting to deal with them to ensure that their time was used as productively as possible.

8. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no additional, urgent items of business for consideration.

9. EXCLUSION OF THE PUBLIC

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

<u>Item No(s).</u>	<u>Paragraph No(s).</u>
10	3
11-12	-

10. NON-PUBLIC MINUTES

The Committee considered and approved the non-public minutes of the virtual meeting held on 14 May 2020.

11. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

There were no questions raised in the non-public session.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There were no additional, urgent items of business for consideration in the non-public session.

The meeting closed at 1.19 pm

Chair

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**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 26 May 2020**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Tuesday, 26 May 2020 at 11.00 am

Present

Members:

Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Sheriff Christopher Hayward
Deputy Jamie Ingham Clark
Shravan Joshi
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Christopher Hill (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)

Also in attendance:

Marianne Fredericks
William Upton

Officers:

Joseph Anstee	- Town Clerk's Department
Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Tom Noble	- Department of the Built Environment
Daniel Laybourn	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Neil West	- Department of the Built Environment

At the start of the meeting, the Chairman welcomed Members and those watching the live broadcast of the meeting via YouTube, before reminding Members of the guidance circulated for the conducting of remote meetings.

1. APOLOGIES FOR ABSENCE

There were no apologies.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations.

3. **MINUTES**

RESOLVED – That the public minutes and non-public summary of the meeting held on 25 February 2020 be agreed as a correct record.

Matters Arising

Outstanding References

The Director of the Built Environment updated the Sub Committee on Beech Street. The Beech Street Zero Emissions Zone had been operational as of 18 March, but lockdown measures had made it difficult to assess the impact of the scheme. A Member suggested increased signage and messaging may be required to improve compliance with the scheme. In relation to Dockless Bikes, a Member raised the issue of e-scooters which may be legalised for road use in due course. Arrangements for managing them would be required as a matter of course, possibly by extension of the existing measures in respect of dockless bikes.

4. **BANK JUNCTION IMPROVEMENTS - ALL CHANGE AT BANK**

The Sub Committee considered a report of the Director of the Built Environment presenting a Gateway 3 outline options appraisal for improvements to Bank Junction as part of the All Change at Bank project. The Director of the Built Environment introduced the report and drew Members' attention to the key points, as well as outlining each of the options presented to the Sub Committee, and advising that the plans were able to account for the circumstances arising from the Covid-19 outbreak and the City's recovery plan had been taken into consideration.

The Sub Committee then proceeded to discuss the proposals. Members were supportive of proceeding with the project, but sought assurances or further details regarding integration with other projects, additional costs, consultation, traffic restrictions, and possible delays to works on Bank Station. In response to questions from Members, the Director of the Built Environment advised that the project would be compatible with the Covid-19 recovery programme, and outlined the consultation undertaken so far, with further public consultation scheduled in early 2021.

The Director of the Built Environment advised that it was possible that the upgrades to Bank Station would be delayed, but this had not yet been confirmed, and officers would report on this once information became available. Officers continued to work closely with TfL on traffic restrictions and options for bus rerouting. The Director of the Built Environment then gave the Sub Committee further detail on pedestrian space uplift, road closures and bus diversions under some of the options presented. In response to a question from a Member, the Director of the Built Environment assured the Sub Committee that access groups would be consulted on the project's design to ensure good accessibility and mobility in the area.

Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted unanimously in favour of the recommendations.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Note the additional secured £4 million funding for the project from the 2019 Capital Bid process;
 2. Note the total estimated cost of the project at £5-5.6M (excluding risk);
 3. Approve Options I, IV and V as the closure/restriction options to take forward to Gateway 4 for additional feasibility design;
 4. Agree the revised budget line amounts in Table 1 (section 3), which remain within the existing approved budget allocation of £1,583,457; and
 5. Delegate authority to the Director of the Built Environment to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount.
5. **CITY CLUSTER AREA PROGRAMME - UPDATED DELIVERY PLAN**
The Sub Committee was advised that the report had been deferred. The Director of the Built Environment explained that the impact of Covid-19 had implications for the project, and the deferral would allow greater opportunity to assess traffic and pedestrian measures.
6. **CITY PUBLIC REALM PROJECTS CONSOLIDATED OUTCOME REPORT, GATEWAY 6**
The Sub Committee considered a report of the Director of the Built Environment presenting the consolidated outcome reports for consolidates the outcome reports for seven City Public Realm projects; Fredericks Place, 8-10 Moorgate, 1 Angel Court, 11-19 Monument St, Monument St/Lower Thames St, Fenchurch Place and Lime Street/Cullum Street. The Sub Committee expressed their commendation, as the projects produced excellent outcomes and impressive enhancements, with all projects coming in under budget, and gave thanks to officers and the Projects Sub Committee for their management of the projects.

In response to a question from a Member, the Director of the Built Environment advised that Section 278 underspends would be returned to respective developers, but that officers could review Section 106 agreements for in caser there was scope to redistribute those underspends.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Note the report and receive the outcome information; and

- b) Approve the recommendations on each individual project report as set out.

7. **20 FARRINGDON/OLD FLEET LANE GATEWAY 6**

The Sub Committee considered a report of the Director of the Built Environment presenting Gateway 6 outcomes for the 20 Farringdon / Old Fleet Lane project.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Approve the content of this outcome report;
- b) Authorise the Chamberlain’s department to return unspent section 278 funds to the Developer as set out in the respective legal agreement subject to the verification of the final account; and
- c) Agree to close the 20 Farringdon/ Old Fleet Lane project.

8. **ANY OTHER BUSINESS**

A Member raised that they had noticed a recent increase in incidences of graffiti around the Square Mile. The Director of the Built Environment confirmed that there had been a recent increase in incidents, and advised that Members should still report incidents, which would then be rectified. A Member added that incidents of graffiti could also be reported through the ‘Love the Square Mile’ app.

In response to a question from a Member regarding the planned 7am-7pm road closures, the Director of the Built Environment gave assurances that efforts would be made to make timed access restrictions as consistent as possible. The Director of the Built Environment added that as part of the Transport Strategy a request was made to review the Congestion Charge with regards to the Square Mile. Going forward, it was hoped that next-generation road user charging would enable more sophisticated schemes.

9. **ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was no other business.

The Chairman thanked Members and officers for their attendance and thanked Members of the public watching the live broadcast, before closing the meeting.

The meeting ended at 11.55 am

Chairman

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Joseph.Anstee@cityoflondon.gov.uk

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020	<p align="center"><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p align="center">Chief Planning Officer and Development Director</p> <p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	<p>UPDATE: Following a report to the 30 July Committee Members requested that this matter remain on the list of Outstanding Actions until a further report was brought back to them responding more specifically to the various points raised and taking into account any BRE guideline changes.</p> <p>To be completed: Target of July 2020</p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020	<p align="center"><u>Construction Works</u></p> <p align="center">Chief Planning Officer and Development Director</p> <p>A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether any restrictions could be placed on construction</p>	<p>To be completed: Target of July 2020</p>

		<p>when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.</p>	
3	<p>5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020</p>	<p><u>Supplementary Planning Document (SPD) re: Housing</u></p> <p>Paul Beckett</p> <p>A Member requested that the need for a Supplementary Planning Document on Housing be added to the list going forward so that this was not lost sight of.</p>	<p>UPDATE: A Member questioned when the Committee could expect to receive this. Officers responded to state that concerns around effective consultation during the COVID-19 pandemic meant that this document would now be presented to the July as opposed to the May meeting of this Committee. The Member expressed concern at seemingly endless delays around this document over the past three years. The Chair suggested that he and Officers continue to discuss this in more detail outside of meetings and that Officers look to see how this might be accelerated.</p> <p>To be completed: SPD to Committee July 2020.</p>
4	<p>6 March 2020 2 June 2020</p>	<p><u>Member Training</u></p> <p>Chief Planning Officer and Development Director / Director of the Built Environment</p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning</p>	<p>To be completed: Target of July 2020 (draft programme/budget for training?)</p>

	<p>Committee signed dispensations stating that they had received adequate training.</p> <p>The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the Planning & Transportation Committee are expected to undertake regular training.</p>	
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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>	
<p>Ward: Farringdon Without</p>	<p>For Decision</p>
<p>Registered No: 19/01343/FULEIA</p>	<p>Registered on: 19 December 2019</p>
<p>Conservation Area: Smithfield</p>	<p>Listed Building: Grade II</p>

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

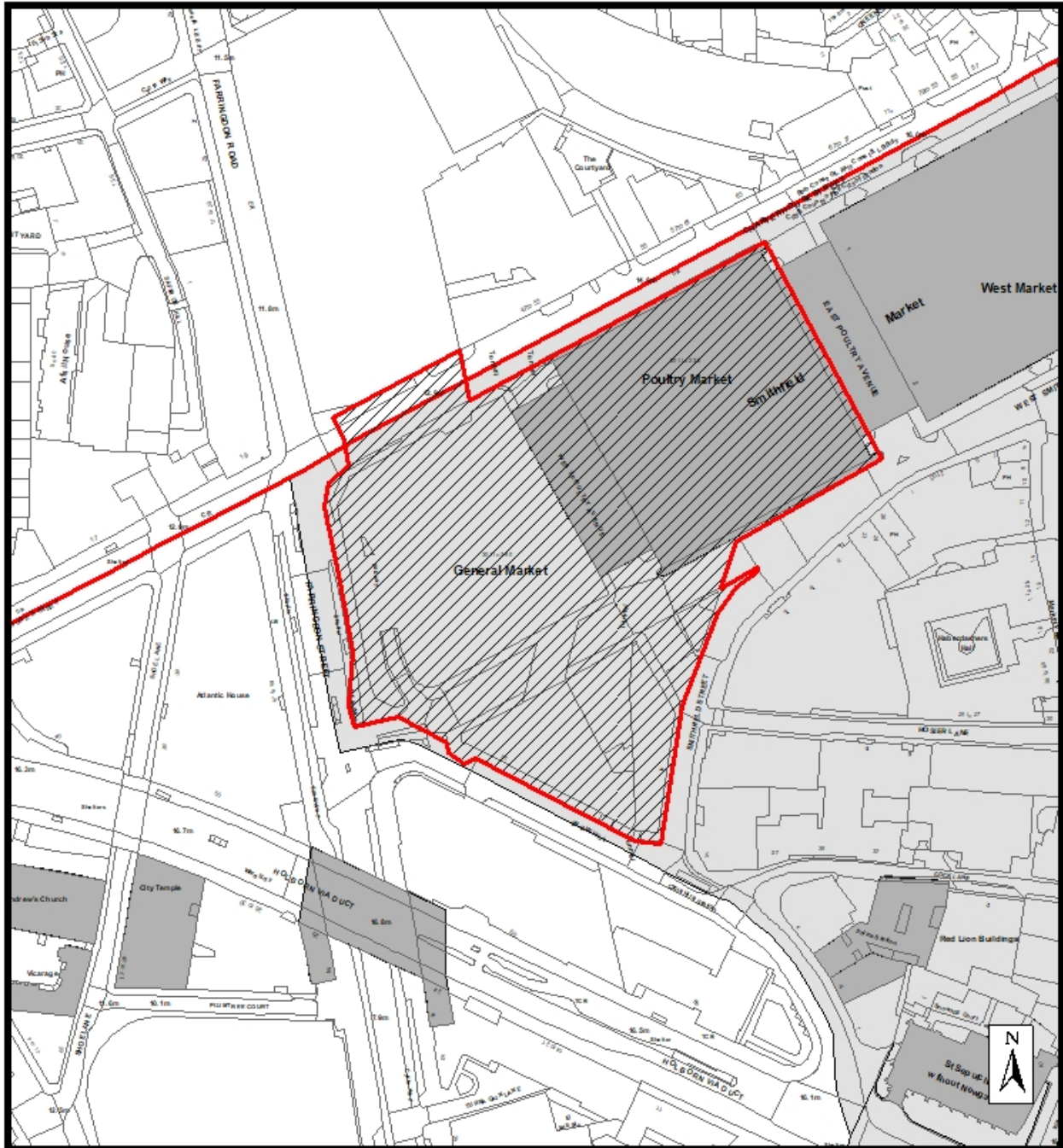
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(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 Vitrines;

- 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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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.

- The servicing arrangements proposed for each building are questionable.

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.

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

- 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.

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.

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. 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>
<p>Twentieth Century Society</p>	<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	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. RESPONSE TO COMMENTS: Issues around the design of the proposal area assessed in the Design and Heritage section of this report.
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	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. RESPONSE TO COMMENTS: Design matters are considered under the design and heritage section of this report.
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 actives 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 freer 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 exhibitivive 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 roovescape 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 Vestey 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-derelect 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 restrained.

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 Views 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, polices 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 worse 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	- 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 Tenant 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 of 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.

Background Papers

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 Bejamin

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

The documents below which are attached

31.01.2020 Letter The Victorian Society
27.02.2020 Letter Smithfield Market Tenants' Association
03.04.2020 Letter SAVE Britain's Heritage
16.04.2020 Letter Twentieth Century Society
27.04.2020 Letter Greater London Authority
**05.06.2020 Email Department of Markets and Consumer Protection
(Superintendent)**

From: [Peter Dennis](#)
To: [PLN - Comments](#)
Subject: The Museum of London Planning Application 19/01343/FULEIA
Date: 05 June 2020 10:54:18

Dear Gemma Delves

As a local resident I am writing to express my whole-hearted support for the planning application for the Museum of London, on its proposed site in what was the General Market at Smithfield. The plans seem inspired, thoughtful, and undertaken with great consideration for the local community. The project will hugely enhance the local area, and bring back to life a series of buildings with immense architectural heritage. I look forward to seeing the finished result.

Yours faithfully

Hugh Dennis

Flat 7
1-3 Newbury St
London
EC1A 7HU

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: Museum of London Smithfield Scheme
Date: 04 June 2020 20:02:34

From: Sandy Nairne
Sent: 04 June 2020 19:20
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London Smithfield Scheme

Dear Ms Delves

Museum of London Smithfield Market Scheme - ref. number 19/01343/FULEIA

I am writing to express my support for the important scheme designed by Stanton Williams for the Museum of London which will allow it to offer the public a greatly extended access to its collection and activities along with the renewal of nationally important buildings at Smithfield Market.

I have followed the development of the scheme with interest, informed through conversations with Sharon Ament over some years, who has explained very cogently what a transformation the Smithfield building will offer the Museum of London. From my time as Director of the National Portrait Gallery I can understand well the positive cultural and economic impact of being able to combine much more space with a hugely more accessible site.

I also know well the work of Stanton Williams and admire their mix of design rigour with a really well-informed approach to the care and conservation of buildings, and in this case in an excellent partnership with Asif Khan and Julian Harrap conservation architects.

I know this important scheme is currently being considered by the Planning Committees of the City of London, and I very much hope that the City will give the scheme the necessary green light to move forward - an important inspiration for London particularly in such uncertain times.

With best wishes, yours sincerely

Sandy Nairne

Sandy Nairne CBE FSA

43 Lady Somerset Road

London NW5 1TY

Adjei, William

From: PLN - Comments
Subject: FW: 19/01343/FULEIA

From: [REDACTED]
Sent: 03 June 2020 15:33
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

Dear sirs,

I understand that the planning application which has been submitted by the Museum of London under the above reference will be considered shortly and the expectation is that a decision will be reached during the course of this month. I am the Managing Partner of Maples Teesdale LLP, based at 30 King St in the City and close to the current Museum of London site. As a firm which is committed to London, where we have been operating for over 200 years, and to the world of real estate, we have been closely watching the Museum of London and its plans for a new site at West Smithfield.

It seems clear that the proposed new development will create a public space which is considerably larger than is available at the current London Wall site (I understand that it will be about double the size) and that this will allow more visitors to be aware of the Museum, to visit and to explore the vast store of objects held by the Museum in its London Collection. While the current Museum site has served its purpose, the proposed new site will allow the Museum to find new and better ways of reflecting the history of London and the people who have lived, and do live, here. The proposed location and design will give the Museum a much higher profile and will allow it to attract more visitors to the Museum, and by extension to the area around it. That will be to the benefit of the City generally and to those businesses located in the Smithfield area. We also understand that it is to form part of a trail which will encourage tourists to visit the City and others to explore the history and heart of London. I think that it goes without saying that a world city like London, with its incomparable riches of history, culture and learning, deserves a museum which is as dynamic, impressive and outward looking as this city is itself. In so many ways, the proposed new Museum of London at West Smithfield will deliver exactly that.

As somebody who has now worked in the City of London for 30 years, I would wholeheartedly endorse the proposed development plans and I am pleased to offer my public support for the new proposed site and would hope that the planning committee, as well as the planning officers, find many reasons to support this scheme and to grant the permission which has been requested.

Regards

Chris Wilkinson / Partner

D: 020 3465 4339

T: 020 7600 3800

E: [REDACTED]

Secretary: Kara May / 020 3465 4361

30 King Street London EC2V 8EE / DX 138754 Cheapside



[@maplesteesdale](#) / maplesteesdale.co.uk

maples teesdale



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Patron
Her Majesty the Queen

Music Director
Sir Simon Rattle OM CBE

Principal Guest Conductors
Gianandrea Noseda
François-Xavier Roth

Conductor Laureate
Michael Tilson Thomas

Choral Director
Simon Halsey CBE

29 May 2020

To Whom it May Concern

I am writing to give my wholehearted support for the Museum of London's planning application for its new site at Smithfield Market.

I am a native Londoner who for many years has known both the joy in discovering with my children the history of our home town through the Museum of London (I'll never forget the exhibit of a 60,000 year old hippopotamus tooth discovered in Peckham!), and the melancholy of frequently passing by the iconic but sadly neglected Farringdon Road frontage of the Smithfield Market, which will be perfect as the new home for the Museum.

I will let the strengths of the site in terms of transport links and superabundance of architectural and historical interest speak for themselves. As a Londoner, and of course as a member of the London Symphony Orchestra, the proposed new site for the Museum of London neatly combines the exciting prospects of regenerating the northeast corner of the Smithfield Market with building the new Centre for Music, where the Museum currently stands.

London is a great but sometimes diffuse cultural capital - and the visionary project of the Culture Mile offers the chance to make for the first time a unified quarter which will combine the energy left to us by the long history of Londoners both native and adoptive, with the intriguing possibilities of a future perhaps modified but certainly not prevented by the current pandemic.

It may seem odd to think about bold projects at a time when mere daily survival is shackling what was hitherto our normal life. However the courage needed to begin and to advance the Museum of London's planning application, and the desire to give to those coming after us the gifts of a history which lives, and music which is live, richly deserve to be supported by approving this planning application.

That crises offer opportunities may be an old chestnut - but I believe that it is an old chestnut with truth in a nutshell. Change after the pandemic is inevitable; the Museum of London's plan deserves as much as any development of our great city can, to be part of that change.

Yours sincerely,

David Alberman

Chair, London Symphony Orchestra

From: [Martin Rose](#)
To: [PLN - Comments](#)
Subject: Museum of London planning application - Ref: 19/01343/FULEIA'
Date: 29 May 2020 14:17:05

Dear Sir/Madam,

To advise that, as long term supporters of the Museum, we believe this planning application has considerable merit.

Faithfully,

Martin Rose

The Rose Foundation
28 Crawford Street
London
W1H 1LN

SW: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

www.rosefoundation.co.uk

From: [Delves, Gemma](#)
To: [Devlia, Neel](#)
Subject: FW: Museum of London
Date: 11 June 2020 08:22:38

From: BLACKSTONE, Baroness
Sent: 29 May 2020 11:56
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London

As a former Culture Minister , a Londoner and A resident of Clerkenwell I am writing to strongly support the proposals to redevelop Smithfield Market for the Museum of London . I hope the City will grant the Planning Application .
Tessa Blackstone

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Conductor Laureate
Michael Tilson Thomas

Choral Director
Simon Halsey CBE

29 May 2020

To whom it may concern,

I have the honour, as a Non-Executive Director, of chairing the Finance Committee of the LSO which is in turn proud to be a partner of the City of London Corporation, and of the Barbican and the Guildhall School of Music and Drama. I am a Senior Adviser to UBS and have been working in the City since 1971. Both of these experiences have led to my wanting to offer my warmest possible support for the planning application to move the Museum of London to the proposed site at Smithfield.

Smithfield is itself a great historic site, recognisable from the Middle Ages as a place for public gatherings. It is so well suited to being the substantial counterweight to the Barbican at the other end of Culture Mile. I have watched the development of Farringdon with admiration over the years. I was very excited when the decision was taken to develop the station as a terminus and to include the Elizabeth Line as one of the many arteries that feed that part of the City.

I was even more excited by the Corporation's plan to move the Museum to Smithfield and to commission such a clever, sympathetic plan for the buildings. The site could so easily have been given over to becoming just another big office complex near a station. Having been based in Broadgate for 35 years, I can testify to the brilliance of that commercial scheme (note UBS's recent major re-investment in it) and to that being a very appropriate use of that area. I can also testify to UBS's support for the Barbican over many years and to the enthusiastic use by its staff of our membership and its benefits. The gift of the Smithfield site as a Museum to the City workforce and to all those fellow-citizens and lovers of the arts now able to access Culture Mile from far and wide is an act of generosity and imagination; they and their successors will have cause to thank the Corporation down the years.

During my career I have been lucky enough to spend time in many of the world's greatest urban centres. Only the City has been able to take a long view, to plan carefully and systematically the melding of the historic with the new, the partnering of the arts with commerce, while at the same time recognising the change in social mores and reasonable expectations of the people who live and work in it. For that we have to thank a relatively small team of dedicated officials and politicians who have managed to keep alive the flame of civic responsibility and ambition--truly a benefit to the world.

I very much hope that the application will succeed.

Yours sincerely,



Richard Hardie

From: Charles Clark <[REDACTED]>
Sent: 28 May 2020 15:48
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London: reference 19/01343/FULEIA

Department of the Built Environment
City of London Corporation

Museum of London
Application 19/01343/FULEIA

I am writing to express my support for the planning application for the new Museum of London.

I am chairman of the London Symphony Orchestra Endowment Trust and have spent my career as a lawyer in a City firm.

To see the proposals for the new Museum of London at Smithfield is inspirational. At last London will have a museum about London that really makes you want to go to it, a museum that will rank among the world's greatest modern museums and where everyone, of all ages, those who grow up in London, those who move to work in London, tourists as well as the rest of humanity, in all regions of the UK and worldwide, who will have digital access, can learn and be enriched.

London has a unique story to tell that continues to evolve and this will unlock it. It is essential for its educative and cultural force and for the City's and the UK's global soft power. Enabling wonderful new facilities for research and learning about London will also add to London's and the City's strength and help them plan and succeed in the future.

The location and structure of the proposed museum is brilliant and it is welcome that it will build on an important architectural legacy of a significant part of London's history. It will be a key part of the development of the Culture Mile, itself a wonderfully exciting and vital project. I can't wait to see it open.

Yours sincerely,
Charles Clark

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From: [Delves, Gemma](#)
To: [DBE - PLN Support](#); [Devila, Neal](#)
Subject: FW: Support from the Museum of London
Date: 11 June 2020 09:16:42

-----Original Message-----

From: Inua Ellams
Sent: 22 May 2020 13:19
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Support from the Museum of London

Dear Gemma,

My name is Inua Ellams. I'm a poet and a playwright based in London that I was born in Nigeria and I'm emailing in support of the Museum of London. The Museum of London currently based near the Barbican Centre is one of my favourite and most cherished cultural centres throughout the United Kingdom. I like how it holds the histories of London and I like their vision for the years to come.

The new development will challenge the ideas of what a museum is, how it functions, where the line is drawn between curator and audience. It aims to reach every school child in London and create a really world-class learning Centre to enhance the visiting experience. I was consulted in the development stages of the new building and I'm really proud that it is their plan and intention to consult even more people, over 100,000 Londoners in the further development, meaning that it will be stamped in the memory of more people, even before the building opens.

It is a truly ambitious plan, and as an immigrant to city great city, I am proud to through my support behind the project and hope that you and your colleagues see the riches with will bestow to our city.

Best, Inua

- Please excuse my typos.

Inua Ellams
Founder, The Midnight Run //
[@themidnightrun](http://themidnightrun.com) //
themnr.com //

The Midnight Run //

Cause we can't see stars for fumes
we turn to smashed glass, believing
shards shine like constellations do.

Our Film: <https://gbf01.safelinks.protection.outlook.com/?url=https%3A%2Fvimeo.com%2F121539712&data=01%7C01%7C%7Cca616374a07a4f2f15c808d80ddfc4fb%7C9f6658c405685193222fa96be8%7C1&data=nYnDfkuD6r4NiySnkwtDYhFa9%2Ba4SGBmz1URSWo%3D&reserved=0>
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François-Xavier Roth

Conductor Laureate

Michael Tilson Thomas

Choral Director

Simon Halsey CBE

21 May 2020

To whom it may concern,

I write from the London Symphony Orchestra in resounding support of the Museum of London's planning application for its new site at Smithfield Market.

With a stunning design set within one of London's great historic sites, and with ideal access to the new Elizabeth Line transport infrastructure, this public project would transform a critical area of London and create a new hub which would serve Londoners and attract millions of international visitors to this part of the capital.

The plans for the new Museum demonstrate how a public building such as this – open, accessible, dynamic – can breathe new life into a neighbourhood and safeguard its future for generations to come. It is clear that the new Museum would be an important landmark within the City's Culture Mile, and within London more widely; drawing visitors of all ages and backgrounds to enjoy the City as a cultural and civic space in a way not yet realised.

The development of this important project would of course also be part of a wider regeneration of this north west corner of the City, and crucially the Museum's move to Smithfield would allow for the redevelopment of its current site for the new Centre for Music. It is exciting to consider the impact of Culture Mile as an area containing a network of world-class cultural spaces, linked by new pedestrian and cycle routes, and supported by a new transport line for London. There can be no other moment when these opportunities will present themselves together – the time to make this happen is now.

In this extraordinary current situation of global pandemic, there is a crucial opportunity for the City of London Corporation to rebuild a new future for London, and to support new generations of young people in understanding this great city and its history. Just as we saw after World War 1 and the devastation of the Spanish Flu, the 2020s could be as rich a period of cultural and social growth as the 1920s – the City can be at the forefront of this growth, with a new Culture Mile network as the beating heart of one of the world's leading capitals.

I reiterate my support for this inspiring project, which will benefit generations of young people and secure London's place amongst the great cities of the world.

Yours sincerely

Sir Simon Rattle OM CBE
Music Director, London Symphony Orchestra

pp 

Kathryn McDowell CBE DL
Managing Director, London Symphony Orchestra

From: [Shott, Nicholas](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 21 May 2020 10:34:02
Attachments: [image001.png](#)

Dear Sir or Madam,

I am writing to voice my strong support for this project.

This will be a landmark for London and will have Global recognition. The Museum of London is already an enormously important window on London's heritage, but it has outgrown its existing London Wall premises – the proposed new premises will afford double the amount of public space, allowing people to see more of the seven million objects within the London Collection than ever before; this, in turn, will enable the Museum to tell the story of London and Londoners in new and innovative ways, creating an unmissable experience for over two million visitors each year from around the World, making it one of London's top 10 visitor attractions; in consequence, it will provide valuable support for local businesses as a result of the increased visitor numbers; and it will create a world-class learning centre for London schoolchildren. Furthermore, it will achieve a BREEAM rating of Excellent.

There are many other powerful reasons to support this important project and I hope it is approved.

Yours faithfully,

Nicholas Shott
VICE CHAIRMAN
HEAD OF UK INVESTMENT BANKING

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From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: Museum of London 19/01343/FULEIA.
Date: 22 May 2020 08:16:27

From: Peter Murray <peter.murray@newlondonarchitecture.org>

Sent: 21 May 2020 08:28

To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>

Subject: Museum of London 19/01343/FULEIA.

I write in support of the plans for the relocation of the Museum of London to Smithfield Market. The project enhances the City Corporation's Visitor Strategy and cultural offer, it is a key part of the splendid Culture Mile initiative, and will help to promote the City as a high-quality visitor destination. It reinforces the aspirations of the Draft City Plan 2036 which notes that high quality cultural activity has a critical part to play in the vibrancy of the working environment. It will add to the appeal of the City as a place to do business.

The design team for the new Museum was selected via an exemplary competitive process which led to the commissioning of Stanton Williams, Asif Khan and Julian Harrap each of whom have global reputations in their field.

The result of their collaboration is a building refurbishment and reconfiguring of exceptional quality and fine detailing with appropriate and striking contemporary interventions.

It will set a high standard to be emulated in the years to come as the rest of the Smithfield complex is regenerated.

Peter Murray Hon FRIBA FRSA AoU

Curator-in-Chief New London Architecture

Mayor's Design Advocate

Chairman The London Society

Chairman Temple Bar Trust

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From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: Museum of London
Date: 20 May 2020 20:53:12

From: Sandell, Richard P. (Prof.) <[\[REDACTED\]](#)>
Sent: 19 May 2020 10:26
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London

Dear Gemma

I am writing to express our wholehearted support for the new Museum of London.

Museums are increasingly recognised as unique resources to support social cohesion, to bring people together in shared experiences that enhance learning, improve wellbeing and combat prejudice and discrimination.

My colleagues and I have had the pleasure to work with the Museum of London team in recent months and have been enormously impressed with the quality of thinking, energy and commitment to make the new museum a world class institution for the benefit of all Londoners.

All best wishes - Richard

Richard Sandell
Director, Research Centre for Museums and Galleries

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: 19/01343/FULEIA
Date: 20 May 2020 20:52:17

Hi

Please can this be acknowledged and put on the web.

Thanks

Gemma

From: Eric Reynolds <[REDACTED]>
Sent: 19 May 2020 10:46
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

Dear Sirs

Museum of London Application for planning permission to create a new museum in Smithfields.

I write in support of the application.

The Inspectors at two Public Inquiries were persuaded that the unique and splendid range of buildings at Smithfields Market should be retained as a group. Not as successive developers intended to demolish large parts of the General Market and Annex buildings.

Saving the buildings from demolition was an essential first step but as argued at the time and proved with many other important buildings the vital next step to long term security is to find a viable and suitable new use for the structures.

The proposal to relocate the Museum of London to Smithfields is a triumphant response to the need to identify a suitable and viable new use for the buildings.

The plans as explained in the planning application will ensure a wonderful new facility for London, housed in a marvellous set of Heritage Spaces anchoring the Western edge of the Culture Quarter.

The preserved and enhanced buildings will themselves serve to celebrate the quality of the public buildings that were created by the Corporation of London.

The new museum will greatly benefit from being close to a major public transport hub which will help bring visitors from around the world and as it were around the corner.

Yours faithfully

Eric Reynolds HFRIBA RSA



Eric Reynolds
Urban Space Management
Riverside Building
Trinity Buoy Wharf
64 Orchard Place
London, E14 0JW
Registered in England at the above address no. 02340815

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Charity 1103890

18th May 2020

To Gemma Delves,

The Swadhinata Trust has been a friend and partner to the Museum of London in the Docklands at least since 2016 working on various projects including; 'Your East End' consultation, Your East End Family Festival, Bengali Spring Festival, Languages of London Festival, Boishakhi Mela in Tower Hamlets, Weaving Diasporas project and Identity Festival to collecting experiences of Ramadan during Covid 19 lockdown.

Aisling Serrant, Community Engagement Manager (Museum of London Docklands), in particular has been very good at engaging with the diverse communities that live and work in Tower Hamlets and beyond.

The Swadhinata Trust would like to support Museum of London's move to West Smithfield because it hopes it will be *creating a new museum for London, telling the many stories of London and Londoners from history right up to the present day, including present challenges, in a shared space for Londoners to come together, learn and enjoy, offering culture, history and entertainment.*

I look forward to more opportunities where we can work together.

Yours sincerely,

Patrons

Prof John Eade, Centre for Research on Nationalism, Ethnicity & Multiculturalism (CRONEM)
Prof Chetan Bhatt, Department of Sociology, Goldsmiths College, University of London

From: [DBE - PLN Support](#)
To: [Delves, Gemma](#)
Subject: RE: Museum of London application
Date: 21 May 2020 16:15:00

From: Michael Cassidy
Sent: 18 May 2020 20:56
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London application

I am pleased to write in support as a former Chairman of the Museum. I know from my 8 years in that role just what this means for the organisation and for its host of visitors each year.

In planning terms, the new site will benefit from a much-needed rejuvenation which can then radiate out to transform the area, as the Market itself transfers to Barking. Crossrail opening cries out for the sort of Central London destination that the building will become, at the very heart of the Culture Mile.

The design brings sensitive practicality to an historic context but, more than that it lifts the spirit for onlookers and visitors. People will flock to experience it. The surrounding urban realm can contribute a welcoming approach and build on the sense of excitement for those making their visit.

London will be enhanced immeasurably by this scheme and it is a credit to the City of London that it has committed to it in such a magnificent way.

From: [Delves, Gemma](#)
To: [Devlia, Neel](#)
Subject: FW: Supporting statement-Baroness Floella Benjamin
Date: 11 June 2020 08:52:27

From: BENJAMIN, Baroness
Sent: 18 May 2020 17:04
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Supporting statement-Baroness Floella Benjamin

Baroness Floella Benjamin, DBE DL

Ref: 19/01343/FULEIA

Dear Gemma

I am writing to give support to the creating of a new Musuem for London. In my role as Chairman of the Windrush Commemoration Committee, in 2019 I had the opportunity to have a guided tour of the proposed site for the new museum. I was most impressed with the creative and ambitious plans which I believe will add historic relevance to the City of London.

I am hoping the Windrush Commemoration Committee, which has been set up by the Government in 2018 to create significant monument in recognition of the Windrush Generation, and the New Musuem will work together in partnership to engage with visitors to give them a holistic experience about the contribution those from the Caribbean made to Britain, not just during the Windrush era but over the centuries.

As I said before I believe the vision for the New Musuem of London is a fantastic idea which I wholeheartedly support. I endorse this important project and very look to it becoming a go to and must visit experience.

Keep smiling

Floella

Baroness Floella Benjamin, DBE DL

From: [Watson, Rianne](#)
To:
Cc: [PLN - Comments](#)
Subject: RE: New Museum of London
Date: 05 June 2020 10:39:09

From: Harriet Salkeld
Sent: 18 May 2020 09:52
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: New Museum of London

Dear Ms Delves,

I am writing to convey my support for the new Museum of London.

The aspirations for the New Museum are to:

- Tell the story of London and Londoners in new and innovative ways, creating an unmissable experience for its visitors;
- Reach every school child in London and create a world-class learning centre enhancing their learning experience;
- Support and champion local businesses and London talent
- Involve 100,000 Londoners in the creation of the museum;
- Achieve a BREEAM environmental standard rating of Excellent
- Better display the unrivalled London Collection;
- Resolve the future of these incredible buildings, and;
- Play a role in maintaining and developing the Smithfield area as a vibrant part of Culture Mile

I am a secondary school History teacher, as well as a member of the Teacher's group for the Museum of London and on the consulting panel for the new museum, and believe that this is something that the city needs. The experiences and history provided by this museum are excellent and it certainly is a local project. It will also further lead to more people being able to experience the museum.

Kind regards,
Harriet Salkeld

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#); [Devlia, Neel](#)
Subject: FW: Museum of London - Planned move to West Smithfield
Date: 11 June 2020 09:19:11
Attachments:

From: Jane O'Sullivan
Sent: 18 May 2020 10:33
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London - Planned move to West Smithfield

Dear Gemma

I am writing this email in support of the Museum of London's planned move to West Smithfield. I am the the Enrichment Manager of George Green's School, a large secondary school on the Isle of Dogs in Tower Hamlets.

Over a number of years the school has worked in partnership with the Museum of London and found it to be a fantastic learning resource for our students and staff. We have brought students to events and exhibitions and they have experienced the excellent educational resources on offer. The Museum tells the story of the city of London and of Londoners, and has provided our students with a sense of identity and enhanced their cultural capital.

Students have taken part in a range of festivals and community events at the museum, both as participants and as organising volunteers. This has enhanced their skills and self confidence, as well as opening up the possibility of careers opportunities in the heritage and cultural sector. Our students have learnt about the rich heritage of their city and have had terrific, world-class learning opportunities.

I hope that the Museum's move to West Smithfield and its ambitious plans will further develop the excellent work it does to bring the history of London alive and to present it to young people from diverse communities in such an exciting and fascinating way. Our school fully supports the work of the Museum of London and sees it as an invaluable partner. We hope that the move to West Smithfield is successful and we can't wait to be

involved in further projects.
with best wishes

Jane

Jane O'Sullivan

Enrichment Manager - Engagement

George Green's School | 100 Manchester Road | London E14 3DW

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From: [PLN - Comments](#)
To: [Linda Bradfield](#)
Subject: RE: 19/01343/FULEIA
Date: 18 May 2020 10:45:00

From: Linda Bradfield
Sent: 17 May 2020 20:46
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

I am writing to offer my support to the proposed new Museum of London. Although I now live in Norfolk I was born in London and lived there until I was 21 and loved going to all museums. I still make trips to London to visit places of interest including museums. I am lucky that my son works in London so that we can meet up and visit places together or I come down with friends. My last visit was to the Museum of London for a general walk around and prior to that to see the exhibition of the Cheapside Hoard and I believe a bigger better building built to order in an iconic area must be good for all visitors including tourists.

Linda Bradfield

Sent from Samsung tablet

Wells, Janet (Built Environment)

From: DBE - PLN Support
Subject: FW: New Museum of London Plans

From: Kumiko Mendl <kumiko@yellowearth.org.uk>
Sent: 16 May 2020 09:23
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: New Museum of London Plans

Dear Gemma

I am writing to you in support of the planned new Museum of London

I have been working with Sara Wajid and her engagement team at the museum of London on a project with the Japanese British London community and have heard about the exciting and ambitious plans for a new museum in West Smithfield.

It feels crucial that London, one of the major cities of the world, should have a world class museum to share the rich and fascinating stories of the city and its people and its many communities. The plans to transform the iconic market buildings in West Smithfield and save them from disrepair in order to bring these stories and the learning to every London school child is a brilliant proposition.

I'm immensely excited at this opportunity for the Museum to reimagine itself and truly be a place that visitors from across the world as well as all Londoners big and small, can connect with.

In these difficult times we need the new museum even more to give us renewed confidence, a sense of unity and identity and an understanding of the many different communities that make up our rich and diverse city.

Londoners deserve this and I hope the Planning and Transportation Committee will give the plans its full backing

All good wishes

Kumiko Mendl
She/her

Artistic Director
Yellow Earth
The Albany
Douglas Way
Deptford
London SE8 4AG
T: +44(0) 20 8694 6631
M:+44(0) 7801 269772

Wells, Janet (Built Environment)

From: DBE - PLN Support
Subject: FW: new Museum of London

From: Polly Richards <polly@pollyrichards.com>
Sent: 16 May 2020 14:35
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: new Museum of London

Dear Gemma Delves,

I am writing to show my support for the recently submitted Planning Application for the new Museum of London in Smithfields. There are several reasons I think this application should be approved:

1. It's a derelict building that needs to be put to positive use for the community and this seems like the ideal opportunity to regenerate an area of Smithfields that currently feels threatening and abandoned.
2. A Museum about our capital city needs a more visible and accessible setting than the one we have previously and deserves to be a beacon of good design. The current design proposed goes above and beyond in fulfilling that need.
3. London's diverse population needs their story in all its richness to be told. The plans for content development promise to do it and this building is of the right scale, layout to accommodate this need.

I do hope this scheme will be granted planning approval and look forward to hearing the outcome of this incredibly exciting project

Yours sincerely,
Polly Richards

--

Dr Polly Richards

45 Ellingfort Rd
London E8 3PA

Wells, Janet (Built Environment)

From: DBE - PLN Support
Subject: FW: Museum of London - IROKO LoS new museum
Importance: High

From: IROKO Theatre <info@irokotheatre.org.uk>
Sent: 16 May 2020 15:11
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London - IROKO LoS new museum
Importance: High

Dear Gemma,

On behalf of IROKO Theatre Company, I am writing to support the Museum of London's plans to move to West Smithfield.

IROKO is a small charity founded in 1996 with the aim to use African art forms to enhance learning, skills, health and wellbeing. Over the years, the Museum of London has continuously reached out to us and has collaborated with us in using our services to enrich learning and enhance the cultural landscape of London. In fact, they are involved in our current 'Forever Young' project, running reminiscence outreach workshops on behalf of IROKO for our elderly users in Newham, Redbridge and Barking and Dagenham. They are using objects and items handling, smelling and feeling, as a vehicle to enhance the mental health and wellbeing of our elderly users.

We believe that the proposal of the Museum to build "a shared space for Londoners to come together, learn and enjoy, offering culture, history and entertainment" and also tell "the story of London and Londoners to visitors from close to home and across the world", is a laudable and innovative project. We support the Museum wholeheartedly in this endeavour and we kindly implore the Planning and Transportation Committee to approve their plans.

We are happy to be associated with the Museum and welcome their approach to sharing history, culture and entertainment. We will be delighted if the Planning and Transportation Committee can approve their move to West Smithfield, which will undoubtedly, enrich the cultural landscape of the capital.

Yours sincerely

Alex Oma-Pius FRSA
CEO/Artistic Director
IROKO Theatre Company
NEWTEC College
1 Mark Street, Stratford, London E15 4GY

From: [Five Years](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 15 May 2020 12:34:26

Hello,

I am writing in support of the new Museum of London in Smithfield.

It is a wonderful way to revitalise historic buildings in the heart of the city. Industrial buildings are often overlooked when it comes to preservation, and old markets are routinely torn down.

The current museum in Barbican is difficult to access and uninspiring from the outside. A new building is long overdue.

I think priority should be given to exhibition space, object conservation and learning over areas for people to eat and entertainment. There is enough of that all over the city.

Regards,
Dee Collins

227 Kirkdale,
Sydenham,
London SE 26 4QQ

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: Museum of London planning application (reference 19/01343/FULEIA) - In Support
Date: 15 May 2020 09:11:38

From: Alice Black

Sent: 14 May 2020 15:27

To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>

Subject: Museum of London planning application (reference 19/01343/FULEIA) - In Support

Dear Ms Delves,

I write to express my support for the planning application (reference 19/01343/FULEIA) currently under consideration for the new Museum of London in Smithfield Market. I write in my capacity as former co-director of the Design Museum, which moved and reopened 3.5 years ago on Kensington High Street and dramatically improved the high street.

I believe that this project will be the cornerstone to revitalise the Farringdon area. Much has been done to improve transport connections and the built environment in this area. It now needs a beating heart, which is what the Museum of London will be. The museum will transform the Smithfield Market into a vibrant, culturally active and desirable environment for Londoners to enjoy, visitors to London to explore, and residents to live in.

The architectural plans have been developed sensitively, respecting the original building but giving it a modern aspect, ensuring it is fit for centuries to come. The museum has developed plan to keep its activities fresh, welcoming to all visitors, and be a fitting tribute to the City of London.

I do hope that the planning committee will approve this development, which will revitalise a fascinating corner of London.

With best wishes,

Alice Black

55 Frogna

London, NW3 6YA

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: Museum of London
Date: 15 May 2020 09:14:52

-----Original Message-----

From: Kulvarn Atwal
Sent: 14 May 2020 18:27
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London

Dear Gemma,

I am writing to you to express my support for the proposal to build the new Museum of London. I think it will be a fantastic addition to the cultural scene in East London. The project is ambitious and exciting and I think it will very quickly become one of the most visited sites in London. We have so many wonderful museums but none that really capture the social, economic and cultural history of the greatest city in the world.

I urge you to support the proposal and if there is any way in which I can support you please let me know. I am an internationally renowned educator and yet I feel like a child when I consider the possibilities for this museum. I know that this museum will provide a fantastic learning tool for not only London's children but right across the country.

Kind regards,

Kulvarn

Sent from my iPad

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#); [Devlia, Neel](#)
Subject: FW: Museum of London planning application 19/01343/FULEIA
Date: 11 June 2020 09:29:29

From: Robert Dufton
Sent: 15 May 2020 09:56
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London planning application 19/01343/FULEIA

Dear Ms Delves

I am writing in support of the application by the Museum of London concerning its new site at Smithfield.

I am a City resident (for over 20 years), a former Governor of the Museum of London (appointed both by the Prime Minister and the Corporation of London) and have worked as a CEO/senior manager in national funding organisations for arts, heritage and education.

The Museum of London's proposal will be beneficial for the restoration and maintenance of historic buildings. It will enable the Museum to expand its activities for the benefit of more people, both Londoners and visitors from home and abroad, including education provision. It will generate jobs and economic growth. The public transport links to the new site, including Crossrail, are excellent.

Yours sincerely,

Robert Dufton

55 Thomas More House

Barbican

London EC2Y 8BT

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Museum of London planning application

From: Peter Bazalgette
Date: 14 May 2020 at 14:30:32 BST
To: "gemma.delves@cityoflondon.gov.uk" <gemma.delves@cityoflondon.gov.uk>
Subject: Re: Museum of London planning application

Dear Gemma, I write as a Londoner, a former Chair of Arts Council England and as the descendant of one of London's key architects, Sir Joseph Bazalgette.

I wanted to commend Stanton Williams' excellent scheme to your Planning Committee. It's an inspiring, imaginative and sympathetic use for Smithfield, an important heritage site.

It will hugely extend the Museum of London's appeal and reach. And this is important because the story of one of the world's great cities is also one of diversity which we can all have a stake in.

Finally, the outreach plans which this scheme will enable, to the school age children of London, will be both revelatory and unifying. Whether you look at the history of London's culture, its economy, its public health or its built environment... this scheme will deliver a shared understanding of these themes for generations to come.

Yours faithfully, Peter Bazalgette

Sent from my iPhone

From: [David Reddaway](#)
To: [PLN - Comments](#)
Subject: FW: REF 19/01343/FULEIA: MUSEUM OF LONDON
Date: 15 May 2020 12:40:06

From: David Reddaway
Sent: 14 May 2020 13:06
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: REF 19/01343/FULEIA: MUSEUM OF LONDON

Dear City Planners,

I am writing on behalf of the Goldsmiths' Company, located at Goldsmiths' Hall in Foster Lane, EC2V 6BN, to convey to you the Company's very strong support for the Museum of London's planning application for the development of the site at West Smithfield.

The Goldsmiths' Company is enormously enthusiastic about this project, and about the inspirational plans the Museum and its architects have put forward. We believe that London deserves – requires – a first class Museum devoted to its history and life, and we see the proposed new Museum as a huge step forwards from the current facility on London Wall. The new site will be able to offer space and experiences the present museum simply can't accommodate. It will allow more people to learn more about London and see more of the Museum's extraordinary Collections. It will make a vibrant contribution to the Smithfield Market area and its communities and businesses. The plans are brilliant; and what better use could be made of the amazing (and very challenging) structures that the new Museum will bring back to life?

As you may know, we are so enthusiastic about this project that the Goldsmiths' Company Charity is contributing £10,000,000 to it. This is the largest single grant our Charity has made since setting up the iconic Goldsmiths' Centre in Clerkenwell in 2012. We look forward very much to the Centre and the Museum working together, and hope that you will grant the permissions needed to take forward this fantastic project. Beyond our initial grant, we plan to work with the Museum in its new location on a range of different fronts, all beneficial to London and Londoners, as long-term partners.

Please do not hesitate to contact me if there is anything you think the Goldsmiths' Company can do to reinforce the case I have tried to set out here. And please do approve this project: it will make us even prouder to be Londoners.

Yours sincerely,

David Reddaway

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: Fwd: Reference number 19/01343/FULEIA: Museum of London planning application
Date: 14 May 2020 13:44:25

From: Nigel Carrington
Sent: Thursday, May 14, 2020 11:55:15 AM
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Reference number 19/01343/FULEIA: Museum of London planning application

Dear Gemma

I am writing to you in connection with the application by The Museum of London to relocate to Smithfield Market.

As you will know, University of the Arts London is a major contributor to the cultural and educational life of London and our principal administrative offices are nearby in High Holborn. We strongly support this project, not only because it will regenerate a group of historically important market buildings but also because it would create real cultural opportunities in a potentially prime part of the City which nevertheless currently represents a somewhat blighted spectacle.

You may be aware that UAL was behind the regeneration of the King's Cross development area which commenced in 2008 when we signed contracts to develop the listed Granary Building and create Central Saint Martins as a world-leading, architecturally acclaimed campus on that site. Our architects on that project were Stanton Williams. We note that they are also leading the regeneration of this major heritage site.

The regeneration of the Kings Cross area and the attraction of world leading companies like Google and Facebook has been generally acknowledged as having been triggered by the construction of the Central Saint Martins' campus. We believe that the regeneration of the market buildings for the Museum of London would have a similar impact in this area, as well as linking more clearly the cultural richness exemplified by the activities in and around the Barbican with areas to the west of Smithfield. As our development at King's Cross shows, the sympathetic redevelopment of an historic building for cultural and educational purposes can be the essential catalyst for a broader regeneration and it is for this reason that we strongly support the development of the site as a key extension of Culture Mile.

Please do not hesitate to get in touch if you would like further information.

Best wishes

Nigel Carrington

.....
Sir Nigel Carrington
Vice-Chancellor
University of the Arts London
272 High Holborn
London
WC1V 7EY

To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>

Subject: MoL New Museum project

Dear Gemma (if I may),

Just a short note to say that I do hope the CLC will give the go-ahead to this initiative - we certainly all need some good, positive news right now!

The schools' learning team at MoL have been fantastically helpful and supportive to teachers in our subject area over the last few years and we know how much they yearn for, and need, renewal and more space. It's a great museum, but it could obviously be so much more - you can just feel it wanting to spread its wings when you're there. Surely one of the world's greatest cities needs one of the world's greatest museums?

School children across London are going to need lots of help when this is all over - building a great learning space and experience for them will really help them grow, and make up for some of the lost learning experiences they've encountered.

I do hope the CLC will press the green 'Go ahead' button!

All best wishes,

Will Griffiths

--

Will Griffiths

Hands Up Education

www.hands-up-education.org

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From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: Museum of London, Smithfield
Date: 14 May 2020 07:07:44

From: Stuart Lipton <lipton@liptonrogers.com>
Sent: 13 May 2020 18:55
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: Museum of London, Smithfield

I write to support the planning application made by the Museum of London at Smithfield.

I've seen the drawings by Stanton Williams and I believe they reflect an ingenious use of the existing buildings as well as producing regeneration of the area. The design detail is immaculate and the Museum's new location will support the cultural mile and reinforce the role of the City of London. The project has achieved real excellence in the way it's dealt with the use of old and new elements, and I fully support the application.

Stuart Lipton

Sir Stuart Lipton
Mobile Direct 020 3757 0570
lipton@liptonrogers.com

PA: Jo Leguen de Lacroix
Direct 020 3757 0571
delacroix@liptonrogers.com

Lipton Rogers Developments LLP
33 Cavendish Square, London, W1G 0PW
www.liptonrogers.com

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Begum, Shupi

From: Justin King <JK@harburyhouse.co.uk>
Sent: 13 May 2020 12:09
To: PLN - Comments
Subject: New London Museum : 19/01343/FULEIA

Dear sir/madam

I would like to add my support to the above planning application .

Through my role as CEO of Sainsburys from 2004 to 2014 i became very aware of the Museum and the important role that it plays in chronicling the lives of Londoners. It is also ,i should note, the home for the Sainsburys family archive , a business with its roots firmly in London.

I live not far from the new location (in doughty mews wc1) so am very familiar with the location . I can think of nothing better for the site than what is being proposed by the museum . It will have a hugely regenerative effect , prove a huge boost to the area more generally and create new employment . Sitting next door to Farringdon with its unrivalled public transport links i would expect visitor numbers to rival the other great museums in London , so it is vital the museum is constructed on as scale that reflects this . But , as the plans envisage , the significant preservation of the existing buildings is a big win . One not always envisaged by past proposals for this site.

In short i ill be giving the proposals my wholehearted support and hope that you are able to do so too.

Kind regards,

Justin King
CBE

Begum, Shupi

From: Justin King <JK@harburyhouse.co.uk>
Sent: 13 May 2020 12:53
To: PLN - Comments
Subject: Justin king details

Further to your request and my recent e mail with respect to the MOL application my details are as follows

Justin King
7 Doughty Mews
London WC1N 2PG

As i am a 'public figure' this address is confidential . Please treat it as such

Comments for Planning Application 19/01343/FULEIA

Application Summary

Application Number: 19/01343/FULEIA

Address: Poultry Market And General Market And The Annexe Buildings West Smithfield London EC1A 9PS

Proposal: General Market|cr|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'.|cr|Poultry Market|cr|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.|cr|Annexe Site (Red House, Iron Mountain, Fish Market and Engine House)|cr|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.|cr|(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.)|cr|This application is accompanied by an Environmental Statement. Copies of the Environmental Statement from Gerald Eve LLP, 72 Welbeck Street, London, W1G 0AY
Case Officer: Gemma Delves

Customer Details

Name: Mr Philip Miles

Address: Flat 1b, 224 Old Brompton Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:I wish to support the planning application submitted for the relocation of the Museum of London to Smithfield. I live in central London and work in the City

The current location of the Museum is ugly, hard to find and to access and the spaces within it are not user friendly for museum purposes. The proposed new site is a much better location for the Museum in all of these respects. It would rightly transform the Museum into a world class venue for a world class city.

The treatment of the long-neglected buildings involved is sympathetic and thoughtful. The development is proportionate and is not in any way detrimental to the amenity of the occupiers or visitors to other nearby buildings including the Smithfield Market itself. The massing, height and visual impact of the proposals are appropriate. The treatment of the existing Grade II Listed and Unlisted heritage assets is to be lauded and presents a number of public utility and heritage enhancements from which the buildings and the surrounding area will benefit. Original buildings are retained and original materials are used for much of the project while any modern aspects are entirely sympathetic to the original use and character of the building. The loss of any existing buildings such as the Iron Mountain remove the less appealing areas of the site and are easily outweighed by the benefits give by the scheme.

Access for visitors has been well thought through with emphasis on public transport via cycling, Crossrail, tube, bus and walking. This along with other aspects of the proposal should give environmental benefits.

In addition to the space occupied by the Museum the project allows for retail, office and food & drink areas which will benefit the economy and diversity of the site and it surrounding environs. Currently empty "houses" (commercial units) would be brought back into flexible use and would reanimate the area.

In summary I am strongly in favour of this beneficial, sympathetic project.

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#); [Devlia, Neel](#)
Subject: FW: museum of london
Date: 11 June 2020 09:31:51

From: simon jenkins
Sent: 13 May 2020 11:35
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: museum of london

Planning application for Museum of London, Smithfield project

Reference 19/01343/FULEIA

From Sir Simon Jenkins, 30 Holland St, London W8 4LT

Dear Miss Delves,

I am writing in strong support of this application. I am a past board member of the museum and long-time campaigner for it to have a new venue. I was involved in discussions following a possible move to the Bart's Hospital site in the 1980s, and also in the campaign to preserve the old buildings on the west side of the Smithfield market site. I strongly support the museum remaining within the City boundary.

I cannot imagine a better location than that which is now proposed. It would reinvigorate the borderland between Clerkenwell and Holborn, as well as be a major attraction to the west City, well-served by public transport.

The building itself is exceptionally exciting, making maximum use of existing properties and street pattern, and fusing the museum into the long-term character of the neighbourhood. It is respectful of its context, and offers new ways of interpreting London's history. So too does the possibility of incorporating the pathways of the Underground and the Fleet River. I am convinced this could be the first of a new generation of site-sensitive urban museums. It would stand vastly to the City's credit to have sponsored such an innovation.

I hope these views can be communicated to your committee.

With best wishes

Simon Jenkins

Begum, Shupi

From: Jan Williams <janwilliams56@outlook.com>
Sent: 12 May 2020 16:17
To: PLN - Comments
Subject: Fwd: 19/01343/FULEIA

My address is:

28 Ringwood Road, Luton LU2 7BG

Begin forwarded message:

From: Jan Williams <janwilliams56@outlook.com>
Date: 7 May 2020 at 11:02:00 BST
To: "PLNComments@cityoflondon.gov.uk" <PLNComments@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

I know that everyone has other priorities at the moment but I am writing to express my support for the new Museum of London development. London is of course a fantastic city with a uniquely rich history and heritage and deserves a site where this can be shared and showcased in the best possible way. It will be an invaluable resource for Londoners (especially children), visitors from elsewhere in the UK and of course overseas visitors.

Jan Williams

Begum, Shupi

From: Alistair FitzPatrick <fitzpatrickalistair@gmail.com>
Sent: 07 May 2020 11:41
To: PLN - Comments
Subject: 19/01343/FULEIA

Dear Sir

I would like to put my endorsement on record for the creation of a new Museum for London. I've lived in London for 30 years and learnt (only) a little of its amazing history. My intention is to follow that journey in retirement. This Museum's construction will enable that.

Yours Sincerely
Alistair FitzPatrick

Begum, Shupi

From: Alistair FitzPatrick <fitzpatrickalistair@gmail.com>
Sent: 12 May 2020 16:24
To: PLN - Comments
Subject: My Address

Dear Rianne

I'm sorry, I could easily have included my address.

It is:

83 Vanguard Building
18 Westferry Road
London
E14 8LZ

Thanks
Alistair

From: [Hat Margolies](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 12 May 2020 20:04:27

Please approve the new site for the Museum of London - it's an amazing resource for London, and this new site will allow even more of the artifacts of the museum to be on show. Regenerating this part of London will also be a boon for the area. I have been going to the museum for over 30 years, and now I take my children too. I can't wait to experience this new space with them.

Regards,

Hat Margolies
67 Algernon Rd
London
SE13 7AS

Begum, Shupi

From: ellisjj2003 <ellisjj2003@yahoo.co.uk>
Sent: 12 May 2020 16:18
To: PLN - Comments
Subject: Planning application Museum of London, West Smithfield

My name: Janet Joan Ellis
Address: 47 Alford Court
Shepherdess Walk
LONDON N1 7JW
tel: 020 7684 1137

Sent from my Samsung Galaxy smartphone.

From: [REDACTED]
To: [PLN - Comments](#)
Subject: RE: 19/01343/FULEIA
Date: 12 May 2020 18:27:15

I wish to add my support to the plans for the new Museum of London. I love the old one but it is too small and crowded and a city like London deserves a world class museum.

Pamela Kerr
41 Browning Ave
Sutton
Surrey
SM1 3QU

From: [REDACTED]
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 12 May 2020 11:15:08

I wish to express whole hearted support for this planning application .

As a liveryman for over fifty years I am well aware of the value of the Museum of London to the City and to visitors. The preservation and conservation of the unique Smithfield buildings is a National priority.

To bring these two projects together in a single solution seems quite brilliant and will provide a first class asset for the City.

Philip Feather
Citizen and Glass Seller.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 19/01343/FULEIA

From: Susan Wardman
Sent: 12 May 2020 14:50
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

I write in support of the Museum of London's application for planning permission for the proposed new museum on the Smithfield site.

What I have seen of the plans seems to me suitably designed to enhance the presentation of the story of our city, and particularly to make this available to the younger generation in a spacious and welcoming building.

Susan Wardman

From: [Susan Clark](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 11 May 2020 12:07:35

Hello

I think this proposal for the new Museum is excellent. The proposed design looks great and the Museum's proposed aims are imaginative.

Kind regards

Susan Clark

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#); [Devlia, Neel](#)
Subject: FW: support of the Museum of London planning application
Date: 11 June 2020 09:05:55
Attachments: [image001.png](#)

From: Cara Courage
Sent: 11 May 2020 12:10
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: support of the Museum of London planning application

Hello Gemma

I am emailing in support of the Museum of London planning application, to create a new museum for London in West Smithfield.

I support the vision of the museum and the notion that this museum is now more important than ever, as a co-created place for Londoners to come together, learn and enjoy, and reflect and plan for the future of the city. There is much to learn from London's past to inform its present and future, and the new museum will be the place to do this through exemplary participatory and community-led activities and programming.

Many thanks

Cara

Dr Cara Courage
Head of Tate Exchange
Tate Modern
Bankside | London SE1 9TG
e: cara.courage@tate.org.uk
m: +44 (0) 7891 541 267
w: <https://www.tate.org.uk/tate-exchange>



www.tate.org.uk

My terms of address are she, her, hers, Dr.

Please only reply all or cc others as necessary, mindful of the carbon footprint of all emails.

Please note that any information sent, received or held by Tate may be disclosed under the Freedom of Information Act 2000

From: [Alan Newman](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 09 May 2020 14:16:09

I fully support the Museum for London's proposal to relocate in Smithfield. The larger site will enable more of the museum's items to be exhibited in buildings which will be far more accessible to the general public than its existing location and will enable historic buildings to be given a new lease of life.

Yours faithfully,

Alan Newman
79 Thomas More House
Barbican
London
EC2Y 8BU



From: [Danusia Beard](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 09 May 2020 07:36:10

Hello team

I want to support the Museum of London with its amazing plans to develop West Smithfield and create a brand spanking new Museum which would attract thousands upon thousands of people and children from the whole of London and the UK as well as visitors from the rest of the world.

They will help transform, innovate and breathe new life into these buildings and the local environment, especially now given the uncertainty around the coronavirus legacy which may be seen as a tiny but significant moment that must not impede the greater legacy of a new Museum showcasing a much longer and compelling history from prehistoric to the current to the future.

This isn't the time for trepidation and fear but for the opportunity to focus on that bright future.

Please approve the plans and bring about positive growth, education, improvement and enrichment.

Kind regards

Danusia Beard
London Borough of Redbridge

Sent from my iPhone

From: [Katy Barrett](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 08 May 2020 10:48:16

Dear Sir/Madam,

I am writing in support of the Museum of London's plans for Smithfield Market. This will be a superb museum for Londoners and to represent London to the world and makes an important and sensitive use of the Smithfield Market buildings, bringing new life to the area.

Yours sincerely,
Katy Barrett

Wells, Janet (Built Environment)

Subject: FW: 19/01343/FULEIA

From: jorn cooper
Sent: 07 May 2020 09:49
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

Sirs/Madames

May I register my support for the Museum of London's application of the development of Smithfield Market area as a site for the museum.

I believe the new site will attract more visitors and secure the historically valuable buildings on the site for future generations

Yours

J G Cooper
78 Charles St
Croydon
CR0 1TR

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 19/01343/FULEIA

From: Agnes Segal
Sent: 07 May 2020 15:20
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

Dear City of London

I think that the proposals for the new Museum of London look extremely exciting. I urge you to approve the plans and move ahead with getting the new museum up and running

Yours faithfully

Agnes Segal

50 Abbots Gardens
London
N2 0JH

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 19/01343/FULEIA

-----Original Message-----

From: Steven Wilson
Sent: 07 May 2020 09:39
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA

City

I love the plans for the new Museum of London and fully support the move from the Barbican.

I would also like to add my support for the plans for the concert hall to replace the Museum at the Barbican.

Sincerely

Steven Wilson
111 Blake Tower
2 Fann Street
EC2Y 8AF

From: [anne.dorst](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 11:14:49

Just a quick note in support of the new Museum of London plans - this is going to be a fantastic way to use the Smithfield site and expand the museum

Best

Anne Dorst

117 Wilmot St, London E2 0BT

From: [Bill Wiffen](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 18:25:05

Dear Sirs

We need a new museum to tell the story of London and it's population in innovative ways. The beautiful but dilapidated Smithfield Market would provide a fantastic home.

The new museum could play a key role in educating school children on Londons' history and much much more!

In addition 'The London Collection' also needs to be displayed in a much better display area

I fully support this fantastic project and believe the Corporation of London should do likewise

Yours Faithfully
Bill Wiffen

Sent from my iPad

From: [ewinn](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 21:30:59

I wholeheartedly agree with the plan to move the Museum of London from the Barbican to Smithfields - part of the fabric and history of London.

Yours faithfully
Emma Winn
25, SE10 8SY.

Sent from my Samsung Galaxy smartphone.

From: [Beatrice Pembroke](#)
To: [Delves, Gemma](#)
Subject: Support for Museum of London Planning Application
Date: 07 May 2020 12:18:04

Dear Gemma

I am writing on behalf of the Global Cultural Districts Network ([GCDN](#)) team, in support of the new Museum of London's planning application. GCDN is an independent international membership body of some 50 leading cultural spaces around the world, including Times Square New York, Southbank London, West Kowloon Hong Kong and Sydney Harbourfront.

The Museum of London and partner organisations that make up Culture Mile are a valuable part of our Network, sharing leading ideas and best practice with international peers.

The [Chair](#) of GCDN and I believe that 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, this is ever more profound - around the world, governments are investing in their cultural provision to help shape the future.

Please contact me if you have any questions

Best wishes

Beatrice

--

Beatrice Pembroke
Director
Global Cultural Districts Network ([GCDN](#))
London: +44 20 8065 5562
New York: +1 845 765 8100



From: [Peter Clayton](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 14:38:13

Despite the present problems the sooner that the new MoL can begin to form on its new site the better - it is badly needed as the showcase for a world leader city

Peter A. Clayton, FSA, and Freeman of London, Farriers' Company

Begum, Shupi

From: Jan Ellis <ellisjj2003@yahoo.co.uk>
Sent: 07 May 2020 12:01
To: PLN - Comments
Subject: 19/01343/FULEIA

I am writing in support of the development of the new Museum of London in Smithfield.

It is very important to have a Museum dedicated to London as the capital is such an important part of our history.

Obviously as time has passed from the building and opening of the Barbican site, many more important and significant finds now make it impossible for many artefacts to be displayed and West Smithfield would be an ideal site for a new, larger Museum which would be able to accommodate not only more of the collections held but also learning spaces for students and schoolchildren.

It is so important that everyone, not just Londoners, have the opportunity to find out more about our great capital.

Jan Ellis
London N1

From: [Judith Evans](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 10:15:57

I wish to put on record with you my support for the Museum of London's plans for a new building in the City.

I have been a visitor to the Museum in the Barbican since almost immediately after its opening in the mid-1970s. As someone born and bred in outer London, and having spent my teaching career working in the inner city, I have always enjoyed the particular appeal of the Museum in telling the story of my city, to me, to my family and to the classes of children whom I had the pleasure of bringing. It's a wonderful resource for leisure and learning.

However, the Museum has always suffered from issues of location and access. In common with the Barbican Centre complex, it is off the beaten track: not an easy place to find unless you already know where to look. To make matters worse, it can't be accessed directly from street level.

I have seen the plans which have been created for the proposed new building in West Smithfield. As an existing visitor I am impressed, and were I still teaching, I would be excited about the chance to bring London children to this new centre to learn about and explore the city in which they are growing up.

Please support these plans, and enable us as Londoners to have a great new showcase for our City, its history and heritage and its place in our present and future, to share with the tourists and visitors who come to the best city in the world.

- Judith Evans

From: [Katherine Davey](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 09:24:15

Please support the Museum of London's plans to preserve the Smithfield General Market and build a world-class museum within.

The City of London behaved appallingly in acting with the developers to demolish most of this historically and architecturally important structure and was only stopped by two charities and a public enquiry. The City now has a chance to redeem itself by supporting the Museum of London and looking after London's heritage rather than knocking everything down for short term gain. The City should support these plans and support the Museum of London financially.

Kate Davey

City of London resident 3 Hare Court

From: [Laurance Clark](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 13:41:29

Hello.

We wish to add our names to those supporting the application by the Museum of London to develop buildings in West Smithfield in to a new Museum of London. We are reasonably frequent visitors to the museum in it's present building and know that it is an extremely interesting museum with some very informative exhibits and special events. These can only be improved with a larger and better building.

Laurance and Janet Clark.
38 Coombe Drive
Ruislip. HA4 9TR.

From: [Lynne Madgwick](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 14:52:49

Museum of London

Having lived most of my life in and around London, feel the whole world should be a part of creating a new vision of London. We have plenty of history to share with everyone, and will hopefully continue to innovate and show what London has done and can do in the future, especially now, when the world has been turned upside down.

There is a need to showcase London, and give everyone the opportunity to be part of something really interesting, and informative in the forthcoming years.

Please consider this opportunity as something unique and worth doing for our country.

Regards

Lynne Madgwick (avid museum goer)

From: [Marjorie Och \(moch\)](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 13:26:07

To the Planning Committee,

I am so excited about the new plans for the Museum of London. I have been coming to this museum for several years now. I come the first week of every March with students from my university. The Museum of London is our first stop during our week in London visiting museums, churches, palaces, historic homes, parks, and other landmarks. The museum offers a complete overview of the history of this remarkable city. For it to be housed in a historic building will add yet another level of depth to the collections that tell the story of London.

I can't wait until the new museum opens...please support it! I will!

And yes, we were in London this year (Feb. 28-March 7). C-19 was barely on the horizon for the UK as well as the USA. I was saddened to hear of all the suffering in England from this disease. It is yet another story for the Museum of London to tell.

with warmest best wishes for your health,

Marjorie Och
Professor of Art History
University of Mary Washington
Department of Art and Art History
Melchers Hall
1301 College Avenue
Fredericksburg, VA 22401



From: [Graham Bennett](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 11 May 2020 13:18:04

I think that it is vital for London to have a museum dedicated to representing our amazing past, but also fit for the future. London is the greatest capital city on earth - please pass the plans for the new museum without delay.

Regards, Graham

From: [philip hendrick](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 14:12:14

Hello,

I am writing to you to support the Museum of Londons application for a new site in Smithfield.

The intended site has been an eyesore for many years and these plans will utilise it in a sympathetic manner wholly in keeping with its historic appearance.

It will form a great development, far better than yet more office space which may turn out to be surplus due to changes in working practices after the current COVID lockdown.

This new location will be better than the old for access via public transport, boosting visitor numbers and therefore tourism income to the City.

Please agree to this application.

Kind Regards,

Philip Hendrick.

From: [Preston Thayer](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 17:07:40

Dear Sirs,

This e-mail is written in support of the planned move and expansion of the Museum of London.

My wife and I bring university students to London each spring, and the existing museum at Barbican is always our first stop. The collections and curation are a fine introduction to London, and the West Smithfield location will provide an even richer context for discussing the diversity of the city. I heartily recommend the plans for the new museum.

Many thanks.

Preston Thayer, PhD
(Director, Public Sculpture Project)
1500 Prince Edward Street
Fredericksburg VA 22401 USA
mobile: +1 540-287-1376

From: [Renate Herrmann](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA.
Date: 07 May 2020 17:01:23

Dear Madam / Sir,

I have been living in London for nearly 20 years. I am also a freeman of the City of London since 2012. I love the City with its great history and its great achievements as a modern international metropolis (i.e. the only true metropolis in Europe).

Giving the Museum of London a new home in such historic environment like Smithfield market and hopefully also maintaining many of the older building ensemble would be great. I believe , this would also make a much more suitable home, giving the City's history of empire and trade, than its current location within the concrete Barbican complex, which I find difficult to find for non-London-lovers. I find its current location quite limited in space and atmosphere. Although very small as well, I think, the Dockland Museum makes a much better job of taking people into the life of the old London port and to the history of England as a seafaring nation.

I would hope that the new Museum of London would do a similarly telling job about the City and its central position of trade and commerce, of riches, catastrophes, downfall and resilience, of London's making and breaking kings, of its central position on the glorious side of trade and empire, but also the corresponding dark side of monopolisation, exploitation, crime and bribery. There should be a whole gallery about the special City stories , like the story from coffee houses via great City individuals like Thomas Gresham and his Grasshopper as well as Edward Lloyd to international markets like the Royal Stock Exchange and the Lloyd's Underwriting Market, which could be peppered with more juicy stuff like the Vatican's banker hanging from Blackfriars Bridge and near-closing of Lloyds' after the storm 1987 and asbestos, told by personal stories of Lloyd's names, who killed themselves. But also the story about the rise and fall of the East India Company and the City still as centre for the major commodity trade associations and exchanges like GAFTA, FCC, BCA or LME and LIFFE/ICE

All this should be reflected throughout the millenniums Romans, Saxons, Victorians, we as well, use London as the major centre of trade, communication and finance and with two millenniums to look back on, those stories will be endless, i.e. funny, brave, powerful, mind-blowing, shocking, sad or bitter, but never boring, i.e. like living in this special city and welcoming the world.

Kind regards,

Renate

Bylur GmbH

Correspondence to
16 Highland Courts
Highland Road

Registered at
Elfriede-Kuhr-Str. 32
12355 Berlin

London, SE19 1DR
United Kingdom

Germany

[REDACTED]
[REDACTED]
[REDACTED]

From: [Sally Mohan](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 09:27:04

Dear Sirs

Please let this project go ahead to its completion. A once in a life time opportunity. I don't live in London but did - up to lock down and will again - visit regularly. I love going to places of interest especially museums -the past, present and future history of our great country.

Kind regards

Sally Mohan



Sent from [Outlook](#)

From: [Steve Thompson](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 14:46:57

Good afternoon,

As a Friend of the Museum of London, please may I register my support for the proposed new Museum in West Smithfield.

It promises to be a great facility which will further enhance the Museum's reputation, and open up its collection to a much larger audience.

Kind regards

Steve Thompson
Flat 37 Cumberland Court
Cross Road
Croydon
CR0 6TE

From: [Richard Moore](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 07 May 2020 09:21:16

I am writing to support the museum Of London's plans to create a wonderful experience for both adults and children of London and the world as a ex chair of Wanstead high school I saw the benefits visiting museums enriched the educational needs of both the kids and teachers
So please please think of this proposal for planning and the positive outcome that it will bring to London and the world
Thank you

Richard



Live Art
Development
Agency

Live Art Development Agency

The Garrett Centre
117A Mansford Street
London, E2 6LX
+44 (0)208 985 2124

info@thisisLiveArt.co.uk
skype: thisisliveart
www.thisisliveart.co.uk

6 May 2020

City of London Corporation

Dear Gemma Delves

Reference: Museum of London (19/01343/FULEIA)

I am writing to offer the Live Art Development Agency's support for the Museum of London's plans to develop a new museum that will be a shared space for Londoners to come together, learn and enjoy, offering culture, history and entertainment.

The Museum's plans to reach audiences of all ages, to engage with visitors from the local to the global, and to work in partnership with organisations to support the artists of London is ambitious, exciting, and timely.

As a London based organisation and an Arts Council England National Portfolio Organisation, the Live Art Development Agency welcomes the Museum's plans to preserve the histories and contribute to the future of London life.

Yours sincerely



Lois Keidan,
Director

Patrons:

Marina Abramovic

Ron Athey

Anne Bean

Neil Bartlett

Sonia Boyce

Tim Etchells

Guillermo Gómez-Peña

Raimund Hoghe

Tehching Hsieh

Isaac Julien

La Ribot

Lois Weaver

Wells, Janet (Built Environment)

Subject: FW: In support of 19/01343/FULEIA (Museum of London)

From: Mark Houghton-Berry <markvhb@yahoo.com>
Sent: 05 May 2020 17:40
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: In support of 19/01343/FULEIA (Museum of London)

Dear Sir,

I write in support of the application for Planning Permission made by the Museum of London for their proposed new home at Smithfield Market.

The Museum is, in its present hard-to-access location, an undiscovered gem. The move to this new site will enable the Museum to dramatically increase its visitor numbers and simultaneously help with the regeneration of an area that is currently an anomaly in a part of town that is set for growth after the (much-delayed) opening of Crossrail.

The design for the new Museum is both sympathetic to the existing character of the area and its buildings, while also offering an exciting reinterpretation of the Museum concept (I think particularly of its numerous access points and open design). I have no doubt that it will serve as a catalyst for a dramatic improvement in the area in much the same way as the Tate Modern and Globe theatre did a few years ago for the South Bank area.

In these days of the COVID lockdown, there is an added resonance to the Museum's ambition. London has proved resilient to many great challenges during its 2000-odd years of history, and when the Museum reopens in this exciting new guise and location, it will have a really important role to play both in marking London's self-confidence in its future as a great global city, and indeed in recording the dramatic times we are now living through.

Best regards

Mark Houghton-Berry

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Dear Sirs,

I write with reference to the above proposal.

In general the proposed uses are welcome as the buildings affected by the application have been in gross disrepair for many years and lend themselves to Museum and associated activities, including retail and cafe/restaurant business.

Although the Meat and Poultry Markets are listed and widely appreciated the General Market and Annexe remain unlisted though all were designed as a group by the knighted City Architect, Horace Jones (1805-1887). The present Poultry Market replaced Jones' Poultry Market following a fire in 1958.

The importance and originality of the General Market in terms of its planning, design, engineering and structural ingenuity were outlined in my publication, *The Curious Case of the Phoenix Columns in Smithfield General Market (Save Britain's Heritage 2015)*, followed by a further publication for the RIBA, several recent lectures and more material still in press.

The Annexe (former Fish Market) was erected in 1888 by Andrew Murray, Jones' assistant, to Jones' design after his death. Although unlisted, these buildings are recognised as undesignated heritage assets in the Smithfield Conservation Area.

This great enfilade of buildings, carefully interrelated in the townscape, can be appreciated in a photograph taken in 1895 along Charterhouse Street. The separate Annexe, not shown, is located south of the General Market on Smithfield Street. (For details and photos see Harrop reports.)

During World War II the General Market suffered heavy damage when the great corner entrance feature, Hart's Corner, was bombed together with the cone-shaped turret at the market's south-west end, both buildings facing Farringdon Road. This turret topped the circular tower still marking the entrance to the railway located in the basement. The cone was originally intended to be much higher.

The market's roof was crowned with an elaborate domed and lanterned structure, replaced in the 50s by the present elegant shallow concrete dome that rests on the Phoenix Columns. Its central oculus is now to be replaced with clear glazing - an attractive idea.

It is a great pity that the two lost features of Jones' design --Harts Corner and the turret -- are not to be reinstated or re-imagined appropriately, for they were key features of Jones' concept, boldly announcing the Markets to travellers entering the City along Farringdon Road and landmarking the ingenious Railway hub at its south end.

Surely a rebuilt Harts Corner might now offer restaurants and bars with splendid views over the site and likewise the re-coned tower could offer a delightful public viewing platform?

I have heard it publicly stated that the cost of re-instating Harts Corner would amount to £13m, a considerable sum, if it were indeed so expensive, but this represents a fraction of the full expenditure planned to realise the whole Museum project. There might be a developer/benefactor willing to contribute towards this lost flagship. Why not? Surely this is possible?

More sensitive signage should also accompany a rethink of these key features to reinforce the elan and festive character of this great ensemble. Jones enjoyed showmanship himself - witness the jolly dolphins on Billingsgate - and recall his designs for City pageants, exotic finessings at the Royal Surrey Music Hall and other ornamented delights. The proposed treatments of these features at Smithfield is currently dull in the extreme.

Moreover the view of the General Market from Holborn Viaduct - itself a protected view- would be enhanced by a more effective, dramatic view of the missing cone-shaped termination.

Jones had experience of designing shops and shopfronts in his pre-City days such as Marshall and Snelgrove in Oxford Street. His radical idea was to introduce retail units at The General Market to mop up smaller cuts of meat and attract allied trades such as sausage making. Rents produced extra income for the City.

Shops were thus carefully considered, designed with awnings to ward off hot sun and generous windows. There is a calculated rhythm and symmetry in his shopfront design, fenestration and entrances being carefully related to the storeys above. Unfortunately this regime does not appear to be recognised in the proposals for new frontages and for this reason they are disappointing. The design details should urgently be reconsidered to produce more satisfying relationships.

I hope these matters can be given due consideration.

Yours faithfully,

Dr Jennifer M. Freeman. OBE HonDoctArts IHBC BAHons GradDiplCons(AA) FRSA FSA

From: [Hazel Brothers](#)
To: [PLN - Comments](#)
Subject: 19/01343/FULEIA
Date: 06 June 2020 10:44:19

In 2004, at a time when the City wanted to demolish the General Market and Annexe, I took part in SAVE's campaign to get them adopted as a conservation area. It is therefore a great pleasure to see that the buildings are, for the most part, safe. My only disappointment relates to the Northern section of the East elevation of the Red House. At first floor level, the replacement of the blind arcading with windows utterly changes the industrial character; the proposal more resembles a palazzo. Could not the offices get their light from a glass roof where a terrace is proposed?

Your letter dated 5 May did not arrive until 13 May. I understand that the closing date for observations has been extended to 9 June.

Hazel Brothers
86 Breton House
Barbican EC2Y 8PQ



Virus-free. www.avast.com

Gemma Delves
Planning Officer
City of London,
Guildhall
PO Box 270
London
EC2P 2EJ

Your reference: 19/01343/FULEIA &
19/01344/LBC
Our reference: 156181

31st January 2020

PLNComments@cityoflondon.gov.uk

Dear Ms Delves,

RE: Smithfield Market, City of London, Greater London (Smithfield Conservation Area, *Horace Jones*, late 19th century); proposed conversion of buildings into the Museum of London.

Thank you for consulting us on this application. Since campaigning heavily against the partial demolition of the market buildings in 2014, the Victorian Society has remained dedicated to making sure that a suitable use could be found for these which would not only prompt the crucial repair works to the buildings, but also ensure their revitalisation. We have commented at various stages during the pre-application process, and it is our view that the Museum of London's proposals would do just this, and we are therefore broadly supportive of this application. We would like to reiterate a few comments on specific detailing; however, which were made in our pre-application response in October 2019, and based on the comments of our Southern Buildings Committee.

We are generally content with the proposed shopfront strategy, subject to detail, but note the importance of a management plan to ensure that the quality and sensitivity of the shopfronts is maintained in the long term.

Whilst we are in favour of the reinstatement of the awnings, it is important that these are retractable so that they do mimic the awnings which would have been in place historically. We moreover have concerns with the proposed materials, and whilst we understand that the detailing of these will be subject to further discussions with the CoL, it is our view that the shiny and reflective material which the applicant seeks to use, will be incongruous with the façade of the market and surrounding buildings. It is the applicant's view that given that the original awnings were contemporary for their time, the chosen material should appear modern as well, and whilst we are not against the use of a modern material in principle, we feel that more conventional options should be explored.

Regarding the signage strategy, we accept the principle of this, but note that the details of how this is done will be crucial to its success, and that again a management strategy will be vital to ensure that the quantity of signage and letters, their visual impact, and the quality of the typography etc. is controlled in the long term.

The blind windows on the façade of the Red House are an important architectural feature of this prominently positioned façade, alluding to the building's past use as a refrigeration house. We

Patron
HRH The Duke of Gloucester KG, GCVO
President
Griff Rhys Jones
Chair
Professor Hilary Grainger

Vice Presidents
Sir David Cannadine
The Lord Howarth of Newport CBE
Sir Simon Jenkins
Fiona MacCarthy OBE

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understand the need to bring more light into the building, but the proposal to open up the central four bays of blind windows on the first floor appears excessive and would have a harmful impact on the building. We have asked that further exploration be undertaken into how adequate light can be brought in whilst retaining more of the blind windows on this façade and have suggested that more glazing could be introduced on the less prominent rear of the building. Furthermore, the Society felt that the proposed brick circulation enclosure on the roof would be damaging to the symmetry of this façade as well, and efforts should be made to conceal this behind the central parapet.

Finally, we understand that the proposed use of offices in the extension to the Red House necessitates ample glazing, yet it is our view that the an almost entirely glass structure would be incongruous with the otherwise muscular architecture below. We feel that this design is a step back from previous iterations of the roof extension which involved a more exciting design in terms of form and material, and we would therefore like to see further alterations made to the current design of this extension.

We would like to state again that we are supportive of the application in general but ask for further refinements to be made on specific details.

I would be grateful if you could inform me of your decision in due course.

Yours sincerely,

Olivia Stockdale

Conservation Adviser



SMITHFIELD MARKET TENANTS' ASSOCIATION

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FAO: Gemma Delves
Department of the Built Environment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

27 February 2020

Dear Ms Delves

Response to Museum of London West Smithfield Planning Application

Reference: 19/01343/FULEIA

We are writing to you on behalf of the Smithfield Market Tenants' Association (SMTA) in relation to the Museum of London's planning application for parts of the Smithfield Market complex. We write in our capacity as both a tenant/occupier in the Poultry Market, and as the representative of all of the market traders of the Smithfield Market complex.

First of all, we would like to highlight our disappointment that the SMTA members were not provided with any advance notice of the application's submission. Given that the SMTA is arguably the primary stakeholder in all matters concerned with redevelopment and/or modification of the market and its operations, it is extremely disappointing that positive communications have not been maintained by the Applicant with the SMTA. As a result of this, we have had only very limited time to engage with the submitted planning application which is of significant scale and complexity, and for which we have had to seek assistance from planning advisors, our surveyor and our lawyers.

As such, we reserve our position to comment further on both the application as submitted and any further information that must be provided in response to the concerns raised below.

The SMTA acknowledges merit in various aspects of the proposals, however, we have fundamental concerns about its scope and proposed implementation, and we cannot see how the City of London Corporation or indeed the Mayor of London or Secretary of State could make an informed planning judgement based on the information submitted to date. 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.

We are also aware that the board of the Applicant comprises a significant number of members who are also City Councillors.

The SMTA has significant reservations about the Planning Application which can be summarised as follows:

1. Prematurity of the planning application;
2. Excessive degree of flexibility within what is supposed to be a detailed planning application;
3. Fundamentally a lack of clarity about important servicing, management, security and environmental impacts which would make it impossible to robustly assess the planning application;
4. A piecemeal approach that undermines the integrity and heritage of the Smithfield Market entity and future intentions to re-accommodate the Market;
5. The extent of the 'red line' boundary does not include the full extent of buildings, structures and heritage assets that will be impacted by the proposed development;
6. Impacts upon employment, trading businesses and supply chain linkages have not been properly considered and the future viability of the Market Trader businesses, their suppliers and their customers are at risk;
7. New environmental information;
8. Implications for the Markets;
9. Conclusion

We expand upon these matters in the following.

1. Prematurity of the planning application

This Planning Application assumes the short and long-term relocation of the Markets and the reuse of the Museum of London's existing premises at 150 London Wall.

Whilst the relocation of aspects of Market operations from their existing premises within the Poultry Market to 79 - 83 Charterhouse Street, the Rotunda car park and/or vacant areas in the upper levels of the Central Meat Markets, has been proposed, no such arrangements have been discussed for the Market Traders in the Poultry Market and so have not been agreed with Traders. Neither has an alternative servicing and management arrangement or other associated infrastructure been catered for in this proposal. The submitted Planning Statement (Gerald Eve, December 2019) confirms that:

"Further work is required in early 2020 to ensure that these support facilities can be viably located in the identified locations, and thereafter the necessary approvals and consents will be sought".

The adopted City of London Local Plan (2015) envisages retention of Smithfield Market, Policy CS5 The North of the City stating: "10. Recognising and supporting the continued presence of both Smithfield Market and St Bartholomew's Hospital." The adopted Local Plan also states:

"The Smithfield area has a distinctive mixed use character, dominated by the wholesale meat market but supporting a range of other activities, including housing. The market is expected to remain in Smithfield although the General Market building in Farringdon Street is no longer occupied by meat traders." (Para 3.5.4).

It is clear that the adopted Local Plan did not envisage relocation of either the Museum of London or of the Market.

The Draft City of London Local Plan 2036 (consulted upon November 2018) is at an early stage in its preparation and has only very limited weight. Figure 32 of the Draft Plan sits within the section 'Smithfield and Barbican Key Area of Change'. This diagram appears to group together the Poultry Market, West and East Market Halls within a retained Smithfield Market complex with only the General Market component showing on the plan as an 'opportunity site'. The draft policies within this section do advocate relocation of the Museum and eventual relocation of the Markets to a consolidated site but it must be borne in mind that that these policies have not been tested and will be subject to further consultation and examination in due course.

With regards to the longer-term relocation of Smithfield Market, there is also a large amount of uncertainty. The relocation is subject to a proposal to facilitate a complex of three markets (Smithfield, Billingsgate and New Spitalfields) in Dagenham, East London (comprising Smithfield Market, Billingsgate Market and New Spitalfields Market). Such proposals are at a very early stage with multiple planning, viability and construction related matters to be addressed before any certainty can be claimed.

The SMTA understands that the East and West Market Halls are not included within this planning application, and will come forward as a separate planning application(s), and that this is likely to include more commercial uses which could make the whole project a more viable proposition. Without these components the current scheme seems to be largely reliant upon the public purse for its delivery.

We understand that the Museum's current premises at 150 London Wall is likely to be reused and converted into a concert venue. We understand also that public funding is being offered to help facilitate this; however, there is no firm planning policy position regarding the principle of a new concert venue in this location; nor is there a detailed proposal in place.

The submitted planning application draws significantly upon the aims and objectives of the City of London Corporation's "Culture Mile Look and Feel Strategy" (2018). We note that whilst this document has good intentions, it is extremely aspirational, and relates predominately to improving access, wayfinding, and the public realm within an identified "*Cultural Spine*", rather than dealing with the principle of relocating the Museum of London (and the planning policy implications).

Furthermore, the document is not underpinned by any credible viability analysis; and, it is not a material planning consideration (having no weight in planning determination). The Watermans Environmental Statement(s) state that the Applicant did not consider any alternative sites (as the City of London had highlighted the site in the draft Local Plan as suitable for a museum), however, no sequential assessment has been undertaken to consider alternative sites for the Museum, neither have we seen any information that considers whether a redevelopment/refurbishment of the current museum premises could provide an alternative solution.

The rationale behind relocating the Museum of London to Smithfield Market is underpinned by emerging/future planning policies. Whilst it may be the case that the City of London Corporation will state more explicit intentions for the relocation of the Museum within future planning policies, until any such policies have completed the statutory process for Local Plan adoption, including associated consultations, the policies carry little weight. As such, the proposals currently before the Local Planning Authority must be considered premature.

For the reasons outlined further below, we also consider that the current planning application is prejudicial to the comprehensive refurbishment of the Smithfield Market complex.

In summary, the prematurity of the planning application before the Local Planning Authority is dictated by lack of supportive planning policies and uncertainty around the wider developments required to facilitate this development i.e. reuse of the existing Museum of London premises and long term destination of the Markets.

2. Excessive degree of flexibility within what is supposed to be a detailed planning application

The submitted detailed planning application contains a significant degree of flexibility around critical aspects and we cannot envisage how the Local Planning Authority could make an informed judgement based on the information currently available. We raise the following points for the Local Planning Authority to consider in this respect:

- Within both the General Market and the Fish Market, in addition to D1 uses (i.e. museum), a wide range of potential land uses are included as part of the development description. For example, for the General Market, use classes B1, A1/A3/A4 and D2 are proposed (Planning Statement Para 8.5). For the Fish Market, use classes A1/A2/A3/A4/D1/D2/B1 are proposed (Planning Statement Para 8.7). This wide variety of use classes makes it almost impossible to assess the impacts of the development in terms of employment density, visitor numbers, servicing arrangements, BREEAM, noise, air quality etc.
- The Planning Statement makes various references to its reliance upon flexibility of uses stating that it is “relying upon the provisions of Part 3, Class V in Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (as amended)” (Planning Statement Para 8.16). We find this position unusual in the context of what is a detailed planning application. The Local Planning Authority would need to make a judgement on the information before it and in this regard would need to consider and assess each and every potential use class proposed in its minimum and maximum floorspace. From an initial review of the Environmental Statement 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. However it is not apparent whether the assumptions are consistent across the assessment and therefore we query how this can translate into a robust planning permission. We do not consider that use classes changes from A1, A3 or A4 to B1, B2 or A2 or indeed vice versa 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 will provide sufficient provisions for servicing, waste storage and cycle

parking. For instance, the planning application allows for up to 3,883 sqm GEA of retail in the Annexe and Engine House, however the assessment is based on 1,354sqm. This means that servicing demands could be much higher than predicted. By not fully assessing the potential retail floor area, short stay cycle parking may not meet policy standards. Any assumptions relied on for the purposes of the assessments should be carried through as planning permission conditions or section 106 obligations capping the relevant use in accordance with the assumption. However, it is not clear whether consistent assumptions have been used throughout the environmental impact assessment and therefore whether robust use capping conditions/obligations can be imposed. This is a clear deficiency in the planning application.

- Reference is made in the Planning Statement to an Appendix A floorspace schedule which does not appear to have been attached with the online submission documentation. This document would help our understanding of the proposals and should be made available as soon as possible.
- Whilst the Site is located within the CAZ, it is not within a locally identified Town Centre, Principal Shopping Area of Retail Link. As such, a Sequential Assessment should be submitted to demonstrate that there are no Town Centre locations available or suitable for the proposed Museum. No justification has been provided as to why a Sequential Assessment has not been provided. Planning obligations, affordable housing contributions and the ability to accurately calculate community infrastructure levy (CIL) contributions cannot clearly be calculated without more precise use class provisions within the planning application. Indeed, CIL calculations are derived from floorspace measurements for certain applicable use classes which cannot presently be determined by the application and may in any event be foregone by the application of permitted development rights at a later stage as envisaged by the Applicant.
- Separate servicing strategies have been developed for four parts of the development:
 - The General Market servicing access and provisions are shared with the Charterhouse Place development. The assessment does not assess the cumulative servicing demands from both schemes and demonstrate how they will be operated and managed together.
 - The General Market Houses would be serviced by cargo bicycle only from an offsite cargo bicycle hub. While cargo bicycle deliveries are increasing it is difficult to imagine 100% of deliveries can be made by bicycle. It is unclear how many bicycle deliveries would be required in place of the 15 vehicle deliveries. The strategy proposed is untested and appears to rely on a cargo bicycle hub that is not yet operational or in the applicant's control.
 - The Poultry Market servicing layout is constrained. No offsets are provided in the swept path analysis to allow for driver error / wing mirrors.
 - The Annexe and Engine House servicing would be undertaken on street. The flexible nature of the planning application means that servicing demands may be higher than predicted and there may be insufficient on street servicing bays.

3. Fundamentally a lack of clarity about important servicing, management, security and environmental impacts which would make it impossible to robustly assess the planning application

As indicated in Point 2 above, we consider that the excessive flexibility of the proposed mix of uses in the detailed planning application makes it impossible to fully assess the impacts of the planning application. Our primary concerns can be summarised as follows:

- The public realm strategy is not sufficiently detailed, and it is not clear what impact the proposed increased pavement widths, road narrowing etc. would have, and whether these elements would conflict with traffic operations in the wider area and more specifically within the continued operation of the Market.
- Similarly the servicing and management arrangements for the proposed Museum and a range of other, yet to be specified, land uses are not fully detailed and may well conflict with the continued operation of the markets and other businesses within the area.
- The stopping up of West Poultry Avenue would detrimentally impact upon the continued function of surrounding markets.
- Security arrangements including counter terrorism measures for what will be a key tourist attraction are not sufficiently detailed in the Planning Application.
- The development will require accessible car parking; however, the locations and numbers of accessible car parking spaces are not identified and instead reliance is placed on agreeing this through a future S278 agreement. The accessible parking should be detailed as part of the planning application.
- The Transport Assessment identifies that the Museum would host events with a combined total capacity exceeding 1,000 people. An assessment of arrivals between 7:30 AM and 8PM is provided, but the corresponding departures are not considered. Departures from events later in the evening have greater potential to generate taxi / PHV trips. There is also potential for events to be larger than assessed and it is unclear what the operational / licenced hours might be.
- A number of footways have been assessed to have future pedestrian comfort levels of F indicating an uncomfortable walking environment that should be improved. Improvements to the footways have not been proposed as part of the planning application on the basis that wider Culture Mile/public realm proposals are coming forward. However, the Culture Mile has no formal status in planning policy and it is therefore uncertain that these 'improvements' to public realm can be made. The suggested mitigation is not an obligation of the planning application and it is uncertain that it can be delivered. The implications for traffic movements and market trading / servicing have not been clearly set out and the SMTA would request that further information is provided to justify this proposal.
- West Poultry Avenue is currently part of the public highway and can be used by pedestrians. It would be stopped up and pedestrian right of way would no longer be guaranteed. The implications for traffic movements and market trading / servicing have not been clearly set out and the SMTA would request that further information is provided to justify this proposal. This is particularly relevant as we believe that the City is currently in breach of its obligation as highway authority to have fully repaired and re-opened this road for vehicular and pedestrian use.

4. A piecemeal approach which undermines the integrity and heritage of the Smithfield Market entity and future intentions to re-accommodate the Market

What is collectively referred to as Smithfield Market is a collection of buildings that have fulfilled the market function within this area. The case is made in the planning application that buildings are in a poor state of repair and need new uses to repair and maintain the buildings. In particular, the General Market has been neglected by the City, we believe for an extensive period of years, and planning history tells us that this state of disrepair cannot be relied upon as a ground for proposed planning/re-development.

From a heritage perspective, the value of the buildings is as much about the collective complex and their combined use as market trading premises rather than the singular building components. Indeed, the City of London Smithfield Conservation Area Character Summary and Management Strategy SPD (2012) identifies this as 'Area 3: Smithfield Market Complex'. The SPD highlights "elements that unite the buildings" including the canopies between buildings and that the buildings are "recognisable as a family of buildings."

To all intents and purposes this is an urban brownfield site with a variety of existing uses and variable levels of activity across a range of historic buildings. In this context, and setting aside the issue of 'prematurity', a comprehensive rather than piecemeal approach ought to be taken in regard to the planning of this critical London site.

The lack of comprehensive approach is not confined to the artificial separation of the market complex

for the purposes of this planning application. It extends also to the uncertainty around the longer term future of Smithfield Market and the businesses that trade there or those suppliers and customers who are dependent on the Markets.

5. The extent of red line boundary does not include the full extent of 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 full planning application but the potential impact on these structures has not been addressed by the planning application. In addition to the underground rail lines that run beneath the Poultry Market; there is a vehicular access running beneath the General Market and crossing under Charterhouse Street north into the development site opposite known as Charterhouse Place for the purpose of servicing the same. These structures and their access points should in fact be included within the red line boundary of the planning application site as they will be impacted by the development proposals. The Application does not address these matters and how traffic movements may be impacted.

Furthermore, there is the issue of interlinking components between buildings such as the canopies that span between the various halls. This is particularly relevant where the canopies are to be retained or modified and where these touch a 'Listed' building.

As has been highlighted in other points contained in this representation, there is a need for a more comprehensive approach. Currently the Planning Application is lacking in its addressing of public realm, highways and servicing arrangements that ought to be dealt with within the planning application red line.

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

The potential economic impact of this planning application upon Smithfield Market as an entity and the impact upon individual business that trade within the market or are supplied by or supply to the market must not be overlooked. The planning application sets out a positive case for relocation of the Museum of London but it does not consider the context of disruption and disturbance that will occur where market traders are displaced from the Poultry Market building and or the impacts upon market trading during construction and during operation of the Museum development when there could be servicing and operational conflicts between new and established land uses.

The SMTA requests that further information is made available by the Applicant and further engagement facilitated to help existing employers understand the potential impacts upon trading. This will be critical to enable the City of London to comply with its Public Sector Equality Duty.

7. New environmental information

As identified above there are significant gaps in the Environmental Impact Assessment which mean that it is not robust and does not comply with the legal requirements for such assessments. The City of London should request that the missing information be provided as soon as possible. As this information will be new environmental information, further consultation will be required in accordance with the Regulations.

8. Implications for the Markets

It should be noted the Markets have a long history dating back to medieval times and in 1444 the Crown granted a Royal Charter for a meat market for the whole of London and it was designated at Smithfield. This was further enshrined in the Metropolitan Meat and Poultry Markets Act 1860. The markets have been successfully operating here for a number of years and intend to do so for the foreseeable future. The Act designated the land for market usage, any change of use will require the "Aid and Authority of Parliament", something that the grant of planning cannot change. Furthermore, the Meat Traders have long, strong leases which are capable of being renewed.

Within the application form, specifically page 7, it is stated that the number of employees currently on site is 40 and the proposed employees will be 692. These numbers are not recognised by the SMTA and are misleading in the context of the application.

As suggested by the Application, the Poultry Market is not surplus to requirement – it is an active part of the Market accounting for c30% of volume of trade.

The proposed development will have a negative impact during the development phase and, as has been the case for the Crossrail works, the circulation of traffic around the Market should be maintained at all times and dust monitoring should be put in place to ensure there is no contamination of product. At page 25 of the RSK Air Quality Assessment Report, it is concluded there will be Medium to Large dust emission during the development process. In the report, it is acknowledged that the surrounding properties have a 'High' sensitivity to dust soiling and overall 'High' sensitivity which will lead to contamination of produce in the markets. With their conclusion, RSK confirm mitigation measures are recommended – there have been no such proposals put forward and none of the SMTA's members have been consulted.

The disturbance to the Markets ongoing operation and longer term impacts upon the Markets have not been clearly considered by the Applicant.

9. Conclusion

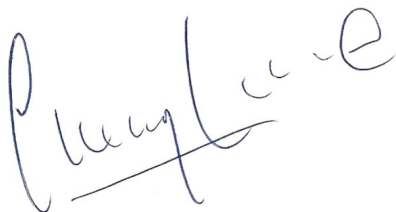
In summary, the SMTA is surprised by the substantial and significant gaps in the submitted detailed planning application, and the risk to both the Applicant, the City of London Corporation and indeed the market traders and associated businesses.

The SMTA is not opposed to the principle of the regeneration of the Smithfield Market complex. However, given the abortive planning applications that have progressed historically and the high degree of uncertainty that exists within the currently submitted proposals we would urge both Applicant and Local Planning Authority to pause and reconsider the planning strategy.

As noted at the beginning of this letter the SMTA reserves its position to comment further upon the Application in due course. As a minimum, we expect additional information to be provided by the Applicant in response to the deficiencies we have identified herewith.

We would be grateful for your acknowledgment of this representation and look forward to hearing from you in due course.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Greg Lawrence', with a horizontal line underneath the name.

Greg Lawrence
Chairman



Gemma Delves
Planning Officer
The Department of the Built Environment
City of London
PO Box 270, Guildhall
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Via Email: gemma.delves@cityoflondon.gov.uk

3 April 2020

Dear Ms Delves,

Application ref: 19/01343/FULEIA | Poultry Market And General Market And The Annexe Buildings West Smithfield London EC1A 9PS

Thank you for consulting SAVE Britain's Heritage on the above planning application. As you are aware SAVE played a crucial role in saving the derelict General Market from major demolition at the 2014 public inquiry. We have been involved with the Museum of London as their plans have evolved and broadly speaking we wish to emphasize our support for this great visionary project which will transform a remarkable group of Victorian and twentieth century buildings into a new destination which is set to enthral Londoners and visitors. Our observations and comments are set out in the letter below.

Since the restoration and exploratory work has started, the Lockhart Cocoa Rooms have been discovered within the General Market. We wish to highlight the very high significance that must be attributed to this recent discovery in terms of historic and architectural interest. We welcome the approach now adopted by the Museum to retain these rooms as a showpiece with their surviving tilework and the original staircases and to reintroduce access to the basements of these spaces. We are delighted that these historic rooms and irreplaceable original fabric can be revealed to visitors and appreciated. Please see below our specific comments on the tea rooms, followed by our comments on the rest of the application.

The Cocoa Rooms at Smithfield Market

Architectural significance: The Cocoa Rooms are a stacked three storey building - with ground floor originally used as the cocoa drinking area, the first floor as temperance meeting space and a second floor kitchen. The building also had a basement where the cocoa was stored. The very high significance of the Lockhart Cocoa Rooms at Smithfield General Market is becoming increasingly understood based on its rarity as the last remaining original Lockhart decor in London, as well as one of the very few cocoa rooms per se. No UK wide survey has been carried out of cocoa rooms - so its national rarity has not yet been determined. We also understand that the striking blue, yellow, green and brown tiles have been examined by the V&A Museum, and their rarity and high quality confirmed. Not only are the vitreous patterned tiles of exceptional quality, but they remain largely intact in spite of later partitions. The original plan form also

remains intact - with two original staircases - one decorated with the ornate tile scheme. Marcus Binney and I have inspected the ground and first floors, and were astonished by the beauty and clear very high significance of these spaces and decoration.

Historical significance: The Temperance Movement promoted alcohol education and campaigned vigorously to pressurize Parliament to pass new laws restricting the sale of alcohol. People were encouraged to 'take the pledge' (to give up alcohol) and this became a mass movement throughout the 19th century. Essays and pamphlets were published warning against alcoholic excess and drunkenness. Originally called 'British Workmen's Public Houses', in June 1875 a limited liability company of that name was formed in Liverpool under the chairmanship of Robert Lockhart, who later set up a company under his own name and established a chain of Cocoa Rooms throughout the UK that became known as 'Lockhart's Cocoa Rooms'. At its height, In London alone there were believed to have up to 60 outlets - there were also shops in Glasgow, Newcastle, Leeds and other cities. By the 1920s the shops began to close - and were all eventually sold (ref: <https://amudlarksdiary.com/2019/09/29/lockharts-cocoa-rooms/> accessed Feb 2020). This was a short lived but significant period in British social history - and the Smithfield cocoa rooms are an important survivor of a Victorian movement that has become largely forgotten.

Proposals

Under the updated proposals we understand that the basement would remain accessible with a new staircase installed. The original tiled staircase between the ground and first floor would be retained, and the original staircase between the first and second floors will also be retained. We refer to updated Museum of London drawings presented to SAVE at a meeting on 10th March 2020.

These drawings prepared by Julian Harrap Architects form a basis for revealing the Cocoa Rooms as a cultural and operational entity while enabling the Museum functions to operate unhindered.

Updated drawings:

JHA 620/SK516 - Plans as Existing
JHA 620/SK517 - Sections A-A and B-B
JHA 620/SK518 - Plans as Proposed
JHA 620/SK519 - Section C-C
JHA 620/SK520 - Historic Images

They supersede the previously submitted plans which reference Unit 319, Cocoa Rooms:

Plans

PROPOSED-GM-PLAN-BASEMENT PL079 Rev PA01
PROPOSED-GM-PLAN-BASEMENT PL080 Rev PA01
PROPOSED-GM-PLAN-GROUND PL083 Rev PA01
PROPOSED-GM-PLAN-FIRST PL084 Rev PA01
PROPOSED-GM-PLAN-SECOND PL085 Rev PA01

Elevations

PROPOSED-GM-ELEVATION-CAFÉ WINDOW PL123 Rev PA01
PROPOSED-GM-ELEVATION-NORTH AND EAST PL123 Rev PA01
PROPOSED-GM-ELEVATION-SOUTH AND WEST PL123 Rev PA01

These original interiors are part of a newly discovered chapter of London's forgotten history - possibly unique to the capital. It will become a genuine feature and asset of the new museum and it will be to the Corporation of London and the Museum's great credit for saving and celebrating them.

The General Market proposals

This is an evolving project and we believe that the decision to move away from the idea of raising the dome and introducing a grand circular star is the right one. We are very pleased that plans for the General Market show off the Phoenix columns and braced girders but also the forest of small iron columns remain. These will create interesting perspectives through the Market Hall and the idea of moving these from time to time to accommodate and support particular events and exhibits is a good one. We are very pleased to see that some of the original signs at the east entrance have remained in their characteristic black and red shadow lettering. We hope that this livery can be extended both to compliment the internal architecture and give consistency. Overall we place considerable importance on the retention and re-use of as much original fabric and materials as possible in the making of the museum's new home. We welcome all the opportunities that moving to West Smithfield offers to do this, as part of the museum's roles as custodians and curators of our shared London history.

Street frontages

Turning to the street frontages we are pleased with the test areas of painting and pointing which bring out the quality of brick and stone and stucco work very effectively. Regarding the shop fronts, we consider it to be important to preserve existing historic fabric and woodwork and to set up a consistent rhythm running all around the building – including fabric awnings. We think it is important to avoid large-scale plate glass filling entire shopfronts and that at least the divisions in the upper windows must be retained. Within a disciplined framework it is possible to have a range of treatments from traditional to modern.

Public realm

At present roads are being kept wide to facilitate movement of commercial traffic including large refrigerated lorries which will in time disappear with the move of the meat market. It is essential to make the whole area much more pedestrian friendly and to reduce traffic speeds. One of the most attractive aspects of Covent Garden is the pedestrian space around the buildings. We hope the planning authority will take note of this point. Regarding the canopy between the Fish Market and the General Market, this was an unusual and delightful feature of the townscape. Unfortunately it was badly neglected, leading to the removal of the glass. This has however made the gable with the sculptures of the boys on dolphins more visible. Compared with the typical Victorian platform canopy fretwork valance this is on a grand scale.

The Poultry Market

We anticipate a sympathetic and technically informed repair of the exterior of the market building – including the concrete, glass and copper. We believe there is a strong argument for removing the canopy arches over East Poultry Avenue. These are part of the 1960s structure but their counterparts will be preserved over West Poultry Avenue. At the East Poultry end they brutally mask the whole of the west elevation of Jones's Meat Market which is a very handsome composition. On balance we consider the gains from its removal outweigh retention. We are very excited that this magnificent space is to be incorporated in the Museum. The removal of the present single story cabins offers the potential for a great lofty space like the spacious gallery in the former train shed in the Musee d'Orsay in Paris. We have considered the impact of a new environmentally controlled gallery within the space and we take on board the need to provide acclimatized museum grade conditions within for major exhibitions. The roof space on top will

be level with the balconies and thus provide easy access from offices and workshops on one side to the other. The level platform on top of the box will provide a spectacular place for events as well as exhibitions with a magnificent view of the full expanse of the giant Soanian handkerchief dome. The quality of daylight from the giant lunettes is also important. The original opalescent glass is akin to a Japanese screen, creating an even light at present significantly dulled by the dirt on both sides. We can see that clear glass could have a transforming effect bringing in sunlight and changing cloud patterns in a highly enervating way.

We attach importance to the axial Buyers' Walk through the whole length of the market buildings. As we understand it, this main axis will continue to run through the new gallery even though it may be diverted at different times as exhibitions will occupy the central space. We anticipate that the future development of the meat markets will be an important factor with regards to the access from the east end. We consider the most sympathetic approach to the adaptation of the Poultry Market is to take the view that in the longer term (half a century or a century hence) the gallery would be removable if the Museum desires. With the reversibility point in mind, we attach importance to the pale blue balcony fronts which are a significant feature of the building and are pleased that these will be retained to full height at either end and that by setting back the new enclosed gallery some 11 and 13 metres from the entrances the visitor will glimpse the full height of the hall, even better than at present. We accept that access to the platform is required from either side, and recommend that if possible the balconies form a continuous route around the space.

The Iron Mountain

We welcome the proposal to open the Iron Mountain site to the street to form a triangular piazza. We like the treatment of the main front of the Red House and support the careful insertion of glazing into the blind arcades which will animate the elevation.

Conclusion

Our wish is that this great project shall proceed with support and speed. In securing this we make one final point based on long experience with major projects of this kind – described in our book Big Saves. It is vital that the key design architects continue to be involved throughout the project and that their voices are both heard and respected.

Yours sincerely,



Henrietta Billings
Director, SAVE Britain's Heritage



Gemma Delves
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London EC2P 2EJ

Sent by email: PLNComments@cityoflondon.gov.uk

16 April 2020

Our ref: 99 04 01

Dear Gemma Delves,

19/01343/FULEIA & 19/01344/LBC POULTRY MARKET AND GENERAL MARKET AND THE ANNEXE BUILDINGS WEST SMITHFIELD LONDON EC1A 9PS

The Twentieth Century Society has been notified of the above applications. The applications outline proposals to convert a group of market buildings collectively known as West Smithfield to a new home for the Museum of London. The Society only wishes to comment on the aspects of the proposals affecting the Grade II listed Poultry Market. Pre-application plans were shown to the Society's Casework Committee in November 2019 and the comments set out in this letter reflect the views expressed then by the Committee, as the aspects of the scheme affecting the Poultry Market have not changed significantly in the meantime.

Background

Smithfield Poultry Market was designed by TP Bennett and Sons to replace the 1873-5 building which burned down in 1958. The replacement market building was constructed between 1961 and 1963, and was the only realised phase of a post-war vision to replace all of Smithfield's market buildings with a series of identical linked buildings. The dome-roofed building was engineered by Jack Zunz of Ove Arup and Partners, who is best known as the principal engineer of the Sydney Opera House, constructed between 1959 and 1973.

Arup explored the possibilities of wide-span concrete shell roofs across a range of building typologies in the early post-war years, with notable examples including the now demolished Brynmawr Rubber Factory (1945-51) and the Bank of England Printing Works at Debden, Essex (1956). Smithfield Poultry Market was the most ambitious design yet, with the use of pre-stressed edge beams to support the elliptical paraboloid roof giving the impression of unbelievable lightness; the roof barely seems to touch the walls at the point of contact in each corner. The in-situ cast shell concrete roof was reportedly the largest of its kind in Europe at the time of completion, and the shallow pitch of the curve was unprecedented. The area covered by the roof at Smithfield was over five times larger than each dome at Brynmawr, showing the fruits of Arup's ambitious experimentation during this period. Visitors to the building today continue to be amazed by the shell's remarkable lightness; it is only 3 inches thick over most of the area of the dome.

The complexity and cost of the shell dome caused Bennett to suggest to the Corporation of London that they might want to consider a cheaper and simpler roof structure. To their credit, according to Bennett, the

Corporation “unhesitatingly decided that they wanted a market of fine appearance suitable for the standing of the City of London in the world, and they were not prepared to make the saving for an ordinary type of roof”.

The Poultry Market was listed at Grade II in 2000 and in 2016 the Society unsuccessfully requested that the building’s listing designation be upgraded to Grade II* when conceptual proposals for a conversion to house the Museum of London were first publicised. The Society has previously objected to plans to remove the post-war concrete canopy linking the Poultry Market to the General Market, supporting English Heritage’s view expressed during the 2008 Public Enquiry that the connected sequence of buildings is a powerful feature of the Smithfield Conservation Area. The building retains a large amount of original fabric of high quality, including windows, signage, market stalls, wall finishes, ironmongery, and its internal plan form closely reflects Bennett’s original design.

Proposals

The proposals encompass a range of alterations to the building to facilitate the conversion to D1 use class, as well as refurbishment and repair work. In the Society’s opinion, the most significant areas of change affecting the Poultry Market are changes to circulation routes throughout the building and the subdivision of the market hall through the insertion of a mezzanine and partitioning. A new industry-standard exhibition space is proposed to be created beneath a mezzanine that spans the footprint of the market hall at the level of the current first floor balcony. The existing ground floor slab is proposed to be removed, and the basement converted for use as an archive store and display space. Some access bays are proposed to be converted to a dedicated education space, and the first floor cantilevered offices would be altered to become research, staff and meeting spaces with some public access. The building’s environmental performance is proposed to be enhanced through window replacement, insulation, accessibility and fire safety packages. The application states a commitment to retaining historic fabric where feasible, however the proposed scale of change means the loss of a large volume of original fittings and finishes is unavoidable.

Comments

The Society is supportive of the principle of conversion and the broad scope of the plans. We recognise that the building is not currently accessible to members of the public and therefore understand that a degree of change is necessary for public access to be viable on a long-term basis. After a period of uncertainty about the future of West Smithfield, it is encouraging to see that a future use has been secured, particularly one that celebrates London’s historic environment. The Society considers that the proposed changes are, on the whole, respectful of the building’s significance, although we do have a few specific areas of concern that will be set out below.

The loss of ability to perceive the roof’s full span from the ground floor is one aspect of the proposals that will cause harm to the building’s significance, in our view. The insertion of a mezzanine and blocking of the central east/west circulation route through the building means that visitors will no longer be able to appreciate the full extent of space covered by the shell roof, which is one of its unique features. The elevated position of the mezzanine would result in visitors no longer being able to appreciate the scale of the curved roof to the same degree as originally intended, and the space may feel compressed and squashed rather than open as at present. In our pre-application advice the Society recommended that the line of the mezzanine be pushed back, so a greater volume of full-height space remained, and this has not been adopted as part of the submitted application. We accept the principle of inserting a mezzanine but do consider it to be harmful to the significance of the listed building, and in our view it is necessary for this harm to be outweighed by other conservation benefits.

One area that could provide conservation benefit is the proposed alterations to windows. It is encouraging to see that some areas of glazing are proposed to be retained within this scheme, or replaced like-for-like or with

very minimal deviation from the original design to accommodate enhanced performance ratings. The Society is concerned by the proposal to conclude discussions about the possible replacement of the clerestory glazing in the market hall after planning approval is attained. We think it is vital that the benefits or detriments of the final glazing option be weighed up as part of the total judgement of the scheme's impact on this Grade II listed heritage asset. In our view the existing clerestory glazing is of high significance and effort should be made to retain it as a first priority.

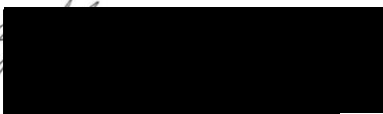
The translucency of the glass, achieved by sandwiching quilted fibreglass between two panes of plate glass, is a rare feature for buildings of this period and we recommend that further research is undertaken to establish how many other examples exist in the country. The application documentation suggests that replacement glass would be fritted to achieve a similar effect, however this should only be accepted if the existing glass is shown to be impossible to retain and if the existing or a replica quilt layer cannot be integrated into a new glazing system. The Society feels strongly that any replacement clerestory glazing should replicate the existing level of translucency as the quality of light in the market hall is key in creating the effect of the 'floating roof', as external structural supports are not visible from inside the market hall. The original role of the quilted glass was to provide an even light quality across the building throughout the day, creating clear light to view produce throughout trading hours. In the Society's view the original clerestory glazing is therefore an important design feature and holds significance as evidence of how modern technology was applied to design of commercial markets during the post-war period.

Summary

The Society is disappointed that our pre-application recommendation that decisions about the clerestory glazing be concluded prior to submission has not been taken up. We had hoped that a comprehensive picture of the total impact on heritage and necessary justifications would be presented as part of these applications, and we consider it a shame that this is not the case. We support the proposals in general, and a small number of aspects of the scheme continue to concern us as outlined above. If you are minded to grant planning permission and listed building consent without any amendments or supplementary information, we ask to remain engaged in discussions with the project team as the remaining decisions are made.

I trust that these comments are of use to you. Please do not hesitate to contact me if you have any queries.

Yours sincerely,



Grace Etherington

Senior Caseworker

Twentieth Century Society

Remit: The Twentieth Century Society was founded in 1979 and is the national amenity society concerned with the protection, appreciation, and study of post-1914 architecture, townscape and design. The Society is acknowledged in national planning guidance as the key organisation concerned with the modern period and is a constituent member of the Joint Committee of the National Amenity Societies. Under the procedures set out in *ODPM Circular 09/2005*, all English local planning authorities must inform the Twentieth Century Society when an application for listed building consent involving partial or total demolition is received, and they must notify us of the decisions taken on these applications.

GREATER LONDON AUTHORITY

Development, Enterprise and Environment

Gemma Delves

Principal Planning Officer
City of London
Guildhall
PO Box 270
London, EC2P 2EJ

Our ref: GLA/5429/01

Your ref: 2019/01343/FULEIA

Date: 27 April 2020

Dear Gemma

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

**Poultry Market, General Market and the Annex Buildings, West Smithfield
City of London
LPA reference: 2019/01343/FULEIA**

I refer to the copy of the above planning application, which was received from you on 31 January 2020. On 27 April 2020, Jules Pipe CBE, Deputy Mayor for Planning, Regeneration and Skills, acting under delegated authority, considered a report on this proposal GLA/5429/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

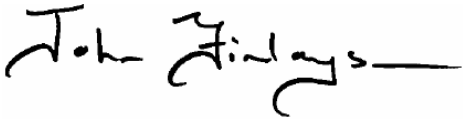
The Deputy Mayor considers that, whilst the application is strongly supported in strategic planning terms, the application does not fully comply with the London Plan, for the reasons set out in paragraph 94 of this report; but that the possible remedies set out in that same paragraph of this report could address these deficiencies.

If the City of London subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it

proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Gavin McLaughlin, e-mail: gavinmclaughlin@tfl.gov.uk, telephone: 0207 222 5600.

Yours sincerely

A handwritten signature in black ink that reads "John Finlayson" with a horizontal line extending to the right.

John Finlayson
Head of Development Management

cc Unmesh Desi, London Assembly Constituency Member
Andrew Boff, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Alex Williams, TfL
Sophie Hinton, Gerald Eve, 72 Welbeck Street, London, W1G 0AY

Poultry Market, General Market and the Annex Buildings, West Smithfield

in the City of London

planning application no. 2019/01343/FULEIA

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

A comprehensive heritage-led mixed use scheme to enable the relocation of the Museum of London from its current site at London Wall to West Smithfield, comprising the partial demolition, repair, refurbishment and extension of existing buildings, together with the provision of flexible office, commercial retail, restaurant/cafe, drinking establishment and leisure uses, new public space and access and servicing improvements.

The applicant

The applicant is the **Museum of London** and the architect is **Stanton Williams**.

Strategic issues summary

Principle of development: The proposed museum use and flexible commercial and office use is strongly supported. Consolidation of the existing market uses is acceptable, subject to this not undermining the functioning of the adjacent central meat market and appropriate mitigation measures being secured should this be required (paragraph 25 to 40).

Urban design and heritage: The architectural design and layout is strongly supported. The application proposes a number of significant heritage-related public benefits. The existing undesignated heritage assets would be retained and restored. The proposals enhance the Smithfield Conservation Area and the setting of adjacent listed buildings and conservation areas. The amendments to the Grade II listed Poultry Market would constitute less than substantial harm and are clearly and convincingly justified and outweighed by the substantial public benefits proposed by the scheme (paragraph 41 to 68).

Environment and climate change: The various environmental strategies in terms of energy, sustainable urban drainage, urban greening and circular economy are supported taking into account the site constraints (paragraph 69 to 74).

Transport: A car-free scheme is proposed (excluding disabled car parking). Coach parking is acceptable as this enables the museum's educational programme. Taxi parking bays should be included. Cycle parking is acceptable, subject to further discussion in terms of design and location. Pedestrian access, public realm and highways improvements require further discussion and should be secured. Servicing proposals are acceptable. Financial contributions are required towards Legible London signage upgrades and towards the provision of additional cycle hire docking stations in the vicinity of the site (Paragraph 75 to 90).

Recommendation

That the City of London Corporation be advised that, 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 reasons set out in paragraph 94; however, the possible remedies set out in this report could address these deficiencies.

Context

- 1 On 31 January 2020, the Mayor of London received documents from the City of London Corporation notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor must provide the Corporation with a statement setting out whether he considers that the application complies with the London Plan and the Mayor's Intend to Publish London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's consideration in deciding what decision to make.
- 2 The application is referable under Category 3E of the Schedule to the Order 2008:
 - *Category 3E: "Development which does not accord with one or more provisions of the development plan in force in the area in which the application site is situated; and includes the provision of more than 2,500 square metres of floorspace for a use falling within Class A1 (retail); Class A3 (food and drink); Class B1 (business); and Class D1 (non-residential institutions)".*
- 3 Once the City of London Corporation has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; or allow the Corporation to determine it itself.
- 4 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 has been taken into account in the consideration of this case.
- 5 The Mayor of London's statement on this case will be made available on the GLA website, www.london.gov.uk.

Site description

- 6 The site is approximately 2.2 hectares in size (above ground), with additional basement levels totalling 2 hectares. It is located within the Central Activities Zone (CAZ) within the City of London, close to the adjacent boroughs of Islington and Camden and falling within the Farringdon / Smithfield Intensification Area. The site is bounded by Charterhouse Street to the north; Farringdon Street to the west; and East Poultry Avenue to the east. To the south, the site is bounded by Smithfield Street, Snow Hill and West Smithfield. The site boundary includes four distinct elements shown in Figure 1 and described in more detail below:
 - **the General Market** – a two and three-storey unlisted building designed by Horace Jones. This was constructed in 1883 and has been vacant for approximately 30 years. The General Market building includes inner and outer elements (or crusts) – the latter of which includes outward facing shop fronts referred to as 'houses' which line the adjacent street, all of which are also vacant. The inner crust comprises a single market space below a dome roof. This historically accommodated various market functions, including a fruit and vegetable market, fish market and meat market.
 - **the Poultry Market** – a two-storey Grade II listed building designed by TP Bennett, which was constructed during the early 1960s. The building is currently in use as a wholesale poultry and meat market which takes place in the early hours of the morning. Small offices associated with the market use are located at first floor mezzanine level. The building features a large dome roof with circular roof lights..
 - **the Annexe site** – comprises the following collection of unlisted buildings within the triangular land parcel to the south of West Smithfield:

- **the Fish Market** – is a derelict market building which was also designed by Horace Jones and constructed in 1888.
- **Red House** – a derelict part two and part four-storey red brick Victorian building.
- **Iron Mountain** – a more modern infill warehouse structure constructed in 1961.
- **Engine House** – a single-storey building which provided lavatories and boilers at basement level.

Figure 1 – existing site (above and below ground extents shown)



7 A raised wrought iron canopy structure exists between the General Market and Fish Market and passes over West Smithfield at first floor level. A canopy spans also West Poultry Avenue, a covered north-south route connecting West Smithfield and Charterhouse Street which bisects the two market buildings. The General Market and Fish Market are served by a basement of a substantial size, as is the 1960s Poultry Market. This is shown in Figure 1 in red outline and is split by the Thameslink railway tunnel, the tracks and sidings of which are also at basement level.

8 The site lies wholly within the Smithfield Conservation Area and includes the Grade II listed 1960s Poultry Market. The adjacent Central meat market buildings to the east are both Grade II* listed. The Charterhouse Square Conservation Area is to the north and the Hatton Garden Conservation Area is to the west, which are located in Islington and Camden respectively.

9 There are a number of nearby listed buildings. To the north, the former Cold Store (51-53 Charterhouse Street) and earlier former meat market building at 67-77 Charterhouse Street are Grade II listed, as are 79-82 Charterhouse Street and the Hope Public House to the east. To the south, Holborn Viaduct, Snow Hill Police Station, No. 4 Snow Hill and 54 Farringdon Street are Grade II listed. The St Bartholomew's Hospital buildings are Grade I, II and II* listed respectively.

10 Several attempts have been made to list the General Market, Red House, Fish Market and the Engine House; however, these have all been unsuccessful. Notwithstanding this, the buildings are important non-designated heritage assets. The current condition of the General Market and Annex site buildings are in a poor state, having been left empty for such a long time, with the roof structure in urgent need of repair.

11 The site lies within the Mayor's LVMF strategic viewing corridors of St Paul's from Primrose Hill (View 4A.1) and Parliament Hill (View 2A.1) and locally is covered by City of London's St Paul's Heights Policy Area.

12 The site has a Public Transport Access Level (PTAL) of 6b, on a scale of PTAL 0 to 6b, where 6b represents the highest level of access to the public transport network. A number of mainline train and London Underground stations are within a short walking distance of the site. Farringdon Station is the closest to the north; Chancery Lane Station is to the west; Barbican to the east. These stations collectively provide access to the Circle, Hammersmith & City, Metropolitan, and Central lines. Thameslink rail services are also available from Farringdon and City Thameslink stations. Farringdon will also be served by the Elizabeth Line (Crossrail) when this opens. There are 7 bus stops within walking distance, enabling access to the 8, 521, 242, 25, 17, 45, 63, 56, 46, 100, 172, 153, 4, 76, 243 and 55 bus services.

13 All adjacent streets except Farringdon Road are under the control of the relevant local highway authority. Farringdon Street A201 immediately to the west is part of the Transport for London Road Network (TLRN). The site is within the designated Crossrail Safeguarding Area. The site also benefits from excellent strategic cycling infrastructure; Cycle Superhighway 6 (CS6), a segregated north-south route from King's Cross to Elephant & Castle, passes directly outside the site along Farringdon Street A201. There are two Cycle Hire docking stations in close proximity to the site in Snow Hill and West Smithfield Rotunda.

14 The surrounding area contains a mix of non-residential land uses, including the functioning meat market to the east, as well as large offices and a range of ground floor retail, restaurant and cafe, pub and night club uses which are active during the day and evening. Building heights in the area range from 2 to 11 storeys. St Bartholomew's Hospital lies to the south east of the site, which is a regional hospital and specialist cardiac and cancer centre. A large office building is being constructed directly opposite the site to the north, which will be approximately 10-storeys in height. The Smithfield Rotunda Garden open space is also to the south east.

15 The site is situated within the emerging 'Culture Mile', an initiative launched by the City of London in 2017 which seeks to introduce cluster of culture-related uses to this part of the City, as set out in the City's emerging Local Plan. This would stretch from the application site to the Barbican Centre. The GLA is providing £70 million of funding towards the construction and fit out of the proposed scheme (Ref MD: 2070). The City Corporation owns all of the buildings within the application site, as well as the adjacent Central Meat Market to the east. A small number of traders continue to use and trade at the Poultry Market with the other buildings all vacant.

Details of the proposal

16 In summary, the scheme would allow the Museum of London to relocate from its current site at 150 London Wall to the application site where it would occupy the General Market and Poultry Market buildings. A range of flexible restaurant/cafe, retail, leisure and office uses would also be provided at ground and first floor level within the Fish Market and General Market 'outer crust', with office uses proposed for the Red House. The application seeks full (detailed) planning permission for the following:

General Market

- partial demolition, repair, refurbishment and extension of the building at basement, ground and first floor levels
- change of use to provide a museum in Class D1 use and ancillary uses and areas

- flexible retail, restaurant, drinking establishment and leisure use for the perimeter 'houses' located on the 'outer crust' in Class A1-A4, B1 and D1/D2 use
- the creation of a new glazed entrance structure on West Poultry Avenue including the refurbishment of the existing canopy over West Poultry Avenue, with the primary public entrance to the museum on West Smithfield
- new secondary museum entrances on the corner of Farringdon Street and Charterhouse Street; and
- new facades inserted along the 'outer crust' facing West Smithfield and Charterhouse Street.

Poultry Market

- partial demolition, repair, refurbishment and alteration of the existing building known as the at basement, ground and first floor levels
- change of use to a museum in Class D1 use 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 at basement, ground, first, second and third levels
- change of use to a flexible Class A1/A2/A3/A4, B1 and D1/ D2 use
- demolition of the Iron Mountain and the creation of a triple height glazed canopy structure above a public space;

Table 1 – existing and proposed use (GIA)

	Existing floorspace	Proposed museum use (Class D1)	Proposed flexible use (Class A1-4, B1, D1-2)	Total proposed floorspace
General Market	16,613	12,372	1,778	14,150
Poultry Market	19,204	20,968	0	20,968
Annexe Site	3,001	0	5,052	5,052
Engine House	789	0	804	804
Total	39,607	33,340	7,634	40,974

17 The application is accompanied by an application for listed building consent in relation to the works proposed to the Grade II Poultry Market.

Case history

18 The site has a substantial planning history, with two previous applications for office-led mixed use development submitted in 2007 and 2013 which were both called-in for determination by the Secretary of State and refused on heritage grounds, as set out in more detail below. These applications did not include the Grade II listed Poultry Market which was not included in the site boundary.

19 In March 2013, a planning application was submitted by Henderson Global Investors Ltd proposing the part demolition and part refurbishment of the existing buildings and structures to provide an office-led mixed use development comprising 35,000 sq.m. GIA) of Class B1 with ground floor Class A1-A3 retail use (LPA ref: 13/00150/FULEIA; GLA ref: 3101a). This scheme proposed the demolition of the internal general market hall and covering roof, the retention and refurbishment of the perimeter buildings and the construction of a modern infill building. The Fish Market, bridging canopy structure, Engine Room and some of the facades of the Red House would also be retained and restored with a further infill building provided on this part of the site. The canopy between the General and Poultry Markets would have been partly removed.

20 In July 2013, the City of London resolved to grant planning permission and in August 2013, the former Mayor issued a Stage 2 response that he was content for the City to determine the application. On 13 September 2013, the Secretary of State called in the application which was then subject to a Public Inquiry. The Planning Inspector recommended that the applications should be refused on heritage grounds and this conclusion was supported by the Secretary of State who refused planning permission on 7 July 2014 for the following key reasons:

- the substantial harm caused to the significance of the Smithfield Conservation Area and setting of the adjacent listed buildings.
- scale of harm to the non-designated heritage assets that would seriously affect their significance and fail to sustain and enhance heritage assets or ensure their optimum viable use, in line with local, strategic and national policy.
- the overall public benefits proposed would not be anything like substantial enough to provide clear and convincing justification to outweigh the harm caused.

21 Similarly, the earlier application submitted by Thornfield Properties (London) Ltd in 2007 was refused by the Secretary of State, following a Public Inquiry, due to the loss of the existing historic buildings and impact on the Smithfield Conservation Area and adjoining conservation areas and listed buildings. This scheme proposed the demolition of structures at 43 Farringdon Street and part redevelopment and part refurbishment of the existing buildings and other structures at 25 Snow Hill and 29 Smithfield Street to provide an overall total of 44,896 sq.m. of office (B1) and retail/market (A1-A5) floorspace (LPA Ref: 07/00172/FULEIA). In issuing the decision notice, the Secretary of State agreed with her Inspector's observation that:

“the existing buildings on the site make a significant contribution, not only to the character and appearance of the Smithfield Conservation Areas, but also the settings of adjoining Conservation Areas, notably the Charterhouse Square Conservation Area, and nearby listed buildings, including the Grade II Meat Market and Grade II Poultry Market. There is, therefore, a presumption in favour of retaining the buildings”*

Strategic planning issues and relevant policies and guidance

22 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the 2015 City of London Local Plan; and the 2016 London Plan (consolidated with alterations since 2011).

23 The following are relevant material considerations:

- The National Planning Policy Framework
- National Planning Practice Guidance
- The London Plan Intend to Publish version (December 2019) – which should be taken into account on the basis set out in paragraph 48 of the NPPF.
- The Secretary of State's 13 March 2020 Directions issued under Section 337 of the Greater London Authority Act 1999 (as amended)
- City Plan 2036 - The City of London draft Local Plan (November 2018)
- The Smithfield Conservation Area Character Summary and Management Strategy (2012).
- Culture Mile Strategy (November 2018)
- City of London, Protected Views SPD (2012)
- Charterhouse Square Conservation Area Design Guidelines (2002)
- Hatton Garden Conservation Area Appraisal (2017)

24 The relevant strategic issues and corresponding policies are as follows:

- Land use principle *London Plan; the Central Activities Zone SPG; the Night Time Economy SPG; Cultural Strategy (2018)*

- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG;*
- Historic environment *London Plan; Shaping Neighbourhoods: Character and Context SPG*
- Inclusive access *London Plan; Accessible London: Achieving an Inclusive Environment SPG;*
- Climate change *London Plan; Sustainable Design and Construction SPG; London Environment Strategy;*
- Transport *London Plan; the Mayor's Transport Strategy;*

Principle of development

25 As set out above, the application proposes the creation of a large-scale strategic cultural and educational destination in the CAZ and Farrington/Smithfield Intensification Area through the relocation of the Museum of London to the part-vacant and part-occupied West Smithfield wholesale market buildings, together with a complementary range of smaller-scale supporting flexible commercial units in retail, cafe/restaurant, bar and office uses. The principle of the development in land use terms therefore raises a range of strategic planning issues relating to the proposed museum, commercial and office uses and the active existing wholesale market uses on site which are considered below.

Proposed museum, commercial and office uses

26 The objective to promote and enhance the strategic functions of the CAZ including cultural uses and tourist and visitor attractions, office, retail and night time economy uses and its distinct heritage environment is set out as a key strategic priority in the London Plan, the Mayor's Intend to Publish London Plan and the CAZ SPG. This recognises the important role that such uses play in contributing to London's overall success and appeal as a global city and cultural and tourism destination, as set out in the Mayor's 2018 Culture Strategy.

27 At the local level, the City of London's emerging Local Plan sets out the ambition to create a new cultural quarter in this location focused on the Culture Mile as part of the Smithfield and Barbican Key Area of Change. As set out in Policies S23, S24 and S25 of the emerging Local Plan, this specifically seeks to create a new world class cultural destination by supporting the relocation of the Museum of London to this site in Smithfield, with the potential longer-term redevelopment of the existing Museum of London site to provide a new Centre of Music. This would also be supported by wider public realm improvements and the further development and enhancement of the area's distinctive existing employment, creative, commercial and night time economy uses.

28 The existing Museum of London building is approximately 500 metres from the application site on London Wall and the proposed relocation would ensure a significantly larger, more efficient, flexible and accessible facility, enabling significantly improved public access to the museum's collections through permanent and temporary galleries, exhibitions and cultural and educational events through the day and evening. Through the proposed development, the Museum of London aims to increase the current average of 825,400 visitors a year to approximately 2 million visitors a year.

29 The new Museum of London site would provide a new strategic world class destination and anchor as part of the emerging Cultural Mile initiative, thereby contributing significantly towards the realisation of this long-term vision for the wider area. Over the longer-term, the museum's relocation would also enable the redevelopment of the existing Museum of London site as part of the Centre for Music proposals, which is expected to accommodate the London Symphony Orchestra. As such, the proposals would strongly accord with the Mayor's strategic policies and strategies relating to culture

as set out in the Culture Strategy (2018), London Plan Policy 4.6 and Policies HC5 and HC6 of the Mayor's Intend to Publish London Plan.

30 The application proposes to change the use of the main market spaces within both the General Market and Poultry Market to Class D1 museum use, with basement levels also providing significant additional areas for the museum's collections. West Poultry Avenue would be transformed to provide a new glazed main entrance space, linking the two buildings, with a dedicated school entrance and assembly point located within the Poultry Market loading bay adjacent to West Smithfield.

31 Flexible commercial retail, restaurant/cafe and leisure uses are proposed within the outer crust / perimeter 'houses' lining the General Market building, alongside temporary exhibitions for the museum. This is strongly supported as this would complement the proposed museum use and help to animate the adjacent streets and reintroduce the original historic character and use of the building. The Annexe Buildings and Engine House would also be occupied by flexible commercial ground floor uses. These uses along with the overall aspiration to encourage the use of the museum for evening lectures, talks and programmes accords strongly with the Mayor's aspiration for a more 24-hour city, as set out in the Intend to Publish London Plan and Night Time Economy SPG.

32 The application is supported by a Retail Impact Assessment given the quantum of flexible town centre uses proposed and the site's location which is outside of the principal shopping centres and retail links designated in City of London Plan. Taking into account the site's location within the CAZ, GLA officers consider the quantum of flexible commercial use proposed to be acceptable and would complement the new museum use as well as the vibrant mixed use character of the area. The applicant has stated that it would accept site wide planning conditions setting an overall maximum cap for Class A1 retail and Class A4 drinking establishment use, which is welcomed and should be included in any planning consent.

33 The existing ancillary offices located in the Poultry Market would be used for offices, research and education use which is supported and include offices for the Museum of London. Red House would be restored and extended to provide three floors of office accommodation suitable for creative start-up and small and medium sized enterprises. Overall, the approach to office use proposed is strongly supported and accords with the relevant strategic policies and guidance. Given the flexible use proposed in the planning application and the site's CAZ location, a minimum quantum of office floorspace should be required by condition to ensure that the proposed quantum of office floorspace is provided.

Consolidation of wholesale market use

34 London Plan Policy 4.4 and Policy E4 of the Mayor's Intend to Publish London Plan seek to maintain efficient wholesale market functions to meet London's requirements whilst enabling opportunities to consolidate wholesale markets to meet long-term wholesale needs. This recognises the important role wholesale markets play in London's economy by distributing fresh produce to retailers, restaurants and street markets across the capital and by supplying a range of products to London's diverse communities. This policy approach also reflects their potential future role and potential to be affected by competition from alternative distribution systems. Table A1.2 of the London Plan identifies the potential for the long-term consolidation of London's wholesale market in the Farringdon / Smithfield Intensification Area.

35 The proposed sensitive restoration and re-use of the General Market and Annexe Site buildings as part of a heritage and cultural-led regeneration programme is strongly supported, noting that these buildings have been vacant for approximately 30 years and are in urgent need of repair.

36 The Grade II listed Poultry Market however still remains a functional market building with market traders operating the existing stalls and small office units located on the upper floor mezzanine. Whilst the main wholesale meat market functions are understood to be concentrated within the adjacent Grade II* listed central market building (which are not covered by this application), with only a limited number of market traders remaining in the Poultry Market building. However, the

current level of occupancy/vacancy within the Poultry Market should be confirmed by the applicant in discussion with the City of London to enable GLA officers to understand the impact on the functioning of the existing meat market.

37 The City of London's currently adopted Local Plan (2015) expects the wholesale meat market to remain in Smithfield, though acknowledges that the General Market building is no longer occupied. In contrast, whilst the City's emerging Local Plan (2018) supports the continued presence of the Smithfield Meat Market over the short to medium term, it recognises the potential for the meat market to be relocated to a new consolidated wholesale market site during the latter part of the Plan period to enable the reuse of the market buildings for other uses compatible with their heritage status. As set out above, the emerging Local Plan seeks to ensure the relocation of the Museum of London to West Smithfield.

38 Following a strategic review of the existing market sites and initial feasibility studies to consider a range of options, the City of London has decided to progress a proposal to relocate the wholesale meat market from Smithfield to the Barking Reach Power Station site in Barking and Dagenham. This new wholesale market facility would potentially also accommodate London's other wholesale markets - the Billingsgate Fish Market and New Spitalfields Fruit, Vegetable and Flower Market. The Power Station site has been purchased by the City of London and these proposals have been subject to public consultation which was undertaken by the City of London during the summer of 2019. Initial GLA pre-application discussions on the proposals at Barking Reach Power Station has been undertaken (GLA Ref: 0457c). Overall, the principle of this development was supported by GLA officers at pre-application stage, subject to further detail being provided on energy, air quality and transport.

39 GLA officers note that there is a degree of uncertainty regarding these longer-term proposals at this stage, given that the City of London's emerging Local Plan will be formally published during 2020 and will need to be subject to an Examination in Public (EiP) before being adopted and given that the City of London's proposals at Barking Reach are also subject to planning application. However, it is understood that, given the level of vacancy within the Poultry Market, the proposals would have a limited impact on the function of the meat market within the Central Market buildings and, on this basis, GLA officers support the proposed change of use of the building to museum use. Further information should be provided to confirm the number of existing market traders within the Poultry Market and the phasing of the proposed development to enable GLA officers to assess the extent to which the central meat market would be impacted by the proposals and to establish whether mitigation measures are required in terms of phasing and relocation packages.

Conclusion – principle of development

40 In summary, the proposed museum use and flexible commercial and office use is strongly supported. Consolidation of the existing market uses is acceptable, subject to this not undermining the current functioning of the adjacent central meat market and appropriate mitigation, should this be required.

Urban design

Design, layout, public realm and landscaping

41 London Plan Policies 7.1 to 7.5, together with Policies D1-D3, D8 of the Mayor's Intend to Publish London Plan seek high quality design set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming, legible and permeable movement routes and layouts and highlight the importance of designing out crime by, in particular, maximising the provision of active frontages and minimising inactive frontages.

42 The proposed scheme responds positively to these urban design objectives by restoring the original plan form of the General Market building by reintroducing and re-activating the outer crust 'houses' which line the perimeter of the building. These relatively shallow commercial units would be

sensitively brought back into viable use as commercial high street units to re-animate Charterhouse Street, West Smithfield and Farringdon Street. The provision of public entrances to the museum has also be maximised, with those proposed being highly legible and accessible and with the range of safety and security and counter-terrorism measures appropriately considered. Further details on the counter-terrorism measures employed should be submitted and approved by condition.

43 The potential to provide active ground floor uses has been maximised on the Annexe site, where the Fish Market, Red House and Engine House would accommodate a range of flexible units in retail, restaurant, drinking establishment, leisure and office uses. A new semi-covered public space would be created where the existing Iron Mountain storage building is currently situated, which would be located under a glazed triple height metal canopy structure to enable daytime and evening events and performances. This space would also be overlooked and animated by active commercial ground floor uses within the Fish Market and Red House buildings. This is strongly supported. The Engine House would also be brought back into use to provide a kiosk-type flexible retail/cafe unit, which is also strongly supported.

44 As set out in more detail under transport, the City of London is progressing significant public realm improvements in the area as part of the Culture Mile initiative, which would support the proposed use and increased footfall and visitor numbers. Whilst this is at an early stage, the applicant has set out indicative proposals to transform West Smithfield to a shared space, with landscaping provided in between the Annexe buildings and Engine House. This general approach is welcomed.

Height and massing

45 The application proposes limited massing changes to the Annexe buildings through the construction of a two-storey extension to the Red House to bring this to a consistent four storeys and through the provision of a triple height glazed metal frame open canopy structure between this building and the Fish Market. The height of the General Market and Poultry Market buildings would not be altered. The height, massing and visual impact of the proposed scheme as shown in the applicant's Design and Access Statement and Townscape and Visual Impact Assessment is considered acceptable in strategic planning terms and does not raise any issues in terms of local views St Pauls, or in relation LVMF strategic views, as the height changes proposed would not be visible within strategic or local views.

Architectural quality and materials

46 The proposals would retain a significant proportion of the existing buildings which are of historic and architectural value, with the original brickwork and ironwork features restored and retained in situ where possible; or replaced on a like for like basis where original features need to be removed due to their state or repair. This would allow visitors to fully appreciate the original design and materials quality of key features of the buildings, including the internal roofscape and rooflights, original ironwork and columns and brickwork detailing within above ground floors and basement vaults. This is strongly supported.

47 A range of contemporary building materials and design interventions proposed internally and externally, including polished concrete floors, painted steel structures supporting the exhibition spaces and more modern perforated metal cladding and glazing proposed in discrete locations such as the new entrance spaces and within the raised canopy structure covering the new public realm on the Annexe site and the adjacent office extension on the Red House. Attractive awnings are proposed for the General Market perimeter houses, together with restored and new shop fronts. This would be accompanied with advertisements letterings along the roofscape, which hark back to the original appearance of the building when it was in active use as a market. The new main glazed entrance to the museum would also feature neon signage and LED lighting is proposed.

48 In summary, these more contemporary interventions would be sympathetic to and reference the original character and use of the buildings, whilst also helping to raise the legibility and profile of the

Museum of London. The application therefore strongly accords with the strategic policies in relation to architectural design, character and context. Full details of the architectural approach and materials proposed should be secured by condition to ensure the completed high quality of the scheme.

Fire safety

49 In line with Policy D12 of the Mayor's Intend to Publish London Plan the future application should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Further to the above, Policy D5 within the Mayor's Intend to Publish London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings. A fire strategy is not listed within the application documents and cannot be located within the planning submission. This should be provided and the agreed strategy appropriately secured by planning conditions.

Inclusive design

50 London Plan Policy 7.2 and Policy D5 of the Mayor's Intend to Publish London Plan require that all new development achieves the highest standards of accessibility and inclusive design. Step free access would be secured to all of the proposed museum, office and flexible commercial floorspace, as set out in detail in the applicant's submission. As such, the application complies with the above policies.

Heritage

51 London Plan Policy 7.8. and Policy HC1 of the Mayor's Intend to Publish London Plan state that development should conserve heritage assets and avoid harm. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should "*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*". In relation to conservation areas, special attention should be paid to the desirability of preserving or enhancing the character of conservation areas when making planning decisions.

52 The NPPF states that when considering the impact of the proposal 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. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

53 As set out in Planning Practice Guidance, public benefits which follow from development could be anything that delivers economic, social or environmental progress as described in the NPPF and may include heritage benefits¹.

54 London Plan Policy 7.8 and Policy HC1 of the Mayor's Intend to Publish London also apply to non-designated heritage assets. The NPPF requires the effect of an application on the significance of a non-designated heritage asset to be taken into account and a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset in question.

¹ MHCLG; Planning Practice Guidance; Paragraph: 020 Reference ID: 18a-020-20190723

55 The applicant has undertaken a detailed assessment of the existing buildings to evaluate the historic and architectural character, value and significance of the component parts. The impact of the proposed restoration, demolition, extension works on designated and undesignated heritage assets within and in close proximity to the application site, as well as the impact on local townscape views has also been appropriately assessed, as set out in the applicant's Conservation Plan and Statement of Significance, Townscape and Visual Impact Assessment, Heritage Impact Assessment and Design and Access Statement.

Impact on designated heritage assets

Grade II listed Poultry Market

56 The Poultry Market is significant for its 1960s post-modern architectural design by TP Bennett, its historic civic market use and, in particular, its concrete dome roof. This measures 70 metres by 40 metres and can be appreciated across all sides of the building from the perimeter first floor balcony. Other significant features of the building include the hexagonal glazing blocks on the northern and southern elevations, brickwork elevations, clerestory lunette glazing on the first floor and the original market traders' entrances, roller shutters. The strong axial internal layout and arrangement of market stalls and their signage and design is also of significance, as is the design and appearance of the first floor balcony and control tower.

57 The main alterations to the Grade II listed building proposed in the application include:

- the removal of the central portion of the sloping ground floor and market stalls and its replacement with a new steel structure housing the temporary exhibitions gallery at ground and first floor event/exhibition space and bar/cafe;
- the widening of the western entrance on the West Poultry Avenue;
- replacement of the clerestory lunette windows and other windows;
- the partial removal and widening of sections of the first floor balcony;
- replacement of the existing red brick canopy ends on both sides of West Poultry Avenue;
- transformation of the southern loading bay to provide a school arrival zone and lecture theatre;
- refurbishment of the first floor offices to provide modern office, research and education spaces for the museum staff and other potential occupants; and
- physical alterations to the basement to allow the re-use of the cold store as the museum's central collections store.

58 The other key features of the building would be retained and restored including the dome roof, exterior brickwork and hexagonal glazing blocks, entrances including original orange painted roller shutters and blue ceramic tiles. The market traders' units and control tower on the western flank of the building would be retained and restored, as would the majority of the balcony balustrade. As set out above, the proposed new additions would be of a high quality, the design and materiality of which would draw positively on the historic market use of the building. The Poultry Market shell dome would also be restored.

59 Windows would be replaced with like for like modern aluminium frames proposed with fritted glass panes proposed to replace the existing more opaque panels. This would therefore retain the gridded rectilinear design of the original frames but enable significantly daylight levels and environmental standards to be achieved, both of which is required by the museum use proposed, given the artefacts on display. The improved visibility would also allow the entire space and the significance of the vast dome roof to be better appreciated by visitors, which is strongly supported. Whilst offices would be stripped out and modernised, the concrete framework structure and window frame structure would be retained, which are the key significant features of these rooms.

60 The removal of the majority of market stalls and the axial buyers walk and original western main entrance would comprise a substantial alteration to the layout, character and appearance of the existing building. However, these works are essential in order to facilitate the successful change of use of the building and meet the Museum of London's requirements, as are the alterations to the

western entrance and ground floor gradients. Unobstructed views across the roof are a key feature of the existing building and these would be retained and enhanced with additional viewing positions provided through the provision of a new first floor exhibition/event space.

61 Taking into account the above assessments and having regard to the statutory framework set out above and the strategic and national planning policy tests, GLA officers consider that these alterations would cause less than substantial harm to the significance of the Grade II listed building. However, this less than substantial harm would be clearly and convincingly justified and outweighed by the other heritage and non-heritage public benefits proposed by the application, which are set out in more detail below.

West Smithfield Conservation Area and undesignated heritage assets

62 As set out above, the General Market, Fish Market, Red House and Engine House are all undesignated heritage assets, which contribute substantially to the significance of the overall Smithfield Conservation Area and setting of adjacent listed buildings and conservation areas listed in paragraph 8 and 9 of this report.

63 The significance of these undesignated heritage assets is primarily derived from their historic and architectural character and appearance having been designed by Sir Horace Jones (who also designed Tower Bridge and the original Billingsgate Market) but also their group value and historic market use, including their important relationship with the adjacent Grade II and II* listed market buildings and noting Smithfield's historic role as the oldest and largest wholesale meat market in Europe, with open-air and covered markets having taken place on the site since medieval times. The General Market and Annex site buildings are in a poor state of repair, having been left empty for so many years, and generally detracts from the character and appearance of the conservation area.

64 The Iron Mountain building is a relatively recent utilitarian 1960s infill structure and is not of any special architectural or historic interest, so is not considered to be a non-designated heritage asset. Its removal is strongly supported as it currently has a detrimental impact on the character and appearance of the conservation area and setting of the nearby listed buildings.

65 Taking into account the existing baseline conditions and the design and appearance of the proposed development, as set out in the planning application documents, GLA officers consider that the application would have a significant positive impact on non-designated heritage assets listed above by bringing these into a viable, long-term public use; through their sensitive restoration; and thereby enabling these buildings to be fully appreciated by the public both internally and externally.

66 Accordingly, the scheme would not harm the significance of the Smithfield Conservation Area and would significantly enhance the character and appearance of the conservation area. The proposals would also enhance the setting of the adjacent Charterhouse Square Conservation Area and the Hatton Garden Conservation Area. Similarly, GLA officers consider the application would not harm the significance of the listed buildings nearby which are referred to in paragraph 9 above and the scheme would contribute positively to their settings.

Conclusion – heritage

67 The application proposes a number of substantial heritage related public benefits. This includes:

- the sensitive retention, restoration, repair and reuse of the General Market, Fish Market, Red House and Engine House which are currently vacant and derelict, bringing these buildings back in to optimal viable use, in line with the NPPF, and preventing further deterioration. This includes the market spaces but also outer shop front 'houses', basement vaults, covered West Poultry Market route, which would all be publicly accessible. The application therefore enhances the character, appearance and significance of the Smithfield Conservation Area and the extent to which non-designated heritage assets can be appreciated by the public;

- the transformation of the Poultry Market to provide new temporary exhibition space for the Museum of London, whilst retaining and restoring the majority of the most significant features of the building internally and externally, as set out above.
- the removal of Iron Mountain, which detracts from the character and appearance of the Smithfield Conservation Area, and its replacement with a new public space.

68 Whilst the proposals for Poultry Market would provide a number of heritage benefits, the alterations required would cause less than substantial harm to the significance of the Grade II listed building. However, this less than substantial harm would be clearly and convincingly justified and outweighed by the other heritage benefits set out above and the following non-heritage public benefits proposed by the application. These include:

- provision of enhanced facilities for the Museum of London to enabling it to continue to operate as a major cultural institution in the heart of its subject city – London – and helping to stimulate the wider Cultural Mile initiative and vision for the area;
- significantly increased public access to the Museum of London with capacity increased from 825,400 visitors a year to 2 million a year;
- an improved range of educational, cultural, research and artistic programmes of exhibitions, events and enhanced public access to the Museum of London’s collections;
- improved accessibility in terms of entrances, circulations spaces and other facilities;
- the modernisation and repurposing of the existing buildings, bringing these up to modern environmental standards.

Climate change

Energy

69 Based on the applicant’s energy strategy, the scheme would achieve a 40% site wide reduction in CO2 emissions compared to Building Regulations Part L. This exceeds the minimum on-site requirement for overall reduction in CO2 emissions and would be achieved through a range of energy efficiency measures and the installation of 235 sq.m. solar PV panels on the General Market roof and 85 sq.m. of PVs on the southern roof of the Red House.

70 The energy strategy assessment has been undertaken using the updated SAP 10 emission factors which is welcomed. The baseline for the assessment is the existing building fabric which is acceptable, as comparisons to modern building performance would not be appropriate in this particular instance. The performance of the existing building fabric has been improved where possible taking into account the requirement to repair and restore much of the existing fabric. A 58% reduction CO2 emissions is expected to be achieved based on energy efficiency measures alone. This is strongly supported. The provision of solar panels has been maximised taking into account the heritage and roof constraints on site.

71 The applicant has identified the Citigen district heating network within the vicinity of the development and is proposing to connect to the existing CHP station located to the north, subject to commercial agreement. This facility already supplies heating and cooling to Smithfield Market as well as the City of London’s other properties, including Guildhall and Barbican Centre. This strategy is acceptable, in line with the Intend to Publish London Plan. If no commercial agreement is reached the applicant has demonstrated there is scope for ASHP technologies, albeit this is limited due to heritage issues. Appropriate future proofing measures should therefore be secured.

Flood risk and sustainable urban drainage

72 The site is located in Flood Zone 1 and has a very low risk of surface water flooding. The drainage strategy for the site includes green/brown biodiverse roofs on the General Market and Annex site buildings, as well as rainwater harvesting and permeable paving. In addition, basement

level attenuation tanks below the General Market, Poultry Market and Annex site to provide a total of 750 cubic metres of attenuation storage capacity. In combination, these measures would reduce the peak surface water discharge rate from the site to the three times Greenfield run-off rate, in line with the Sustainable Design and Construction SPG. Taking into account the significant site constraints, GLA officers consider the potential for above ground SUDs methods has been maximised and the surface water drainage strategy complies with drainage hierarchy. This should be secured by condition. On this basis, the application accords with London Plan and Intend to Publish London Plan policies relating to flood risk and sustainable urban drainage.

Urban greening

73 An Urban Greening Factor (UGF) assessment has been undertaken which demonstrates that the proposed scheme would generate a UGF score of 0.04. This would be achieved through the provision of green roofs on the Engine House, Red House and General Market Building and green walls (750 sq.m. in total). Whilst this falls short of the benchmark target in the Mayor’s Intend to Publish London Plan (0.3), there are significant physical constraints associated with the weight bearing capacity of the retained and proposed roof structures and listed building and conservation area heritage constraints which preclude further urban greening measures in this particular instance and would provide a net improvement in terms of urban greening and biodiversity compared to the existing situation. In view of the site constraints, GLA officers consider the potential for urban greening has been maximized, in accordance with the London Plan and Intend to Publish London Plan.

Circular economy

74 Policy SI7 of the Mayor’s Intend to Publish London Plan seeks to ensure that referable applications promote circular economy principles and promotes the re-use and/or recycling of building, construction and demolition materials and minimise resource use and waste. The application responds positively to these aims by refurbishing, repairing and restoring the existing buildings and bringing these into optimum viable use as part of a comprehensive heritage and cultural-led long-term regeneration strategy. Pre-demolition audit and site surveys have been undertaken to determine the scope to retain and/or reuse as much of the existing historic building fabric as possible, including historic features such as timber beams, ironwork, roller shutters, light fittings and signage. Where materials cannot be used, these are proposed to be salvaged and recycled. Where new materials are required the applicant has stated these would have a high recycled content. This approach accords with the circular economy principles and waste hierarchy set out in the London Plan and Mayor’s Intend to Publish London Plan and is strongly supported.

Transport

Transport Assessment (TA)

75 As set out above, the Museum of London’s existing site at London Wall generates approximately 825,400 visitors a year, which is expected to increase to 2 million visitors a year by 2024. This baseline and target scenario has been assessed in the applicant’s TA and would translate to the following anticipated increases in average daily footfall. This approach is acceptable and, given the accessibility of the site in terms of tube, train and bus services, the public transport impact of the proposed development is considered acceptable.

Average Footfall	2016 MoL baseline	2024 (target)
Weekday	1,985	4,809
Weekend/Public Holiday	2,520	6,106
School Holiday Weekday	2,728	6,610

Car parking

76 The proposal is car free and visitors and staff to the new museum will be expected to travel by active and sustainable modes, which is strongly supported. A limited number of disabled car parking will be provided on the adjacent streets to the museum and Annexe buildings. The exact number of disabled car parking spaces and their location will be subject to further discussion with the City of London and secured as part of a Section 278 Highway Agreement. This approach is acceptable. The number of disabled parking spaces and their location should be confirmed by Stage 2.

Coach parking

77 The proposed development has also been designed to accommodate up to 10 coach visits per day. This is the same as the baseline situation at the existing Museum of London site and will support the museum's educational offer in terms of school trips. Coach and minibus drop-off parking bays would be located on East Poultry Avenue adjacent to the Poultry Market. The location and number of bays is acceptable and should be secured as part of the Section 278 agreement with the City of London.

Taxi facilities

78 The applicant should work with the City of London to identify where additional taxi facilities may be provided. This could include a new 2 to 3 space rank on Charterhouse Street as part of the emerging Smithfield/Culture Mile public realm improvements. Further discussions about this issue is required.

Pedestrian access

79 The main pedestrian entrance to the museum would be on West Poultry Avenue, with the main public entrance via West Smithfield and a further entrance to the north. In addition, secondary entrances to the museum are proposed on Farringdon Road and West Smithfield at the north-west and south-west corners of the General Market building and on the eastern flank of the Poultry Market building on East Poultry Avenue. Two specialist entrances are proposed for school groups and academic event visitors to the on-site lecture theatre from East Poultry Avenue and West Poultry Avenue respectively. A separate entrance for staff and contractors is also proposed at the north end of East Poultry Avenue. The approach to pedestrian access to the buildings is supported given the size and scale of the proposed use and constraints associated with the existing buildings and entrances would be significantly enhanced as part of the application.

80 As the new museum will substantially increase the volume of pedestrians passing through the area, improving the crossing will be necessary to make the proposed development acceptable in planning terms. The applicant has assessed pedestrian capacity for the surrounding footways using Pedestrian Comfort Levels (PCLs) which demonstrates the need for significant improvements to support the development and bring routes up to an acceptable standard.

81 As part of the application, footway widening is proposed along Charterhouse Street and West Smithfield adjacent to the Poultry Market, and along sections of West Smithfield and Smithfield Street adjacent to the Annexe building and Engine House. This is supported and should be secured. In addition to this, substantial public realm improvements are proposed over the medium to longer term by the City of London in this location as part of the Culture Mile initiative. This seeks to provide new public spaces and an improved environment in West Smithfield at an estimated cost of £12 million. These works will be progressed by the City Corporation as highway authority and landowner. This is welcomed. Clarification on the timescales, funding and deliverability of these public realm improvements should be provided given their importance to the successful delivery of the scheme.

82 Section 106 obligations requiring the applicant to enter into a S278 to ensure the delivery of these improvements to the pedestrian crossing across Snow Hill/West Smithfield on the TLRN in accordance with London Plan Policy 6.3, 6.9, 6.10 and Policies T2 and T4 of the Mayor's Intend to

Publish London Plan. All highway works needed to support the development should be subject to a Stage 1 Road Safety Audit (RSA) and the design of Section 278 proposals developed in consultation with TfL.

Legible London

83 As this will be a new major visitor attraction, all nearby Legible London signage will need to be updated to include the new museum. A section 106 contribution to improve and update signage will therefore be required.

Cycling parking and access

84 The scheme proposes cycle parking in accordance with the Mayor's Intend to Publish London Plan. For the new museum 42 long-stay cycle parking bays are proposed which would be within the ground floor of the Poultry Market and accessed via East Poultry Avenue, with 5% non-standard / larger spaces provided, together with five showers and 42 lockers provided at basement level. Cycle parking for commercial units (houses) in the General Market would be located within the individual units. For the Annexe and Engine House buildings, 79 long stay and 58 short stay cycle parking spaces are proposed with 9 showers and 80 lockers at basement level. The location and means of access to cycle parking facilities within the Annexe buildings should be clarified.

85 Overall, the approach to long-stay cycle parking is supported and should be secured by pre-commencement condition and provided prior to occupation. To ensure compliance with LCDS Chapter 8 (Cycle parking) which is required by Policy T5 of the Mayor's Intend to Publish London Plan, further detailed information prior to determination in the form of scaled drawings, and other documents such as cycle parking manufacturer product specifications.

86 In terms of short-stay cycle parking, 419 spaces would be required for the museum and commercial uses within the General Market and Poultry Market, with a further 58 required for the Annexe site (477 in total). This accords with the minimum standards in the Mayor's Intend to Publish London Plan. These spaces would be provided within the public realm, with one third located around the Smithfield Rotunda, a third located within the mezzanine level of the Smithfield NCP car park and the remaining third located around West Smithfield as part of the Culture Mile public realm improvement scheme. This approach is acceptable in principle, given the site constraints and the close proximity of the above locations to the site which are within walking distance. However, further details should be provided to set out the access arrangements for the NCP car park to ensure this is acceptable for cyclists. The provision of these required quantum of short-stay spaces should be appropriately secured by condition to ensure that they are delivered prior to occupation.

Cycle hire docking stations

87 There are two docking stations in close proximity of the site in Snow Hill and West Smithfield Rotunda, which are two of London's top performing docking stations in the Cycle Hire network. The applicant should therefore confirm that they will be unaffected and can stay open throughout construction. Given the considerable increase in visitor numbers over the current Museum of London, a Section 106 contribution of £200,000 towards additional cycle hire docking stations in the vicinity is required. These spaces should be located as close as possible to the new museum entrance, ideally visible to visitors almost immediately when they arrive or depart. Further discussion about this matter is required.

Deliveries and servicing

89 The General Market would be serviced via the existing Snow Hill ramp and would not be able to accommodate heavy good vehicles due to the height restrictions on the existing ramp. This limits deliveries to smaller goods vehicles only which is welcomed given the high volume of cyclist and pedestrian movements expected in the area. Banksman and a delivery booking system will be needed to manage access to the site given the local highway restrictions and should be set out in

Deliveries and Servicing Plan (DSP) which must be secured by condition and discharged in consultation with TfL, given the potential to impact the TLRN. The General Market Houses are separate from the basement and market space so cannot be serviced by the internal loading bay. Consequently, these units are proposed to be serviced via cargo bikes from a nearby last-mile distribution hub and with any exceptional deliveries undertaken on-street outside the hours of 7am to 7pm. The Poultry Market would be serviced via East Poultry Avenue, with a banksman and delivery booking schedule proposed and potential for larger museum collection deliveries and temporary exhibition consignments. The overall servicing arrangements proposed are acceptable and should be secured.

Construction

90 An Outline Construction Logistics Plan (CLP) is acceptable and a full CLP should be secured by condition and discharged in consultation with TfL prior to commencement of construction due to the close proximity of the site to the TLRN.

Local planning authority's position

91 The City of London's planning officers are reviewing the scheme and do not yet have a committee date identified.

Legal considerations

92 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged or direct the Council under Article 6 of the Order to refuse the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

93 There are no financial considerations at this stage.

Conclusion

94 The policies of the London Plan and the Mayor's intend to publish London Plan policies on the CAZ, wholesale markets, offices, town centre and night time economy uses, urban design, heritage, energy, flood risk and drainage, urban greening and transport are relevant to this application. The following strategic planning issues should be addressed to ensure compliance with the London Plan and the Mayor's intend to publish London Plan:

- **Principle of development:** The proposed museum use and flexible commercial and office use is strongly supported. Consolidation of the existing market uses is acceptable, subject to this not undermining the current functioning of the adjacent central meat market and appropriate mitigation measures being secured should this be required.
- **Urban design and heritage:** The architectural design and layout is strongly supported. The application proposes a number of significant heritage-related public benefits. The existing undesignated heritage assets would be retained and restored. The proposals enhance the Smithfield Conservation Area and the setting of adjacent listed buildings and conservation areas. The amendments to the Grade II listed Poultry Market would constitute less than

substantial harm and are clearly and convincingly justified and outweighed by the substantial public benefits proposed by the scheme.

- **Environment and climate change:** The various environmental strategies in terms of energy, sustainable urban drainage, urban greening and circular economy are supported taking into account the site constraints
- **Transport:** A car-free scheme is proposed (excluding disabled car parking). Coach parking is acceptable as this enables the museum's educational programme. Taxi parking bays should be included. Cycle parking is acceptable, subject to further discussion in terms of design and location. Pedestrian access, public realm and highways improvements require further discussion and should be secured. Servicing proposals are acceptable. Financial contributions are required towards Legible London signage upgrades and the provision of additional cycle hire docking station capacity in the vicinity of the site.

for further information, contact GLA Planning Unit (Development Management Team):

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From: Sherlock, Mark <Mark.Sherlock@cityoflondon.gov.uk>
Sent: 05 June 2020 11:13
To: Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>
Subject: 19/01343/FULEIA - Museum of London Planning Application

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.

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.

Mark Sherlock - Superintendent | Markets & Consumer Protection | City of London Corporation
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**MUSEUM OF LONDON
SMTA RESPONSE – CONSULTATION & ENGAGEMENT
28 APRIL 2020, DRAFT 2**

This document has been prepared in response to the SMTA objection to the Museum of London's planning application (issued on 27 February 2020). It provides an overview of the extensive consultation and engagement undertaken on the New Museum project, which a wider range of stakeholders – including the SMTA – were made aware of and encouraged to engage with. For the purpose of this summary we have just focussed on an overview of the core engagement activities. However, the Statement of Community Involvement, submitted as part of the planning application, details the Museum of London's full and extensive programme of consultation and engagement activities.

1. Direct response to SMTA's reference in the objection letter

The planning application was validated on 10 January 2020. To inform the public and our stakeholders that the application had been submitted the following steps were taken:

- A press release was issued on Monday 13 January to an extensive list of local, trade, specialist and national media.
- The Museum of London issued letters to all key stakeholders, including to the SMTA on Thursday 23 January 2020 to inform them that the application had been submitted.
- The Museum of London's social media channels and website were updated with the news of the planning submission.
- An email was sent out on Thursday 16 January to all those who have subscribed for news on the New Museum project with an update on the submission of the planning application.

In addition to this, the City of London Corporation advertised the start of the statutory consultation period, using the following methods:

- Press notices
- Site notices
- Consultation letters
- Neighbour notification letters

2. Wider consultation on the planning application

The consultation approach for the New Museum project ensured that the proposals were extensively promoted to key stakeholders and local communities, providing multiple opportunities for everyone, including the SMTA, to comment on the plans.

In order to promote the proposals and gather feedback, a number of engagement activities took place between early 2016, around the start of Design Competition, and December 2019, the date of the planning application submission. The main consultation and engagement activities were conducted in four phases set out below:



Phase - Early engagement with key stakeholders on the vision for the project and the Design Competition (2015 – 2016):

- Consultation began with the public in July 2016 with an exhibition of the six shortlisted design concepts that were put forward by architectural teams during an international design competition.
- **The SMTA were invited to attend this exhibition.**

Phase 2 – Meetings with key stakeholders, amenity and heritage groups to develop the proposals (Late 2016, 2017 – summer 2019):

- The Museum of London embarked on a long programme of engagement. This included a series of meetings with key heritage societies; amenity groups and businesses in the local area. Key stakeholders from all levels of Government including Central Government; the Greater London Authority (GLA); the City of London Corporation and neighbouring local authorities have been engaged with throughout the process via a range of different methods.
- **Given the site's history and its proximity to local traders, the Museum of London has also held a number of meetings with the Smithfield Market Tenants' Association during this period – these have been set out in Section 3.**
- **The Museum worked closely with the SMTA as a partner on the Smithfield 150 in 2018 and Smithfield Street Party in 2019. At both events, a public activity / display about the new museum project was included.**
- **The Museum also worked with the SMTA on the Smithfield Lecture Series in 2018 and 2019.**

Phase 3 – Public engagement on emerging proposals for the New Museum and reviewing feedback (Summer 2019 – End of 2019)

- The plans for the site were revealed to the public at a series of public exhibitions inside the General Market building in July 2019. This display was also replicated at the current Museum of London site on London Wall for people to leave feedback. An extensive exercise was then undertaken to analyse all of the feedback to ensure this was best reflected in the Application. Ahead of submission of the application, further meetings were also held with key stakeholders.
- **A special preview session was held for the Market Traders in Catering Meats on Friday 5 July starting at 5am to encourage attendance for those working in the market. There were a further four staffed public events that week at varied times.**

Phase 4 - Continued engagement post-submission (January 2020 onwards)

- The Museum of London is committed to continuing engagement with key stakeholders and the public over the next few years to create the best possible Museum for London.
- Alongside the programme of activity already undertaken and set out in Section 1, the Museum of London will shortly be issuing a summary newsletter, updating the website and social media channels as well as targeted stakeholder emails.
- Wider communication had been planned at major events including Smithfield Street Party 2020 and Open House in 2020 – while this is unlikely to go ahead in physical format due to COVID-19 there will be plans for other means of digital consultation and engagement in their place.

3. Programme of meetings with the SMTA

Alongside a programme of regular dialogue between Sharon Ament of the Museum of London and Greg Lawrence of the SMTA, the following formal meetings have been held with the SMTA:

- 4 June 2015 – Meeting between the SMTA Chairman and Museum Director



- 14 January 2016 – Meeting between the SMTA Chairman and Museum Director
- 14 April 2016 – Meeting between the SMTA Chairman and Museum Director
- 16 February 2017 – Meeting between the SMTA Chairman & team and Museum Director
- 14 June 2018 – Meeting between the SMTA Secretary Lis Batterson and Museum Director
- 23 November 2018 – Meeting between the SMTA and the museum project team to provide a briefing on the new museum project.
- 30 November 2018 – Call between the SMTA Chairman and Museum Director
- 27 February 2019 – CoLC/MOL/SMTA discussion at Guildhall
- 21 March 2019 – Meeting between the SMTA Chairman and Museum Director
- 26 June 2019 – New museum public consultation display images delivered to SMTA Unit 225
- 28 June 2019 – Meeting between the SMTA and Sharon Ament ahead of the public consultation events to provide an update on the new museum project.
- 22 October 2019 – Meeting between the SMTA and the Museum of London ahead of planning submission to update on progress.

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EQUALITY ANALYSIS (EA) TEMPLATE

Decision

Planning application for the relocation of the MoL and provision of flexible uses

Date

20.05.2020

What is the Public Sector Equality Duty (PSED)?

[Double click here for more information / Hide](#)

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership.
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision
- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty
- **No delegation** - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.

What is an Equality Analysis (EA)? [Double click here for more information / Hide](#)

How to demonstrate compliance [Double click here for more information / Hide](#)

Deciding what needs to be assessed [Double click here for more information / Hide](#)

Role of the assessor [Double click here for more information / Hide](#)

How to carry out an Equality Analysis (EA) [Double click here for more information / Hide](#)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart:

2.1 Completing the information gathering and research stage - gather as much relevant equality-related information, data or research as possible in relation to the Policy or proposal, including any engagement or consultation with those affected;

2.2 Analyse the evidence - make an assessment of the impact or effects on different equality groups;

2.3 – Developing an action plan – set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified;

2.4 Director approval and sign off of the equality analysis - include the findings from the EA in your report or add as an appendix including the action plan;

2.5. Monitor and review – monitor the delivery of the action plan & ensure that changes arising from the assessment are implemented.

The Proposal *Click and hover over the questions to find more details on what is require*

Assessor name: Gemma Delves

Contact details: 020 7332 1704

1. What is the Proposal?

A planning application for the conversion of the General Market, Poultry Market and Annexe site to a museum (Class D1) and flexible uses (A1, A2, A3, A4, D1, D2, B1)

2. What are the recommendations?

It is likely to be recommended that planning permission be approved.

3. Who is affected by the Proposal? *Identify the main groups most likely to be directly or indirectly affected by the recommendations.*

Age *Double click here to add impact / Hide*

Check box if NOT applicable

Key borough statistics:

The City has proportionately more people aged between 25 and 69 living in the Square Mile than Greater London. Conversely there are fewer young people. Approximately 955 children and young people under the age of 18 years live in the City. This is 11.8% of the total population in the area. Summaries of the City of London [age profiles from the 2011 Census can be found on our website](#)

A number of demographics and projections for demographics can be found on the [Greater London Authority website in the London DataStore](#). The site details statistics for the City of London and other London authorities at a ward level:

- [Population projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

Double click here to show borough wide statistics / hide statistics

Age

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

The following documents submitted with the application are relevant in order to assess the impact of the proposal on age:

1. The proposed plans – Showing the layout of the buildings and access arrangements.
2. Statement on how the Museum engages the local community with culture - Gives details on the schools engagement programme and well being programmes for older people.
3. The Socio-economics chapter of the ES - sets out the age distribution of the population in the City as part of its assessment of the impact of the schemes job creation on the local demographic.
4. The statement of community involvement - sets out how different groups have been engaged in development of the Museum’s offer.

Age

What is the proposal's impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

The whole development has been designed to incorporate level access wherever possible or provide lifts in order to ensure ease of movement around the site.

The Museum intends to engage people of all ages through its outreach programmes. This includes an intention to engage with 200,000 school children per year across primary, secondary and SEND level in all London Boroughs. Schools in disadvantaged areas and those that do not visit the museum now would be targeted.

The Museum would continue to run initiatives to promote the wellbeing of local communities including volunteering, apprenticeships and creative courses which would in part be targeted at older people living with loneliness.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The Museum should continue its community engagement programmes to ensure that the Museum's offer is relevant to people of all ages.

Disability [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#)

Key borough statistics:

Day-to-day activities can be limited by disability or long term illness - In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Extract from summary of the [2011 Census relating to resident population health for the City of London can be found on our website](#).

The 2011 Census identified that for the City of London's population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little.

Source: 2011 Census: [Long-term health problem or disability, local authorities in England and Wales](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Disability

Additional Equalities Data (Service level or Corporate) Include data analysis of the impact of the proposals

The following documents submitted with the application are relevant in order to assess the impact of the proposal on disability:

1. The proposed plans – Showing the layout of the buildings and access arrangements.
2. Statement on how the Museum engages the local community with culture.
3. Design and Access Statement – sets out how the scheme has been designed to be accessible and inclusive through the way that the buildings are designed.
4. The statement of community involvement - sets out how different groups have been engaged in development of the Museum's offer including the Museum of London Access Panel and the City of London Access Group.

What is the proposal's impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Accessible parking and public realm improvements need to be delivered through

Disability

The scheme has been designed to incorporate level access wherever possible. Where this would not be possible due to site constraints accessible lifts are provided. Careful consideration has been given to the circulation arrangements within the building.

Accessible parking and public realm improvements would be provided as part of the S278 agreement.

Accessible facilities would be provided including changing places, toilets, accessible cycle parking, seating and a wheelchair store.

Safe evacuation procedures have been developed for people with physical disabilities or impairment.

The new museum would feature an enhanced access programme for people with disabilities. This would include tailored tours, sessions and resources for people living with dementia and families with children with autistic spectrum conditions.

the S278 agreement. The City's Access Officer should be involved in this process. Consideration would need to be given to levels, entrance thresholds, circulation routes, obstacles and materials.

Further design refinements are needed to the toilet facilities in the Museum. Details of which can be controlled by planning condition in order to ensure that they would be accessible.

Pregnancy and Maternity [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics:

Under the theme of population, the [ONS website](#) has a large number of data collections grouped under:

- [Conception and Fertility Rates](#)
- [Live Births and Still Births](#)
- [Maternities](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Pregnancy and Maternity

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals.*

The following documents submitted with the application are relevant in order to assess the impact of the proposal on pregnancy and maternity:

1. The proposed plans – Showing the layout of the buildings and access arrangements.
2. The Design and Access Statement

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Pregnancy and Maternity

Level access would be provided wherever possible and where this would not be possible lifts would be provided in order to ensure ease of movement around the site.

The scheme incorporates a number of accessible toilet facilities.

Seating would be provided through the Museum with a choice of heights and some provided with arms and backrests on both sides.

Race [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#)

Key Borough Statistics:

Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally.

White British residents comprise 57.5% of the total population, followed by White – other at 19%.

The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest percentage in England and Wales. The City of London has a relatively small Black population comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%.

[See ONS Census information](#) or [Greater London Authority projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below

[Double click here to show borough wide statistics / hide statistics](#)

Race

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

The following documents submitted with the application are relevant in order to assess the impact of the proposal on race:

1. The Design and Access Statement
2. The Museum's statement on how local communities are engaged with culture
3. The Statement of Community Involvement

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

The Museums research shows that many black, Asian and ethnic minorities see museums as 'not for the likes of us'. The Museum would prioritise those less engaged through dedicated community workshops.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The Museum should continue its community engagement programmes.

Race	
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Religion or Belief [Double click here to add impact / Hide](#) Check box if NOT applicable

<p>Key borough statistics – sources include: The ONS website has a number of data collections on religion and belief, grouped under the theme of religion and identity. Religion in England and Wales provides a summary of the Census 2011 by ward level</p>	<p>NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.</p>
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[Double click here to show borough wide statistics / hide statistics](#)

Religion or Belief

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

The following documents submitted with the application are relevant in order to assess the impact of the proposal on religion or belief:

1. The Design and Access Statement
2. The Statement of Community Involvement
3. The proposed plans
4. The Museums statement on how it engages local communities with culture

<p>What is the proposal’s impact on the equalities aims? <i>Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact</i></p> <p>A prayer room would be located in the Poultry Market.</p> <p>Separate sex toilet facilities would be provided.</p> <p>The museum is committed to running engagement programmes in order to ensure that the museum is accessible and relevant to all groups.</p>	<p>What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?</p> <p>The museum should continue with its engagement programmes.</p>
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Key borough statistics:

At the time of the [2011 Census the usual resident population of the City of London](#) could be broken up into:

- 4,091 males (55.5%)
- 3,284 females (44.5%)

A number of demographics and projections for demographics can be found on the [Greater London Authority website in the London DataStore](#). The site details statistics for the City of London and other London authorities at a ward level:

- [Population projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Sex

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

The following documents submitted with the application are relevant in order to assess the impact of the proposal on sex:

1. The Design and Access Statement
2. The Statement of Community Involvement
3. The Museums statement on how it engages local communities with culture

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Separate sex toilet facilities would be provided.

The Museum is committed to engagement with local community groups. For example Octopus FM was a project in partnership with All Change Arts and Culture Mile Learning which involved working with a cohort of vulnerable women not in education, employment or training, to gain radio production skills and create content for a radio station during the Smithfield Street Party.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The Museum should continue to run its community engagement programmes to ensure that the Museum’s officer is accessible and relevant to all.

Key borough statistics – suggested sources include:

- [Sexual Identity in the UK – ONS 2014](#)
- [Measuring Sexual Identity – ONS](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Sexual Orientation and Gender Reassignment

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

The following documents submitted with the application are relevant in order to assess the impact of the proposal on sexual orientation and gender reassignment:

Sexual Orientation and Gender Reassignment

1. The Design and Access Statement

What is the proposal's impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

Within the scheme gender neutral toilet facilities would be provided in addition to separate sex facilities.

The Museum is committed to ensuring that it runs engagement programmes in order ensure that the Museum is accessible and relevant to all.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The Museum should continue with its community engagement programmes.

Marriage and Civil Partnership [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#)

Key borough statistics - sources include:

- [The 2011 Census contain data broken up by local authority on marital and civil partnership status](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Marriage and Civil Partnership

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal's impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

It is not envisaged that there would be an impact.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The Museum should continue with its community engagement programmes.

Additional Impacts on Advancing Equality & Fostering Good Relations [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#)

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims. In addition to the sources of information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service

- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

[Double click here to show borough wide statistics / hide statistics](#)

Additional Impacts on Advancing Equality & Fostering Good Relations

Additional Equalities Data (Service level or Corporate)

The following documents submitted with the planning application are relevant in assessing additional impacts:

1. The Planning Statement

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

The scheme would have an impact on the traders in the Poultry Market. Traders in the East and West markets are concerned about how the scheme would impact on them. Whilst these concerns are of course valid and understood, in terms of The City Corporation's duty under s149 of the Equality Act 2010, the Corporation, are not aware of any impact on traders that would give rise to issues which are additional to those considered above. 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 SMTA have been given the opportunity to provide further information so that any equality impact on the traders that the Corporation might not be aware of can be taken into account, but at the current time, no further information has been provided.

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

Liaison should continue between the City as land owner and the traders as tenants.

The S278 agreement should include highway alterations that would enable the museum and the East and West markets to function alongside each other.

Construction and demolition logistics and method statements should be secured by condition in order to ensure that the works would not have an undue impact on market function.

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval.

If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval.

If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.

Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond.

Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that...

Careful consideration has been given to the design of the buildings in order to ensure that they are physically accessible within the constraints of the existing building. The museum would continue to run engagement programmes so that its offer is engaging and relevant. Conditions, informatives, the S.106 agreement and a S278 agreement would be needed in order to secure equality of opportunity.

The scheme would impact on the Poultry Market traders. Liaison would need to continue between the City as land owner and the traders as tenant in order to agree a compensation/re-location package.

Outcome of analysis - check the one that applies

Outcome 1

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

Outcome 2 applies in this instance

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustments will remove the barriers identified?

Outcome 3

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should in line with the duty have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

Outcome 4

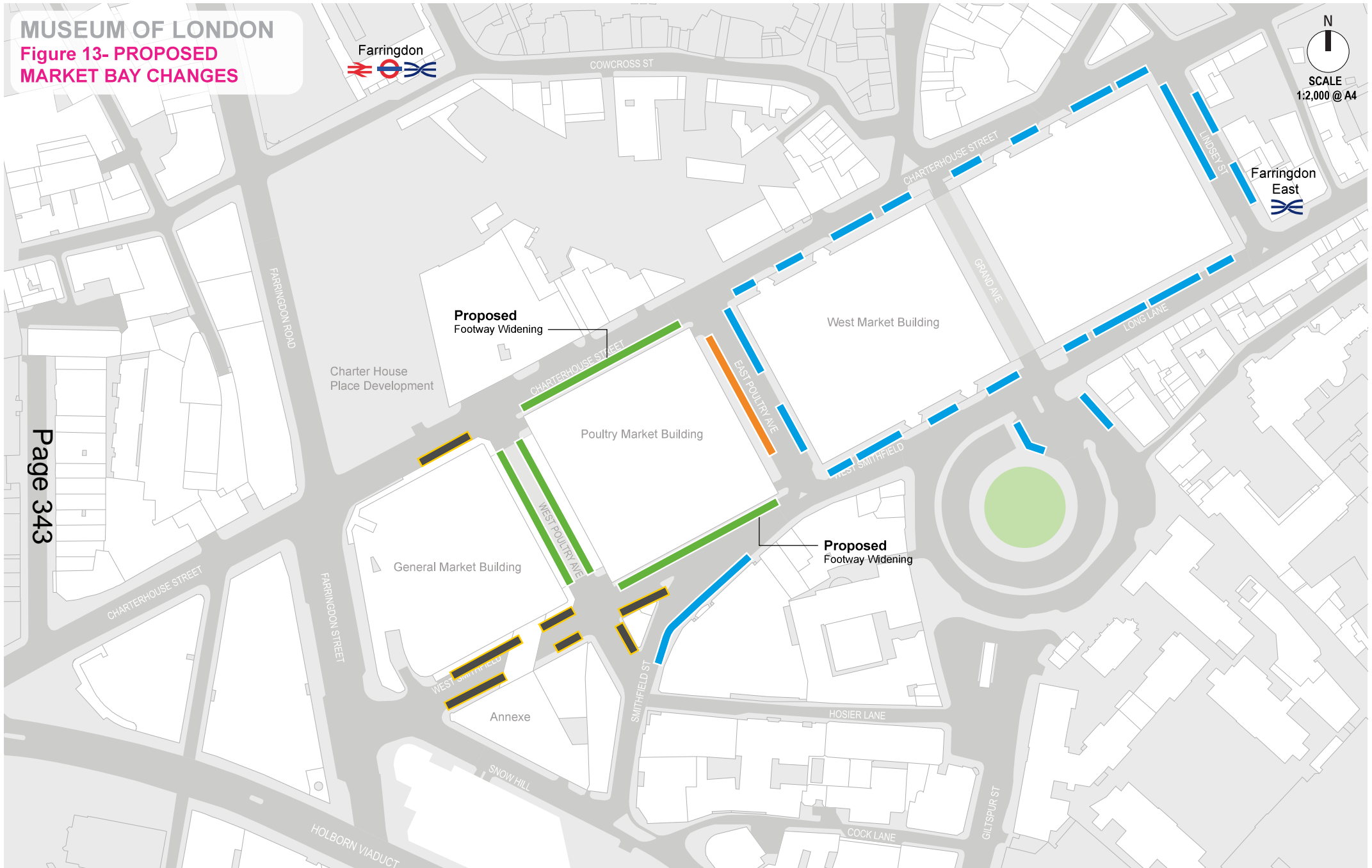
Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:

G Richards

Name: Gwyn Richards

Date: 25.05.2020



Bays to keep

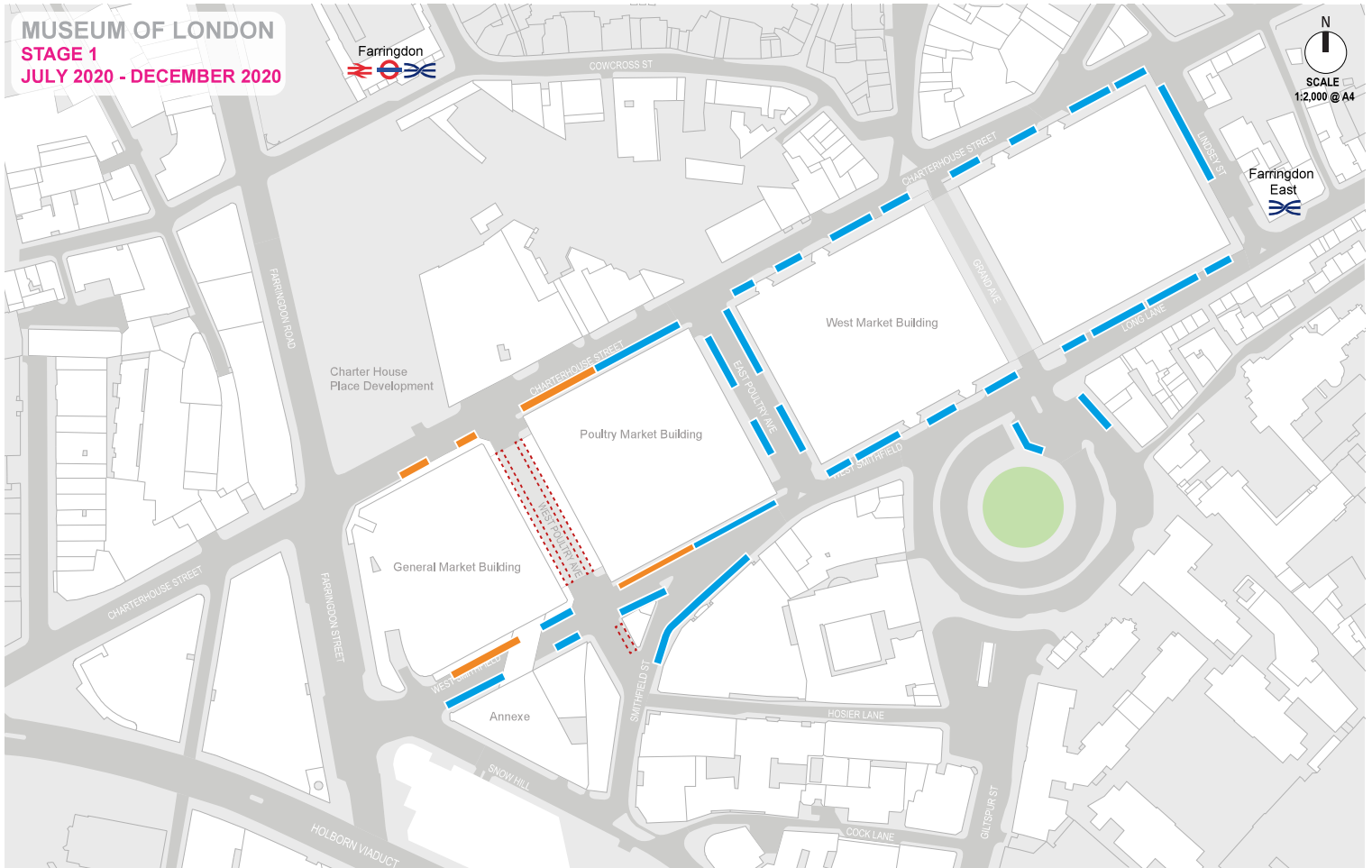
Bays to remove

Sharing & Retiming

Retiming for night use only

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MUSEUM OF LONDON
STAGE 1
JULY 2020 - DECEMBER 2020



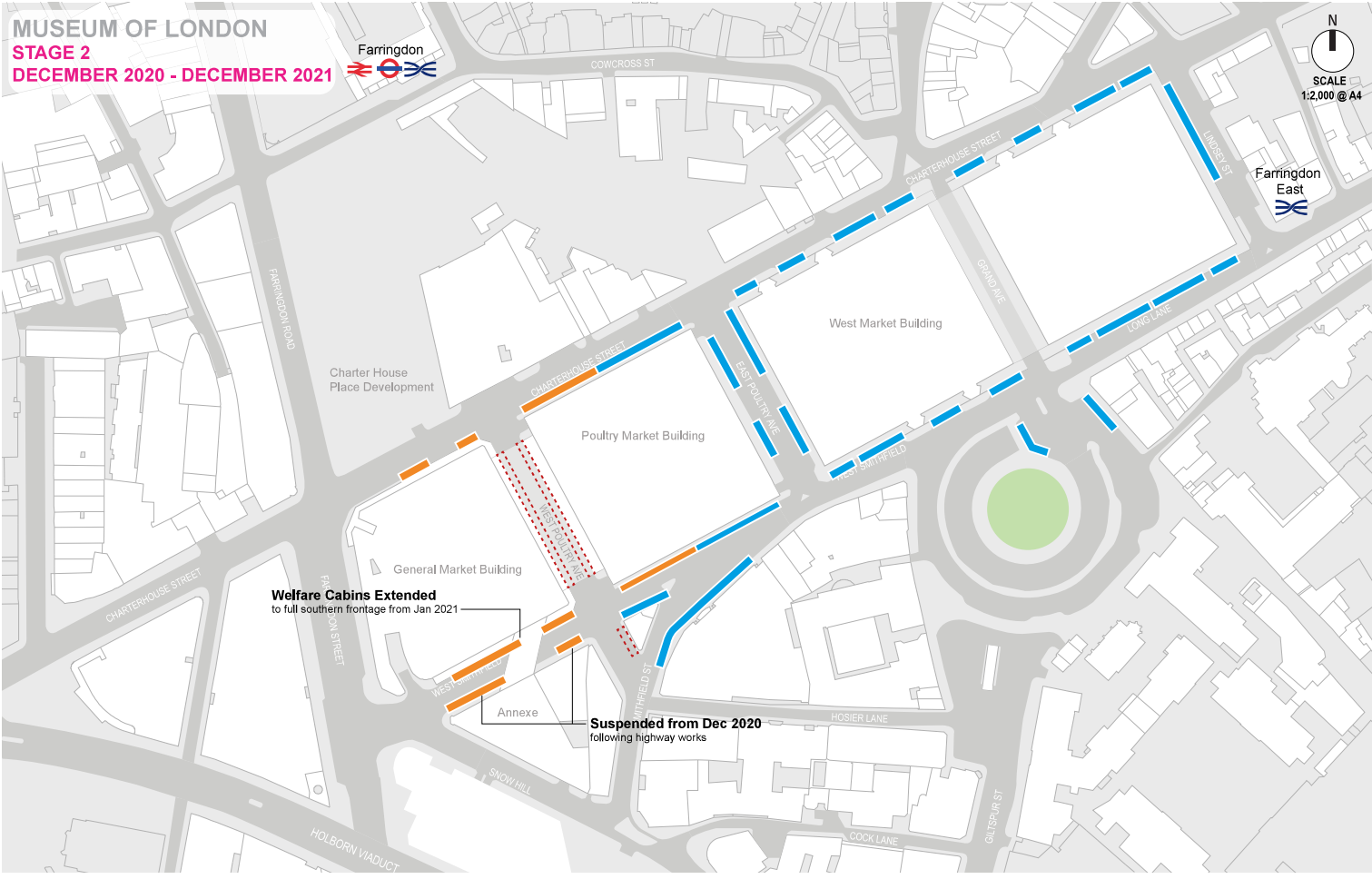
- Loading Bays Operational
- Permanently Removed Bays
- Suspended Bays to Facilitate Works



MUSEUM OF LONDON
STAGE 2
DECEMBER 2020 - DECEMBER 2021



N
 SCALE
 1:2,000 @ A4



Welfare Cabins Extended
 to full southern frontage from Jan 2021

Suspended from Dec 2020
 following highway works

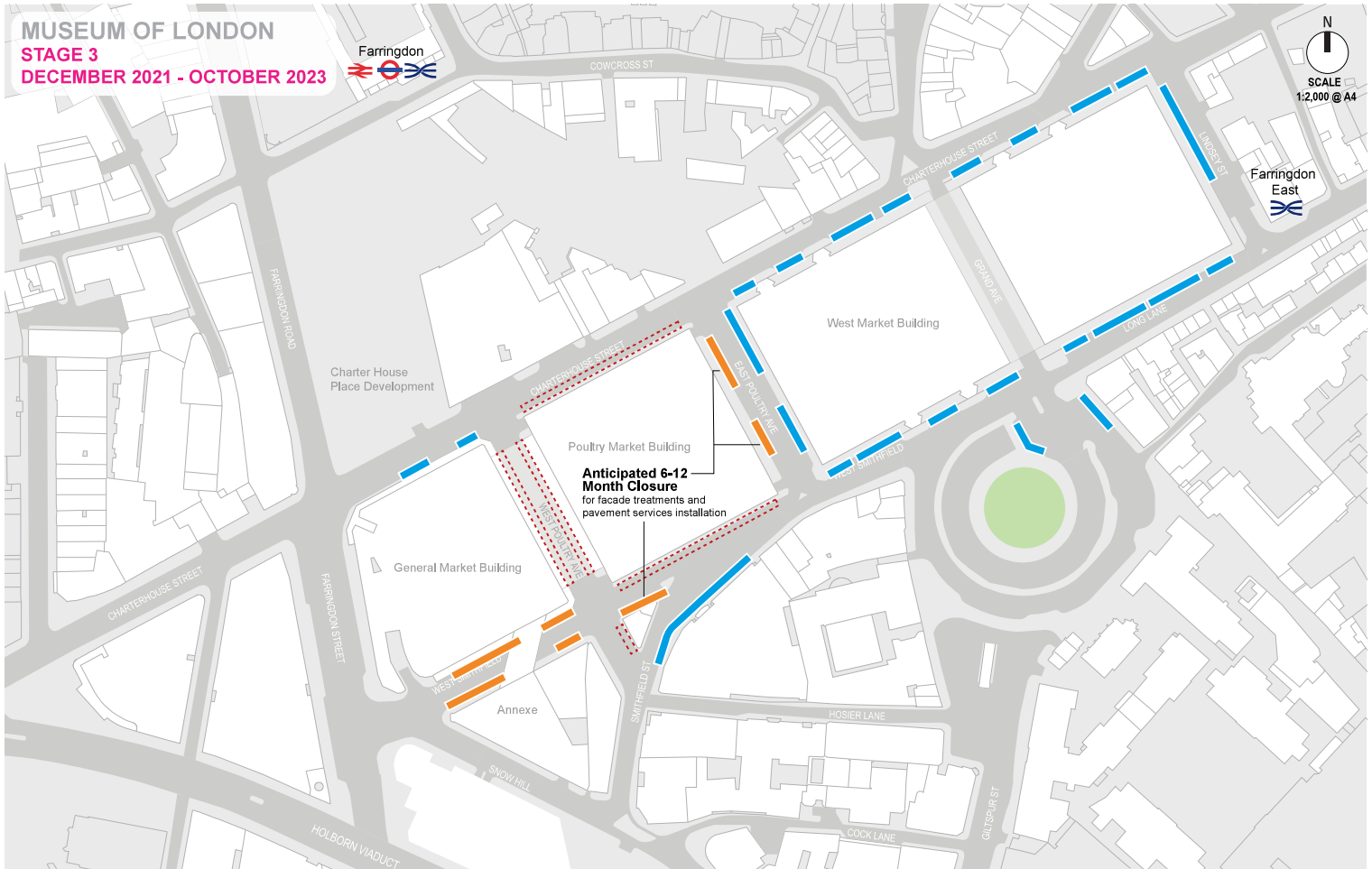
- Loading Bays Operational
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- Suspended Bays to Facilitate Works



MUSEUM OF LONDON
STAGE 3
DECEMBER 2021 - OCTOBER 2023



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- Loading Bays Operational
- Permanently Removed Bays
- Suspended Bays to Facilitate Works



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Agenda Item 7

Committee:	Date:
Planning and Transportation	23 June 2020
Subject: 81 Newgate Street London EC1A 7AJ Part refurbishment and part demolition, excavation and redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at basement levels, gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level, retail (A1-A5) at ground floor level with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13, roof top restaurant (Use Class A3) and publicly and privately accessible roof terraces, landscaping and other associated works.	Public
Ward: Cheap	For Decision
Registered No: 20/00311/FULMAJ	Registered on: 1 April 2020
Conservation Area:	Listed Building: No

Summary

The above scheme proposes a mixed-use scheme that provides:

1. 67,802sq.m of office
2. A mixture of retail and leisure with a gym across basement and ground floor levels with an internal street.
3. A restaurant and bar at the 13th floor level and a free public terrace at the 13th floor level with a dedicated access route.

The building is a transformational project, largely utilising the existing building, infilling the atrium and adding extensions and utilises existing building materials for the facade. It is a high quality design that is appropriate to its local context, in its impact on the setting of listed buildings and on the LVMF Views and better reveals St Paul's Cathedral.

The proposed retail and leisure uses and internal street support the business City and the Culture Mile and is well located in relation to public transport.

The proposed offices are geared to the requirements of the City and provide flexible floorplates for a range of businesses.

The buildings is capable of satisfactory servicing.

An objection has been received from a neighbouring resident regarding overlooking and noise impacts from the roof terrace and restaurant.

The Surveyor to The Fabric of St Paul's on behalf of The Dean and Chapter of St Paul's has raised concerns in relation to views from Alexandra Palace, Southwark Bridge and Blackfriars Bridge and requested that measures be put in place to ensure the long term management of the urban greening.

The scheme has attracted a number of positive comments of support from local workers who see the benefits of enhancing the design and better connecting the building with its wider setting by introducing an active ground floor linking to Cheapside and the unique opportunity to deliver a public roof terrace with views to St Paul's and the City.

On balance, the development is regarded as a high quality scheme with an appropriate mix of uses and an attractive design, incorporating the principles of the circular economy and increasing urban greening.

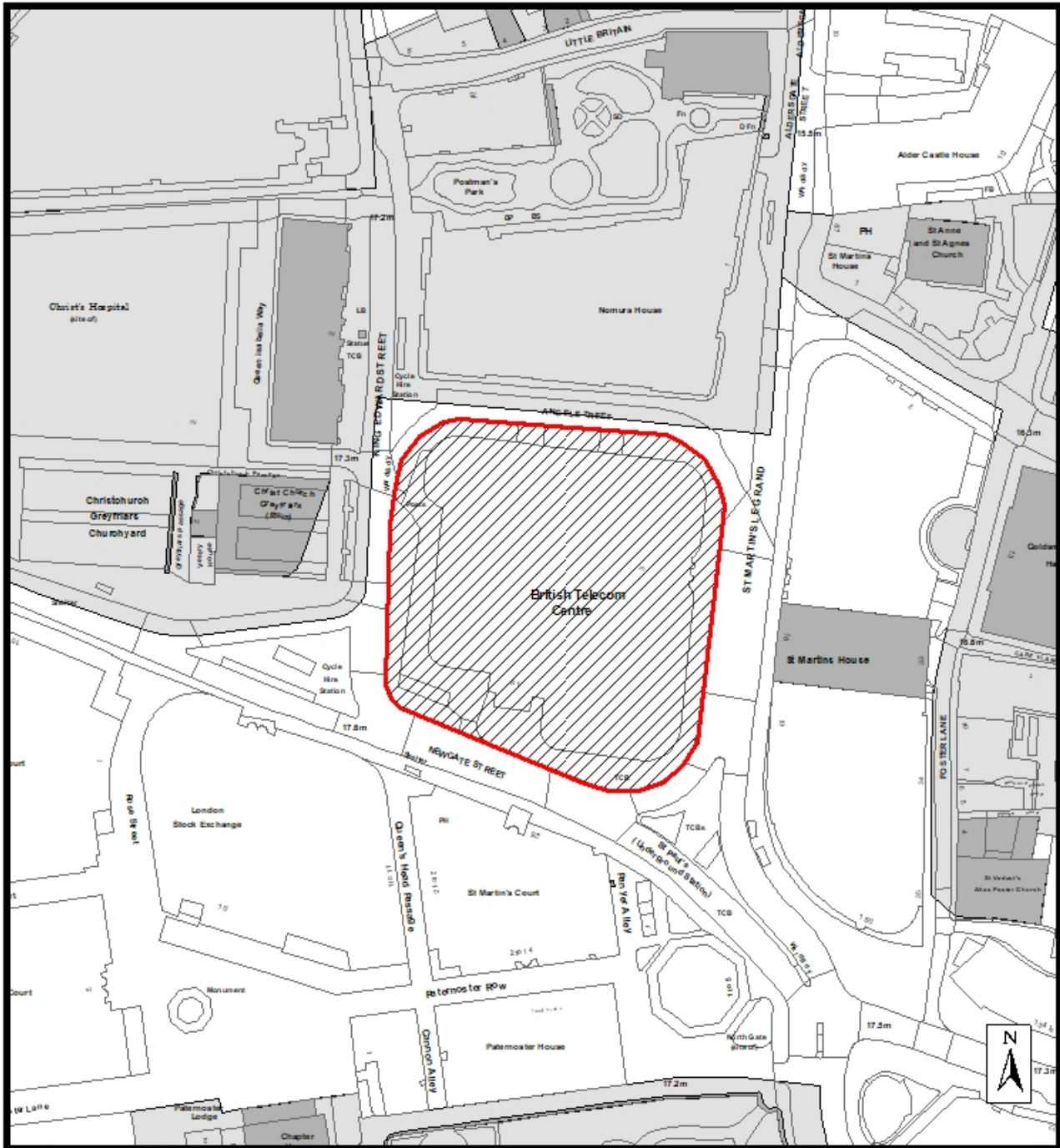
Recommendation

It is recommended that planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

Planning obligations and other agreements being entered into under section 06 of the Town & Country Planning Act 1990 and Section 278 of the Highways 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.

That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in 'Planning Obligations' under Section 106 and any necessary agreements under Section 278 of the Highways Act 1980.




Site Location Plan



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ADDRESS:
81 Newgate Street

CASE No.
20/00311/FULMAJ

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site Description and Relevant History

1. The application site, located to the east of the Postman's Park Conservation area, is approximately 0.8ha and comprises of an office building of ground plus 10 storey building with two basement levels. The site is an island site bounded by Angel Street to the north, St Martin's Le Grand to the east, Newgate Street to the south and King Edward Street to the west. The existing principal access to the building is on Newgate Street, with a further entrance on St Martin's Le Grand. Vehicular servicing is provided to the north on Angel Street. The site is not in a conservation area but close to St Pauls Cathedral, Foster Lane and Postman's Park Conservation Areas and, adjacent to a number of listed building. The site is partially within St Pauls Heights Policy areas and within the Wider Setting Consultation Area and Wider Consultation Background Area for four LVMF panoramic views.

The existing building was granted planning permission on 16th July 1982 under application reference 0288AS for:

'Office Block for the use of British telecommunications own staff and/or any other person or persons, together with restaurants, executive suite and welfare facilities.'

Proposals

2. Planning permission is sought for part refurbishment and part demolition, excavation and redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at lower basement levels (1,737sq.m), gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level (1,343sq.m), retail (A1-A5) at ground floor level (4,398sq.m) with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13 (67,802sq.m), roof top restaurant (Use Class A3) (450 sq.m) and publicly and privately accessible roof terraces (1,251sq.m), landscaping (683 sq.m) and other associated works. (Creation of an additional 27,375sq.m of floorspace).

Public Consultation

3. The Applicants have submitted a Statement of Community Involvement outlining their engagement prior to the submission of the application. The applicant engaged in pre-application discussions with the City of London Corporation. Public engagement was undertaken with a

meeting for Cheap Ward Councilmen in October 2019, in February 2020, a consultation event was held for local Councillors, Consultations have been undertaken with Culture Mile and Sculpture in the City, The Barbican Centre, the Museum of London, the Corporation's own Culture team, Historic England, St Paul's Cathedral and the Cheapside Business Alliance.

A public consultation was held in March 2020 accompanied by a project website and was attended by 93 people. The feedback provided suggests that there is overriding support for the proposals at around 94% of those providing positive feedback and 6% not commenting. The only recommended improvements related to traffic calming and pedestrianisation around the site which is beyond the scope of the applicant.

Consultation

4. Following receipt of the applications by the City the application has been advertised by site and press notices and consulted upon. Copies of all letters and e-mails received making representations are attached in full in Appendix A.

Seven comments were received, all in support of the proposals and noting the following:

- The proposals would be a big improvement to the existing building.
- The proposals offer a striking architectural approach which would enhance the street scene.
- The reuse of the building has huge environmental benefits.
- The proposed terraces are attractive and reduce bulk of the existing building.
- Activating the ground floor would be beneficial and would improve the vitality and vibrancy in this location.
- The route through the site is a really good idea.
- The roof terrace will be an excellent benefit to the area and the site and is very special.
- The proposals would be a significant improvement to the streetscape.
- The proposals deliver much needed high-quality office space in the City.
- The vastly improved views of St. Pauls from King Edward Street are a very important feature of this proposal; and
- A very well thought out and designed scheme.

Letters of objection have been received from a neighbouring resident raising concerns relating to the application. The letters note that the proposal is a very positive design that would complement the street scene and pedestrian communication between King Edward Street and St Martins Le Grand but raised the following concerns:

- The increased height of the new development, especially that part of it to the north and the effect that this will have on the Vertical Sky Component (VSC), especially at lower levels of the tower (daylight and sunlight).
- The rooftop bar and risk of associated noise and overlooking
- Light trespass from internal lights and
- Concern that a bedroom and a living room will be overlooked from the public roof terrace and office terrace and that the line of the balustrade to the roof terrace should be set back to prevent overlooking into the living room and bedroom.

Officer comment

5. The applicant has sought to address these comments by undertaking further specific assessments of the impact of the proposal on the neighbouring residential property. The supplementary information demonstrates that VSC would be in accordance with BRE Guidance. The applicant has also undertaken supplementary assessment of the No Skyline (NSL) and found that five out of six windows comply with BRE testing. The one bedroom window which fails is very small and narrow, serving a long room. This window already fails recommended NSL levels. The resident is now satisfied that the impacts on this room are considered to be acceptable and has withdrawn his concerns relating to this matter.

Noise from the rooftop uses would be mitigated through the hours of use and the rooftop management plan which would be secured through S106, the residential property is over 60m away and therefore is considered too far away to experience undue overlooking to merit setting back the balustrade and reducing area of public roof terrace.

In regard to the impact from office lights, the applicant has prepared supplementary information indicating that lighting in the office would not be substantially beyond that existing on the site. A condition has been attached requiring submission of a full Lighting Strategy to ensure light impact are mitigated.

The Cheapside Business Alliance has commented that: The proposed development provides an opportunity to integrate 81 Newgate Street into the wider Cheapside BID footprint, creating a more seamless public realm and route into Cheapside. The plans provide the opportunity to enhance the offer for retail leisure and hospitality,

building on the transformation of the Cheapside we see today and further encouraging a vibrant and dynamic, cultural and leisure offer, promoting the City of London as 7 day destination. The curtilage and surrounding environs will also benefit from a more enhanced public realm, with a more pedestrian friendly area, complemented through greening and better use of the public space, delivered through a more sustainable strategy. The end user outcome will also enable Cheapside to work with the developer and incoming tenants on promoting the job opportunities that will be generated across a range of occupational areas. This will promote good growth and promote social value, offering the local communities based within the city fringe area, local employment opportunities. The Cheapside Business Alliance are very supportive of this development.

The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and incorporated into the proposal. Some detailed matters remain to be dealt with under conditions and in clauses in the Section 106 agreement. These include matters such as noise, fume extraction and ventilation, construction and security.

The London Borough of Greenwich, London Borough of Southwark, London Borough of Haringey and London Borough of Lewisham all raised no objections.

The City of Westminster has been consulted and confirmed that they did not wish to make any comments.

The London Borough of Camden, Islington Council, London Borough of Lambeth have been consulted and no response received.

The Lead Local Flood Authority raised no objections subject to the imposition of conditions.

The City's Air Quality Officer has raised no objections.

Transport for London have raised a number of queries in respect of the application and these queries are been addressed by the applicant and appropriate conditions have been imposed .

Highway works will be secured through a Section 278 agreement with the City of London which will deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives. A plan showing the spatial scope of the works that will be delivered at the Applicant's expense has been agreed and will be appended to the S106 via the S278.

The quantum of long and short stay cycle parking complies with the London Plan policy T5 minimum standards. It is understood that further details of cycle parking including internal access arrangements, stand

types and the location of short stay cycle parking will be secured by condition. TfL should be consulted on the condition's discharge to ensure the final design and layout complies with the London Cycling Design Standards (LCDS).

Car parking

6. Proposals for a car free scheme other than two blue badge parking spaces accords with London Plan policy T6. It is welcomed that Electric Vehicle Charging Points (EVCPs) will be provided for both blue badge spaces.

Travel Plan

7. The site's baseline active travel mode share is low and should be amended within the final Travel Plan secured with any permission to reflect the provision of cycle parking and site's central London location. Targets to increase active travel should also be more ambitious.

Deliveries and Servicing

8. It is welcomed that the use of off-site consolidation will result in a reduction in daily deliveries compared to existing arrangement on site and that cargo bike spaces have been provided within the on-site servicing area. The final DSP secured with any permission should include targets for reducing the number of vehicular deliveries and replacing for these with active freight trips in line with the London Plan policy T7

Thames Water raised no objection subject to the imposition of conditions and informatives.

The Department of Open Spaces has raised no objections.

The Surveyor to The Fabric of St Paul's on behalf of The Dean and Chapter of St Paul's has raised concerns in relation to views from: Alexandra Palace; Southwark Bridge; and Blackfriars Bridge and requested the urban greening is condition to ensure long terms management.

The Greater London Authority has raised no objections.

Historic England indicated their support of the proposals which would better reveal St. Paul's Cathedral.

London Underground raised no objections subject to imposition of a condition to protect tunnels.

Policy Context

9. The development plan consists of the London Plan and the City of London Local Plan.

The Mayor of London and the City of London have prepared draft plans which are material considerations to be taken into account.

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.

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 addressed by the Secretary of State being less relevant to this site.

In relation to this scheme, the Draft London Plan continues to support a mixed-use office scheme 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.

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 Plan is a material consideration in the determination of applications alongside the adopted Local Plan. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG) which is amended as necessary.

There is relevant GLA supplementary planning guidance 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).

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

10. 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, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990); and
 - 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).

In respect of sustainable development, the NPPF states at paragraph 10 that 'at the heart of the Framework is a presumption in favour of sustainable development.' For decision-making this means 'approving development proposals that accord with an up-to-date development plan without delay...'

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".

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".

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.

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.

There are policies in the Development Plan which support the proposal and others which do not. 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.

Principal Issues

11. The principal issues in considering this application are:
- The economic benefits of the scheme.
 - Impact on retail and the public realm.
 - The appropriateness of the bulk, massing and design of the proposals.
 - The impact of the proposals on the London skyline including on views in the London Views Management Framework
 - The impact on St Pauls Heights policy area.
 - The impact on designated and non -designated heritage assets.
 - Servicing, Transport and impact on public highways.
 - The impact of the proposal on nearby buildings and spaces, including environmental impacts such as wind microclimate, daylighting, amenity, energy and sustainability.
 - The other benefits of the proposals including provision of a public roof garden and a new public east/west route; and
 - The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

Economic Issues and Need for the Development

12. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities

series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.

The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.

Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).

The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.

The City lies wholly within London's Central Activity Zone (CAZ) where the London Plan promotes further economic and employment growth. The GLA projects that City of London employment will grow by 116,000 from 2016 to 2036, of which approximately 103,000 employees are estimated to be office based. London's rapidly growing population will create the demand for more employment and for the space required to accommodate it.

The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.

The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.

Emerging London Plan policy E1 supports the improvement of the quality, flexibility and adaptability of office space of different sizes. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity.

The emerging City Plan (2036) policy S4 (Offices) states that the City will facilitate significant growth in office development through increasing stock by a minimum of 2,000,000sqm during the period 2016-2036. This floorspace should be adaptable and flexible. Policy OF1 (Office Development) requires offices to be of an outstanding design and an exemplar of sustainability.

Provision of Office Accommodation

13. The proposed development would provide 67,802sqm GIA of B1(a) office floorspace (an increase of 19,897sqm GIA on existing) of well designed, flexible office accommodation in an attractive and sustainable building, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 5000 office workers.

The proposed development includes large floor plates, which maximise internal usable areas and offers flexibility for occupiers, which addresses the needs of international business in accordance with Local Plan policy DM1.2 and emerging City Plan strategic policy S4 and policy OF1.

The main office reception would be located at first floor level. At ground floor level, the site could be accessed from either Newgate Street or via a new, internal east-west access route through the site,

connecting King Edward Street with St Martin's Le Grand. Once inside the building, there would be four escalators, one lift and a staircase to first floor level, leading to first floor reception and security. Level 1 office floorspace would be accessed directly from the reception. The upper office floors would be accessed via 12 x 26 person passenger lifts. Six low rise lifts serving levels 02-07, with a transfer at level 07 and six high rise lifts to levels 07-12. One of the lifts would be a dual use passenger/fire fighter lift. Owing to St Paul's Heights, the lift cannot run to level 13 and so this is served by a platform lift. Alongside the 12 passenger lifts there would be a goods lift, firefighting lift, stair, landlord services and the primary WC's.

Three glazed full height atria are provided, one on the east elevation, one on the south elevation and one on the west elevation. These would provide double height views of key landmarks across the City. On the western elevation, outdoor amenity space for office workers would be provided with roof terraces incorporating attractive planting at levels two – thirteen (excluding levels four and five) of varying sizes ranging from 22sq.m to 172sq.m. A 501 sq.m roof terrace, adjacent to the proposed public roof terrace, accessed via key passes, would provide a further amenity space at roof level which would be available for the office workers, hours of occupation of these terraces has been secured by condition.

Other uses

Retail

14. The application proposes new publicly accessible uses on this island site, including high level public terrace/restaurant and ground floor retail. 4,398sq.m of retail floorspace (Class A1-A5) is proposed, to be accessed from the new public east-west route through the site and from Newgate Street to the south. The application seeks flexibility to respond to the changing retail market and two different retail layout options have been submitted for approval for the ground floor. The first option relates to the creation of a single retail unit, which would be occupied by an individual retailer. The alternative option seeks to subdivide the retail floorspace into several smaller retail units, which would be occupied by a range of different retailers.

The site is not located in a Principal Shopping Centre (PSC), but the Newgate Street frontage is located on a Retail Link as set out in the City of London Local Plan. Policy DM20.2 (Retail Links) aims to encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. The proposed retail provision would activate frontages on a site which currently has no retail provision, thereby supporting the function of the Retail Link and enhancing

vibrancy at street level. The retail use would provide a complementary use to the offices on the upper floors, in accordance with Local Plan Policy DM 1.5, and would help to animate the key north-south route between Culture Mile and St Paul's Cathedral, which runs directly past the site

Local Plan Policy CS20 requires developers of major shopping proposals to demonstrate a sequential approach to site selection, looking firstly at location within PSCs, secondly at sites immediately adjoining the PSCs and in the Retail Links and, thirdly, other areas in the City. A Retail Impact Assessment is attached to the Planning Statement, which notes that as well as being located on a Retail Link the site is approximately 100m to the west of the Cheapside PSC. The assessment therefore focuses on the impact on the Cheapside PSC and notes that the proposed retail provision would represent 14% of the existing Cheapside PSC retail floorspace.

The Retail Impact Assessment states that if the retail floorspace is taken up by several smaller units this would provide a complementary retail experience to the rest of Cheapside, while in the event of a single retailer opening on the site the impact would need to be assessed in the context of the PSC as a whole and the size and breadth of the existing retail offer in Cheapside should not give rise to any concern. While these points are noted, the flexibility inherent in the application means that it is not possible to fully evaluate the potential impact on Cheapside PSC at this stage; occupation by a single large retailer could potentially draw significant trade from comparable retailers in the PSC. For this reason, a condition is imposed requiring a further evaluation of the retail impact to be submitted when the exact nature and configuration of the retail occupation is confirmed.

Roof terrace, restaurant (A3) use

A 450 sqm restaurant with terrace of 178 sqm would be provided at roof level with capacity for approximately 220 people (a total of 180 people inside- diners and at the bar and 40 on terrace). Visitors would take the passenger lift from the ground floor restaurant lobby to the 12th floor and then travel to the roof terrace via a staircase or platform lift. Details of this would be confirmed in the Roof Terrace Management Plan as part of the S106 agreement.

Gym (D2) use

A total of 1 737 sqm (GIA) of D2 floorspace is proposed at lower ground and basement level, this would include a 25m swimming pool (accommodated via extensions to the existing basement) and publicly accessible gym across basement and lower basement levels. This would be accessible by passenger lift and escalators from ground floor and from the cycle parking area. The proposal would contribute to the leisure offering in the surrounding area and be in accordance with policy 4.7 of the London Plan, policy SD8 of the draft London Plan, policy DM 19.3 of the Local Plan and policy HIC7 of the emerging Draft City Plan

Lower ground flexible floorspace

At lower ground floor level, the proposal incorporates 1,343qm of flexible floorspace (Use Class A1-A5/B1/D2), to ensure that the building can respond to market demand as appropriate.

Design

15. The proposed scheme follows an exemplary design approach, complying with Local Plan policies by creatively reimagining an existing dated building in a sensitive townscape location whilst also embracing the principles of urban greening, circular economy and positive place making.

The existing building dates from 1984 and the fortress like appearance particularly at ground floor is physically impenetrable, illegible and disconnected from the public realm. Architecturally the perimeter block is defined by the use of stone, rounded corners and repetitive façade bays are expressed as stone spandrels between slender pilasters and small windows. The setback roof form is expressed by barrel glazing of different heights, brown frames and reflective glass. Indents and full height glazed atria define entrances. The main entrance on Newgate Street is significantly set back with an area of parking and different surface materials. The building is also inefficient both in terms of energy performance and office layout due to internal atriums. Despite these negative qualities the building is well constructed with a granite base and hand set Portland stone cladding on concrete backing panels and is in a pivotal location in relation to St Paul's Cathedral, transport infrastructure, western end of the Cheapside shopping area, is at the gateway to the Culture mile and is an important connecting site on the route linking Millennium Bridge to the Barbican.

The key objectives of the scheme are to re-use and reimagine the building and maximise the premiere townscape location. This would be

achieved by reducing the overall solidity of the existing building, introduce activity at ground floor level, soften and humanise the appearance and scale to create connections with the public realm and surrounding heritage assets. The existing structural frame, high quality granite and Portland Stone materials would all be re-used. The key components of this transformational approach:

- adaptation and extensions to north, east, part south and part west existing elevations
- demolition of south west elevations and complete remodelling through a series of modulated extensions
- demolition of existing roof structures and increased massing with new extensions increasing the maximum height by 2-3 storeys
- new east/west public route
- improved public realm
- urban greening
- publicly accessible terraces

Height and massing of new extensions

16. The stone perimeter of the existing building has a varied parapet height forming the street frontages ranging from 51.080m AOD to 54.62m AOD around the site. The roof top glazed barrel roof structures and the plant are set back and vary in height but rise to a maximum of 60.735m AOD.

Opportunities to significantly increase the existing height and massing are restricted to the north and north west of the site due to St Paul's Heights restrictions and LVMF views (particularly Millennium Bridge and Alexander Park). The overall maximum height of the proposed building would increase from 60.753m AOD to 69.200m AOD.

The general approach is to retain and reuse the existing Portland stone perimeter envelope on the north and east elevations and parts of the south and west elevations. The height of this perimeter is either extended, retained or lowered. The greatest increase in height is on the northern Angel Street elevation rising from 51.080 m AOD to 58.275m AOD. On other elevations the existing perimeter parapet height is either retained as at the south east corner Cheapside/St Martin's le Grand junction or replicated and extended by approximately 2 storeys. This Portland stone perimeter would be surmounted by a series of setback tiered extensions which would step down across the site from the north to the south. Visually the increased height and resulting massing and bulk when compared to existing would be most significant to the Angel Street elevation and the curved corners to King Edward Street and St Martin's le Grand. This Angel Street elevation includes

the plant which would be experienced in oblique views and not in the context of St Pauls Cathedral.

The south western elevation fronting King Edward Street/Newgate Street would be demolished and reformed by a series of compositional Portland Stone bays. which would contrast with the retained sheer vertical facades. These interventions comprise smaller volumes of differing heights and massing and step down in height from 69.200m AOD to a more human scale of 2 storey volume. This serrated articulation and complex series of tiers is in response to St Paul's Heights and to provide an improved visual appreciation of St Paul's Cathedral from King Edward Street.

The building line would be retained to the existing east, north and in part to the south and west elevations. The remodelled south western elevation would remove an awkward existing set back on the south west corner which has a hard-standing parking area. This realigned form would improve the public realm and enable the introduction of more activated ground floor levels.

In quantitative terms the height and massing would result in a significantly increased volume on the site rising above surrounding buildings, but the tiered volumes and articulated setbacks would ensure the building would have depth and modelling so the building would not appear monolithic or overbearing. Further qualitative assessment of the impacts has been tested in relation to St Pauls' Heights, verified LVMF views and local townscape views.

Design of adapted facades and new interventions

17. The existing window proportions of the retained facades would be remodelled, reducing solidity and increasing visual permeability and visual interaction with the public realm. The paired pilasters would be retained and spandrel panels removed, to allow the insertion of a new framing system with recessed glazing. Narrower decorative terracotta spandrel panels would screen the retained floor plates. The enlargement of window openings would allow better natural light and a more open and outward facing appearance. The existing repetitive appearance of the building would be further improved by introducing a variety of bay sizes, spandrel sequences and frame depth. The introduction of decorative terracotta would add richness, texture and visual variety and would complements the Portland stone.

The south western elevation would be an evolution of the retained bays but would be set in a more dynamic composition of varied smaller volumetric elements that step down from north to south, creating visual interest. Portland stone would be reused from the existing building in

combination with terracotta and metallic framing. These areas are consciously rectilinear rather than curved and would provide a subtle and visually interesting contrast in building form but consistency in materiality. The tiered arrangement and articulation reduces the visual impact on the western Christ Church Greyfriars Church Garden and provides an extensive opportunity for generous urban greening as a continuum of the church setting and complementing the mature trees and landscaping of the Church. Planted green walls have been integrated into the facades at ground level which echo the stone pilasters of the wider building.

The additional tiered massing at roof level is added with curved corners mirroring existing building. The setbacks provide roof terraces and urban greening opportunities a key component of the overall design approach. Materiality and window typology would largely be consistent with the lower elevations on the key corner locations. This is integrated with other areas on level 11-13 which would have elements of rectilinear geometry reflecting the south western volumes and these areas would be finished in a darker ceramic or metallic material. Integrating two architectural devices would reduce visual bulk and ensure architectural coherence connecting different parts of the overall composition. The vertical green elements throughout the development but particularly on the south western elevation are successfully integrated with the architecture and are central to the overall design approach.

Full height, new glazed, slot atria with skylights are proposed to the east, west and southern facades to demarcate key entrances including the new permeable east/west route from King Edward Street and St Martin's le Grand and from Newgate Street for access to the public roof terrace. The public route and the atria have an axial and visual relationship with Greyfriars Church and from the upper levels of the office floors additional views of St Paul's Cathedral and the eastern cluster. The atria slots vary in width and create visual relief to the stone elevations and are expressed as full height breaks between the primary volumes. These would be simple clear glazing with minimal structural elements.

At ground level the existing granite base would be reduced in places and glazing extended on the retained elevations. There would be additional large shopfront glazing to the ground south western elevations. This would be a substantial enhancement to the existing building ensuring the retail activity would have a strong presence and promoting activity and visual permeability.

Publicly Accessible Rooftop Garden and other roof terraces

18. At the top of the building (13th floor), a publicly accessible south facing terrace and garden of 568 sqm (including perimeter planters) would be provided, accessed from a dedicated ground floor public entrance on Newgate Street, offering prominent views of St Paul's Dome to the south. To the east would be a meadowed garden area with attractive views to the Eastern Cluster and to the west Christ Church Greyfriars. The terrace has been designed to optimise these views.

The dedicated ground floor entrance to the lifts to the public rooftop garden and restaurant are on the south, separated from the office entrance. The ground floor public lobby would provide space for an appropriate level of security screening and footfall monitoring, and provision of on-site information. From the lobby a lift would take visitors up to the 12th floor. There would be a large landscaped staircase leading to the roof, offering attractive seating opportunities to view St Paul's Cathedral and a separate platform lift. The terrace can accommodate 120 members of public at one time.

The public roof garden would be open all year round, seven days a week, from 10am to 7pm or nautical dusk, whichever is later, consistent with the recent approval at 50 Fenchurch Street, (and closed on Christmas Day, Boxing Day and New Year's Day). This would be detailed and secured by a Roof Terrace Management Plan which would be part of the S106 agreement. There would be no closures for private events. The lifts are shared with the restaurant and would be ring-fenced in the S.106 to ensure that a generous number of non-restaurant users are able to access the roof terrace within the open hours.

Hard and soft landscaping is proposed including a range of planting, pathways, greenery, seats and benches. The landscaping would be split into three areas, linked but with distinctly separate characters defined by the landscape design. Where roof spaces cannot be accessed for practical reasons, such as being the location of plant, the surfaces would be greened where possible to provide visual amenity for visitors and in views from surrounding buildings, and to enhance the biodiversity of the Site. The south-eastern corner of the site is not accessible to the public as any development here would impinge on LVMF views 13A.1 (Millennium Bridge) and 13B.1 (Thameside at Tate Modern). This area would become an attractive wild meadow of 699sqm (47% of the roof) which would offer lots of opportunities for new wildlife habitats and is described by the applicant as a 'Meadow in the Sky'.

Office roof terraces on the western side of the building would provide valuable outdoor space for the office accommodation from levels two – 13 (excluding levels four and five) and offer views to Christchurch Greyfriars and its attractive gardens. Each terrace would incorporate a large element of attractive planting around its perimeter. Environmental Health have suggested time and day restrictions on the use of the proposed terraces to safeguard amenity of adjoining premises.

The glass balustrades surrounding the roof terraces would be varied in height at 1.1m, 1.35 m 1.5 m and 1.8 m, depending on the function of the terrace and location. are set back from the building line of the building and in almost all cases include a prominent planted area and create a soft verdant edge detail.

Public realm and cultural contribution

19. A range of public realm improvement works are proposed across the site as follows:

- Public realm improvements to the south-western corner of the Site incorporating a public seating area.
- Creation of a double height, publicly accessible east-west route through the site, open to the public between 0600 and midnight with a curated wall displaying cultural and/or art exhibitions/information.
- Planting across the south façade of the building; and
- Tree planting and hard and soft landscaping throughout the site.

At the south western junction, there is an opportunity for the building to engage more fully with the street as there is an enlarged pavement area. On the south west corner there would be a series of low sculpted yew hedges set back from the pavement close to the building edges. This would enable a semi -protected zone on the south west corner of the building which would be suitable for al fresco tables and chairs. Additional protection from the road is provided by higher planting of medium sized trees. The enclosed space and all spaces around the building would be paved in York stone and this would be extended through to the public east/west route

The project has been designed flexibly so that it could link into any enhancement of St Paul's gyratory, should this come to fruition in the future, and there are opportunities for pedestrian enhancement to the

southern end of King Edward Street between Newgate Street and Angel Street, which can be discussed through a S278 agreement.

The proposed east/west arcade route would connect King Edward Street and St Martin's le Grand and would act as an attractive link to potential future pedestrianisation of King Edward Street or Newgate Street or St Martin Le Grand, opens up to Christ Church gardens and acts as a link to Culture Mile and City Concert Hall and Crossrail. It would incorporate a cultural offer with a curated display wall, the contents of the wall and the opening hours of the arcade would be secured via S106 agreement. The site's location is intrinsic to the north south route from the riverside and the Culture Mile. The site already has cultural links to the past including being located on the site of a building which formed part of the wider General Post Office complex which was demolished in 1967. In addition, this was where Guglielmo Marconi made the first public transmission of wireless signals. The roof terrace would enable the public to engage with the City and its historic and emerging skyline. The roof terrace is well appointed as a cultural stop off en route to surrounding Cultural activities. The applicants have demonstrated a commitment to work with local cultural institutions and City's Culture Mile Team in the future.

Urban Greening and biodiversity

20. The proposed development would incorporate a variety of urban greening measures, including street tree planting, green walls, roof terraces, gardens, meadow and green roofs. Urban greening provides the following benefits: mitigating air and noise pollution, capturing CO₂ while releasing O₂, combating the heat island effect, improving biodiversity, rainwater run-off management as well as making a place healthier, more attractive improving the wellbeing of people. The development achieves an Urban Greening Factor (UGF) 0.377 which exceeds the policy target

The extensive green wall planting proposed on the south facade of the building would consist of climbing wisteria which would be planted and grow on the columns of the building. The west facade consists of stepped garden terraces with planting growing down the building and trees which would respect the protected viewing corridors. A green wall is proposed within the public covered walkway through the site, which would provide an excellent amenity and well-being space. A condition is proposed to ensure on-going maintenance.

At ground level there are currently 11 trees around the site. In order to directly facilitate the proposed development, the application proposes to remove and replace seven trees; this comprises three Category A

(categorised as high quality) London Plane Trees on King Edward Street and four Category B (categorised good quality) semi-mature fastigiata beech trees along Angel Street. The impact of the removal of these trees on the character of the local area that includes the public realm will require mitigation tree planting to safeguard the long-term character of the public realm, because of the size of these trees and their likely longevity within the existing landscape. Therefore, the proposed development intends to sufficiently mitigate the loss of these trees, by specifying new urban greening measures that include tree planting. It is proposed that the development would deliver a total of 20 additional trees, together with the seven replacement and four retained trees which will comprise a mix of field maple, honey locust, London plane and sweet gum trees that are considered appropriate to the character of the local area. This would result in a total of 31 trees around the site.

The applicant is seeking to provide a rooting volume of 25m³ per tree. The Department of Open Spaces advise this would help the trees to achieve their potential size. Given the likelihood that there will be significant utility congestion below ground it is not clear whether such large below ground volumes can be achieved. A condition has been attached requiring a detailed survey and plan of tree replacement scheme before any trees are removed to ensure the planting scheme is deliverable.

In addition to the replacement trees the urban greening strategy outlines a number of additional measures to mitigate the impact of the loss of existing trees which includes a landscaped area to the south west corner of the site together with landscaping of intermediate terraces and the 13 floor roof terrace. Landscaping details propose a total of sixty-five new trees, which are specified as multi stemmed specimens that will remain small in overall height and crown spread – this includes some specimens within pots and raised planters. These proposed trees are to comprise a more cohesive green infrastructure element, which also includes planting beds, and timber and glass structures.

Several Swift nesting boxes are to be incorporated within the proposed development at appropriate locations and a nest box would be provided to the retained trees on the south-east corner of the building. The proposals would deliver a significant net biodiversity gain, which is welcome.

St Paul's Heights and the setting of St Paul's Cathedral and St Pauls Cathedral Conservation Area

21. The Protected Views SPD (2012) paragraph 2.13 states that 'development proposals within the Heights policy area must comply with the Heights limitations' in accordance with Local Plan 2015 Policy CS13.2. The St Paul's Heights limitations, which cover the site partially, are significantly lower than the LVMF threshold planes, and therefore will take precedence. The St Paul's Heights Grid crosses part of the site with spot heights ranging from 39.5m in the south to 32.5m in the north-west corner of the site. The existing building exceeds the St Pauls Heights between 13.3m and 20.3m at the north-west corner.

The highest portion of the proposed extension is along the north-eastern side adjacent to St Martin's le Grand outside St Paul's Heights. The south-western corner of the proposed development is within St Paul's Heights, however the proposed building would be recessed along the western elevation to improve the view of St Paul's and there would be no additional height breaches within any of the St Paul's Heights grid squares within the St Paul's Heights Policy Area as defined in the Local Plan and the SPD. Where balustrades are proposed along the western elevation within the policy area these are set at 1.1m to respect the grid heights. The portion of the site immediately to the north of this lies within the St Paul's Heights Policy Area but outside of the grid squares and therefore has no specific height assigned to it. In this area the proposed development would be 2.1m – 6.1m greater in height than the existing building. There is also an area of the grid which extends outside of the St Paul's Heights Policy Area. In this area the development would be 12.m -9.7 m greater in height than the existing building. For this building, the grid values are still applied to both of these areas but there is scope for flexibility as part of an overall assessment of the proposed development and the protected view. In this case the increases in height in these more flexible parts of the grid and policy area would not harm the views of St Paul's Cathedral.

The existing building partially obscures the peristyle of St Paul's when viewed from King Edward Street and the proposal would be a visual enhancement , delivering an improvement in views of the Cathedral from King Edward Street by providing a clearer view of the drum, dome and peristyle of St Paul's due to the stepped massing of the west elevation which is recessed from the site boundary. The proposal is therefore considered to comply with Policy CS13, which indicates that proposals should 'protect and enhance' significant City and London views of important buildings, townscape and skylines, including local views of St Paul's Cathedral.

From Southwark Bridge, which is not in a Conservation Area, as a kinetic experience, the development would be seen in close proximity to the right of the Cathedral and the eastern chancel but as a background building. The building would be a similar height to the chancel and would very slightly reduce the clarity of the silhouette at the east. However, the experience would be a glimpsed moment and the level of harm is almost negligible. The visibility of the Tower of the Former Church of St Augustine, a grade 1 listed building on the skyline would also be diminished in the view. The setting of the tower would be changed in this view, but the tower is only faintly visible on the skyline in this view and the impact on the appreciation of the spire is not considered to cause significant harm. From Blackfriars Bridge and to the west of Blackfriars Bridge from the Southbank the development would be visible adjacent to the north west tower. From the Blackfriars Bridge, Bastion House is visible and is already in close proximity to the north west tower. The proposed development would conceal this existing background development and so there would be no further impact. There would be a minor increase of building height around the wider setting of St Pauls Cathedral, but any harm is considered to be almost negligible. In these kinetic experiences from these Bridges and this part of the South Bank the towers, peristyle and dome would be entirely legible, distinctive and remain the dominating landmark in the view and the development recessive and low level on the skyline. From both these bridges, St Pauls Cathedral would remain appreciated with the wider London context.

All other views identified within the Protected Views SPD have been assessed to understand the wider impact of the proposal on the setting of St Pauls. In views from St Martin Le Grand the proposals retain the existing building line and the additional massing and height would not encroach on views of the Cathedral. The development would not be visible from Fleet Street and Watling Street. From Cheapside and Cannon Street/ New Change junction the development would not be appreciated in the context with St Paul's Cathedral. From the north including St Johns Street, Amwell Street and Farringdon Road the development would not be visible. From the south from Bankside and the Millennium Bridge the development would sit below the parapet of St Pauls Cathedral. Along the Southbank of the Thames from Hungerford Bridge to London Bridge, Waterloo Bridge, Hungerford Bridge and London Bridge the development would largely not be visible or where the building is visible there would be no harm to the views or appreciation of St Paul's Cathedral.

The following additional local views have been assessed in relation to St Paul's Cathedral and its setting:

- Festival Gardens
- St Martin le Grand
- St Pauls Churchyard
- New Change
- Ludgate Hill - including the western elevation of St Paul's Cathedral and the Chapter House
- Deans Court – identified view from St Pauls Cathedral Conservation Area SPD -
- Newgate Street

The development would be visible in some of these views in the background, rising above or between foreground building or in long views. But the proposal is not considered to be visually dominant or harm views within, out of or the setting or significance of St Paul's Cathedral as a listed building or the character and appearance of the St. Paul's Conservation Area. The proposals would comply with Protective Views SPD and supporting policies.

St Pauls Depths

22. The eastern portion of the site boundary falls within an area near St Paul's where development below prescribed depths is controlled, in order to protect stability of the Cathedral. At this location, the 'depths' measure 9.144m and the basement is not increased in this area. . The proposal includes excavation to the site to incorporate basements to the western side of the site to incorporate a 3rd level basement to 4.85m AOD this is not within St Paul's depths restriction.

London Views Management Framework

23. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. Policy 7.12 of the London Plan ensures the implementation of the LVMF. In particular, the policy seeks to ensure in 7.12A that "new development should not harm, and where possible should make a positive contribution to, the characteristic and composition of the strategic views and landmark elements". Furthermore Policy 7.12C states that "development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole". Development above viewing thresholds would be the subject of consultation with the Mayor and other consultees as set out in the

Secretary of State's Directions. Development above this plane would normally be refused if it failed to preserve or enhance the ability to recognise and appreciate St. Paul's Cathedral in accordance with London Plan policies 7.11 and 7.12.

Alexandra Palace (1A.2)

24. The whole of the site lies within the Alexandra Palace Wider Setting Consultation Area. Consultation threshold is 52.1m AOD at this point. The existing building exceeds this threshold and the proposed building would increase this exceedance. The development would be visible from this viewpoint and would be partially screened by a development in Bartholomew Close/ Little Britain but would come slightly closer to the eastern side of St Paul's Cathedral. It is acknowledged that there would be further cumulative impact, but this would be slight and would be seen in the context of an emerging skyline of much more impactful development in other Boroughs in the background. The distinction between the middle ground and background and key characteristics of the view would be preserved. The development preserves the viewers ability to recognise and appreciate of St Paul's Cathedral and is considered to be in accordance with the guidance LVMF SPG (paras 88 and 89).

Parliament Hill (2A.1)

25. Parliament Hill Wider Setting Consultation Area traverses' part of the site diagonally and the threshold is 54.1m AOD at this point. The height of the existing building breaks through this threshold and the proposed development would increase the exceedance. The development would be visible, and St Paul's Cathedral would remain recognisable and is considered to be in accordance with the guidance LVMF SPG (paras 99-100).

Kenwood House (3A.1)

26. Part of the site lies within the Kenwood House Wider Setting Consultation Area. Consultation threshold is 52.1m AOD at this point. The height of the existing building breaks through this threshold and the proposed development would increase the exceedance. Development above this plane would normally be refused. Due to the distance of the development from St Paul's and the surrounding wider development context the development would not compromise the ability to recognise the landmark in this view and would not be visually prominent on the skyline. The proposal is considered to be in accordance with the guidance LVMF SPG (paras 119 and 120).

Blackheath Point (6A.1)

27. The proposed development would very slightly be within the Blackheath Point Background Consultation Area. The consultation threshold is 52.1m AOD. The height of the proposed building would break through this threshold. The development would continue to preserve the ability to appreciate St Pauls and the western towers as it would be some distance from the landmark. The proposal is considered to be in accordance with the guidance LVMF SPG (para 156).

River Prospects Views

28. Millennium Bridge (13 A.1 and 13 B.1)

The development would not be visible in either of these views and is entirely screened by the riverside foreground buildings and St Pauls Cathedral. The development has been designed to respond to this view including the public roof terrace balustrades at 1.350 m and 1.500m would be set below the nave balustrade and include a tolerance of 300mm. The existing views of St Pauls Cathedral would be preserved, and the development is considered to be in accordance with the guidance for this view (paras 227, 229 and 236 the LVMF).

Gabriel's Wharf (16 B)

The proposal would not be visible in this view and is considered to be in accordance with the guidance for this view (paras 280 to 283 of the LVMF).

Waterloo Bridge (15 B.1 and 15B.2)

The proposal would not be visible in this view and is considered to be in accordance with the guidance for this view (paras 266-267 of the LVMF).

Hungerford Bridge (17 B.1 an 17 B.2)

The proposal would not be visible in this view and is considered to be in accordance with the guidance for this view (paras 304 -305 of the LVMF).

Southwark Bridge (12A.1)

This view has already been assessed under the Protected Views SPD and St Paul's Heights the development would not make a positive contribution to the setting as there would be a slight reduction in the clarity of silhouette to the eastern end of the Cathedral. In addition, the visibility of the Tower of Former Church of St Augustine would be diminished but this is not a recognised landmark or identified in the LVMF guidance . In both cases any harm is considered to be almost negligible. The development would allow the drum and peristyle to still be legible and dominant in the view and is considered to be in accordance with the guidance LVMF SPG (para 211 and 214)

London Bridge (11A.1)

The proposal would not be visible in this view is considered to be in accordance with the guidance for this view LVMF SPG para 197

Views from other publicly accessible elevated viewing areas

29. The development would be seen to the north of St Pauls Cathedral from New Change terrace. The proposed building would be slightly taller than the existing building but would not obscure any important landmarks and would add visual interest to the viewing experience.

Exceptional public views of London are afforded from the Golden Gallery of St. Paul's. Looking northwards from the viewing platform the development would occupy a central position. The proposed terraced gardens and green roofs would provide an attractive visual focus in the view and the experience would be enhanced and no landmarks would be obscured.

Impact on significance and setting of listed buildings and scheduled monuments

30. There are a large number of listed buildings in this part of London where the proposal will appear in their setting. In the immediate context the site is surrounded to the west by the Remains of Christ Church (Grade I) and the London Greyfriars site of Newgate Street Farringdon (Scheduled Monument), King Edward's Buildings (grade II*) and is St Martin's House (grade II). The scale, form and mass of the remodelled building is considered to be compatible with these surrounding designated heritage assets and would not dominate their setting. The richness in detail, materials and urban greening would complement their wider context. In particular the visual extension of greening across King Edward Street would enhance the Remains of Christ Church and the Greyfriars Garden as a dynamic engaging

backdrop. In addition, the appreciation of these surrounding assets would be enjoyed further from the elevated public terrace and in views through the atria from the new permeable route.

The impact on these assets adjoining the site and other listed buildings have been assessed through an extensive heritage impact assessment and harm to their setting or significance was not identified.

Impact on the significance of conservation areas within the City of London

31. Surrounding Conservation Areas other than St Pauls Cathedral include Postman's Park, Newgate Street and Foster Lane. The impacts on the character and appearance of these areas would be greatest to Postman's Park Conservation Area.

Postman's Park Conservation Area is defined by a variety of architectural styles but largely dominated by monumental classical architecture and high-quality materials and Christchurch Greyfriars is the architectural highlight of the Conservation Area. The southern boundary is enclosed by the development site and the Conservation Area SPD recognises the high quality materials of the existing building but the scale and mass has an overbearing impact on the ruined church of Christchurch Greyfriars and gardens and that it is unsympathetic to the urban grain. The introduction of a public route, remodelling and greening on the building and around the site would visually enhance the character and appearance and setting of the Conservation Area. The increase in height and massing would not cause harm to any of the identified views in the Conservation Area.

The proposal is not considered to the significance, setting or harm views within and out of Foster Lane or Newgate Street Conservation Areas.

Impact on the wider townscape and non-designated heritage assets

32. The local townscape context is architecturally diverse and comprises an imposing mix of commercial buildings. The existing building detracts from the quality of the existing urban context and open spaces. The impact on the local townscape has been passed through a comprehensive series of views. The architecture, massing and height are considered to be compatible with existing townscape and urban grain and a significant enhancement in terms of function and appearance in the Cheapside, New Change and Paternoster Square context.

Archaeology

33. The site is in an area of high archaeological potential situated in the north east part of the Roman and medieval walled City. There is potential for remains from the Pre-historic, Roman, medieval and post medieval period, including burials, to survive on the site. An

Archaeological Desk based Assessment and Addendum to the Assessment have been submitted with the application.

Archaeological excavation was carried out on the site prior to construction of the existing building. The site is to the north of the main east-west Roman road leading out of the City at Ludgate, is within the precinct of the medieval Greyfriars Friary and is the site of the medieval church and churchyard of St Nicholas Shambles, which was established in the 12th century. Remains recorded on the site include Pre-historic pottery, building and occupation remains of the early and middle Roman periods, features associated with the garden of the Greyfriars, structural remains of St Nicholas Shambles, and several phases of burials.

It is considered that no archaeological remains survive within the building footprint due to the deep depth of the existing basements. The proposed scheme would include an extension of the existing basement on the west side which would have an archaeological impact. The area of basement extension would, in part, coincide with the area previously excavated, as set out in the archaeological assessment and addendum, and encroach on an area not previously excavated.

It is appropriate to carry out archaeological evaluation in the area of the proposed basement extension which would provide information on the date, nature and character of surviving archaeological remains, including burials, and supplement the findings of the assessment. The results of the work would inform a mitigation strategy to record archaeological remains affected by the development.

Conditions are attached to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

Inclusive access

34. The existing ground floor is set at multiple levels and so would be rationalised to two levels – one for the loading bay and another for the rest of the ground floor, enabling the building to accommodate a large retail hall or multiple retail units. Levels at the entry to the east-west arcade are reconciled by inclined floors, ramps and stairs and provide a level access into the retail hall. Around the perimeter of the site, people are brought into the building via steps and platform lift taking them down to ground floor level. From street level, access is presented as a double height façade.

Visitors to the free public roof terrace or rooftop restaurant enter the building at the south entrance (Newgate Street) where there would be a lobby with security check, providing access to two passenger lifts. Users would exit at level 12, where there would be a lobby giving

access to the outdoor space and a public toilet. Once outside, users would ascend the main stairs to the roof terrace or use the platform lift.

The proposals incorporate the provision of accessible cycle storage, WC and shower facilities.

Security

35. A combination of stand-alone and integrated physical hostile vehicle mitigation measures are proposed, including rising road blockers, strengthened structural columns, bollards to the east-west arcade, and some planters. A condition is imposed to confirm the details and location of the HVM.

Internally, security to all the uses would be provided by a mixture of secure design measures, staffing and security checks and integration of CCTV.

Security measures associated to the proposed publicly accessible roof terrace would be secured as part of the Roof Terrace Management Plan in the S106.

The proposal, subject to conditions and S106 is considered to be in accordance with policy DM3.2 and emerging City Plan strategic policy S2 and policies SA1 and SA3.

Transport, Servicing, Parking and Impact on Public Highways

36. The proposed development is in a highly accessible location. The development currently sits as an island site, surrounded by Newgate Street, St Martins le Grand, King Edward Street and Angel Street. The proposed development would activate the area, improve the public realm, create a public route through the development and improve the cycle parking and servicing arrangements. The proposed development will maintain the existing servicing area and use the existing basement level 1 to provide cycle parking and associated facilities. The proposed development is car free except for two blue-badge car parking spaces at the development.

Servicing Arrangements

37. Five loading/delivery bays are proposed in a servicing area accessed from Angel Street. Vehicles would be able to enter and exit the loading area in a forward gear. The loading bay provision is considered sufficient for a development of this size. It is anticipated that the proposed development would result in approximately 83 daily servicing trips, a reduction from the existing 112 vehicles. The reduction will be achieved by consolidation.

To align with the Transport Strategy and forthcoming City Plan 2036 a physical off-site consolidation centre is required, and this would be secured through the S106 agreement. The maximum number of

deliveries each day will be 83 and this would be secured through the S106 agreement. Deliveries would be prohibited during peak pedestrian hours of 0700 – 1000, 1200 – 1400 and 1600 – 1900. A Delivery and Servicing Plan (DSP) would be secured by planning obligation.

Cycling

The London Plan requires 979 long stay cycle parking spaces. The proposal provides 979 long-stay cycle parking spaces at basement level 1 for all of the proposed uses. Of the 979 spaces, 48 (~5%) are proposed to be folding cycle lockers and 100 are proposed to be Sheffield Stands. The Sheffield Stands are suitable for most cycles and are considered accessible, two of these Sheffield stands have been arranged with additional space around them so they can be used by larger non-standard cycles. The remaining cycle parking spaces are provided in a wall hanging or two-tier arrangement.

The long stay cycle parking would be accessed via a lift and staircase with wheeling ramps from a dedicated entrance from Angel Street. The provision of changing facilities is important in encouraging the uptake of active travel and more broadly to facilitate healthy lifestyles for people working in the City. Associated shower and locker facilities are proposed at basement level 1. 100 showers (including two accessible showers) would be provided, equating to approximately one shower per 10 cycle parking spaces, which is in line with the recommendations in the London Plan. 810 personal lockers would be provided, which is also in line with the recommendations in the London Plan. Conditions are recommended to secure showers and lockers at a minimum rate of 100 showers and 810 lockers.

The London Plan requires 348 short stay cycle parking spaces. The proposal provides 348 short-stay cycle parking spaces. 20 stands, which equates to 40 short stay cycle parking spaces, are provided on private land at street level, the remaining 308 short stay cycle parking spaces are provided at basement level 1. The short stay cycle parking at basement level 1 will be well sign posted, secure, free and available for anyone to use without the need to pre-book. Having some short stay cycle parking at basement level 1 is considered acceptable due to the busy footways, and suitable for people using the development who do not want to park their cycles on street.

The short stay cycle parking at basement level 1 would be accessed via the same lift and staircase with wheeling ramps as the long stay cycle parking access, from a dedicated entrance from Angel Street. The people using the short stay cycle parking spaces would have to pass a security booth but would not be required to register, making it simple and easy to use.

To ensure the short stay and long stay cycle parking spaces are promoted and well used there would be a planning obligation for a Framework Travel Plan. This should include a section showing how the short stay and long stay cycle parking is being promoted to tenants and visitors to the site.

The total number of cycle parking spaces proposed is 1329. The proposed cycle parking provisions accord 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.

Public Transport and Pedestrian Movement

38. The site is highly accessible by public transport, with national rail services from City Thameslink. Services on the Northern, Central, District, Circle, Metropolitan, Hammersmith and City, and Docklands Light Railway are available from Bank, which is within walking distance of the site, and St Pauls station is 1 minute away from the development. There are also bus services within 1 minute of the site. As such the site records the highest possible Public Transport Accessibility Level (PTAL) of 6b.

A total of 121 Cycle Hire docking stations are located within the vicinity of the site, on King Edward Street, Newgate Street, Museum of London, and Wood Street.

Following the proposed introduction of a new public east/west pedestrian route through the building from St Martins le Grand to King Edward Street, it is considered the pedestrian experience in the area would be considerably improved. The extent of public realm works will represent an improvement on the existing.

A pedestrian comfort level (PCL) assessment has been undertaken for the purpose of this planning application to understand the impacts of the development on pedestrian movement through the area. The results showed good pedestrian comfort levels (B and A-) which are considered satisfactory for the proposed development. The development would provide minor areas of additional space for pedestrians by removing the barriers between the public and private land in the public realm works. The applicant has agreed to improvements to the footways and crossings surrounding the site via S278 agreement following comments received by TfL regarding Healthy Streets and Vision Zero, and similar aspirations from CoL. A programme of highway works would be secured through a Section 278 agreement with the City of London which will deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives. A plan showing the spatial scope of the works that would be delivered at the Applicant's expense has been agreed and will be appended to the S106 via the S278.

Section 278 agreement

39. Through the S106 agreement, a S278 agreement would be secured for improvements to the highway and crossings surrounding the development.

Waste Management

40. Two waste stores have been provided to the south of the loading bay, to the rear of the site, accessible from Angel Street and a food waste digester would be installed within the site. Waste generation and storage requirements have been calculated in accordance with City of London Guidance, supplemented by the British Standard for Waste Management in Buildings – Code of Practice (BS5906:2005). Backloading of waste onto delivery vehicles from the consolidation centre has been discussed and would be explored during the post planning detailed design stages and secured by condition. The Cleansing Team have confirmed that the waste storage and collection facilities comply with their requirements and are acceptable.

In this respect, the proposal complies with policy DM17.1 of the Local Plan and policy CE1 of the emerging City Plan 2036.

Wind Microclimate

41. The applicant has undertaken wind tunnel testing and CFD simulations in support of the application. This concludes that with the incorporation of some mitigation, the wind conditions would be suitable for the intended uses through all seasons, having particular regard to the seating areas proposed at:

- Ground floor, south-west corner
- Terraces on western side of building at levels 2-12
- Roof terraces, including public roof terrace

This is achieved through the incorporation of balustrades of varying heights across the scheme from 1.1 – 1.8m. One office terrace on the western façade suffers slightly higher wind conditions and supplementary planting would be required to ensure the terrace is suitable for sitting rather than standing. The Wind Assessments and Impacts are considered in accordance with the City's Wind Microclimate Guidelines.

Sustainable Drainage Systems

42. The proposals would incorporate 1,230sq.m of Blue Roof on the western side of the building which would attenuate approximately 79.95 cubic meters of water. Additional attenuation would be provided in attenuation tanks across the building and these measures would reduce surface water discharge to a Greenfield rate.

The Lead Local Flood Authority and Thames Water have raised no objections but have recommended conditions.

Daylight, Sunlight and Light Pollution

43. The applicant has submitted a supporting Daylight and Sunlight assessment which considers the impact on the neighbouring residential property at 2 Greyfriars Passage and the impact on the Christchurch Greyfriars Church Garden. A subsequent addendum Daylight and Sunlight assessment has been submitted to consider the impact on the ground floor room within 2 Greyfriars Passage, which had been omitted from GIAs original Daylight & Sunlight. The proposals would accord with the recommendations set out by BRE Guidance with no detrimental impact on daylight, sunlight or overshadowing.

The scheme itself would benefit from excellent levels of natural light.

The submitted Light Pollution assessment indicating that lux levels to the nearest residential property (1 Greyfriars Passage) and Christchurch Greyfriars Church Garden would be well below the acceptable level of 5 Lux, thereby causing no detrimental impact to residential amenity.

It is proposed that lighting would be integrated within the architecture and street furniture and details of the proposed lighting are secured by condition.

The proposal is considered to be in accordance with local plan policy DM 10.7 and emerging Draft City Plan policy DE8.

Circular Economy

44. Transformation and reuse of the existing structure and materials is fundamental to the proposals. This approach reduces works, traffic and waste and would deliver a saving in terms of energy and carbon emissions including the embodied carbon in the retained structure. Reuse of the existing facade cladding including Portland Stone and granite is proposed wherever possible by either retaining in situ or carefully removing pieces of stone and repurposing for use elsewhere on the extended facades, roof top extensions and remodelled south western elevation. The existing foundations are capable of accommodating the proposed new loads and the existing structural frame is substantially retained and extended as are existing floorplates. The infilling of the existing central atrium allows for a complete reconfiguration of the floor plates. The construction process of demolition, reuse of materials and disassembly of new construction would be monitored through series of conditions to ensure the principles of circular economy are delivered.

The reuse of the existing building is supported by draft London Plan Policy, Local Policy DM 17.2 and the circular economy approach to construction is promoted through emerging policies CEW1 and S16.

Energy consumption

45. The Energy Strategy prepared by Hilson Moran as part of the Sustainable Development and Climate Change Report demonstrates that this development has been designed to achieve a 51.2% improvement over a building regulations compliant building in CO₂ emissions. This has been achieved through energy efficiency measures, photovoltaic panels at roof level, air source heat pumps and energy storage. This exceeds the London Plan target of a 35% reduction and therefore a carbon offsetting contribution should not be required subject to the final design meeting that target which would be secured through a S106 agreement.

BREEAM

46. The Sustainable Development and Climate Change report prepared by Hilson Moran shows that the office part of this development has been designed to seek an “Outstanding” BREEAM rating against the 2018 new construction shell and core criteria. The retail element has been designed to a similar standard but can only achieve a BREEAM “Very Good” rating. This is due to the BREEAM requirement to assume worst case energy performance until the retail fit out is complete. Measures will be in place to influence tenant fit-out, operational energy and carbon emissions of both retail and office elements.

It is recommended that the City’s standard condition requiring post construction certificate for the office element demonstrating that the proposed “Outstanding” rating has been achieved and for the retail element the post construction certificate should be provided after fit-out to demonstrate an “Excellent” or “Outstanding” rating. Alternatively, a breakdown of the credits achieved should be supplied to demonstrate sustainability across the range of categories.

Air Quality

47. The submitted Air Quality Report considers the air quality impacts from the construction and operational phase. For the construction phase, mitigation measures are recommended to ensure that the risk from the dust is reduced to a minimum. Implementation of these measures and good site practice mean that the residual effect of construction would not be significant.

During operation of the proposed development, the proposal would be air quality neutral and therefore additional mitigation would not be required.

The proposal is therefore in accordance with London Plan policy 7.14, emerging London Plan policy SL1 and Local Plan Core Strategy policy CS15 and DM 15.6, as well as emerging draft City Plan policy HL2, which all seek to improve air quality.

Noise and Vibration

48. In City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved by condition.

This would require the submission of a Construction Logistics Plan (CLP) to manage all freight vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development.

During operation of the building, noise and vibration would be generated from mechanical plant. The mechanical plant equipment would be enclosed within the volume of the roof, with the exception of the lift over runs and kitchen extracts. All of these elements have been carefully sited to the north of the site, to preserve and enhance protected townscape views.

Noise levels from mechanical plant in the completed development would need to comply by condition with the City of London's standard requirement that noise output should be 10dB below background noise levels and conditions have been included relating to restricting hours of use of the office terraces. Hours of use of the public roof terrace would be restricted within the S106 agreement.

The submitted noise assessment indicates that the requirements of these conditions can be satisfactorily met and consequently the proposal would comply with London Plan policy 7.15, draft London Plan policy D13, Local Plan policy DM 15.7 and emerging draft City Plan policy HL3.

Fire safety

49. The building is served by four protected stairs, three of which are part of firefighting cores and one which is a protected escape stair and accessible to all office floors, basement floors and the roof.

The ground floor retail has multiple doorways to allow users to exit from multiple directions.

The development would be required to meet all relevant fire safety standards under the Building Regulations.

Planning Obligations and Community Infrastructure Levy

50. 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. Contributions would be used to improve the City's environment and facilities. 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.

These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.

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).

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	£4,794,030	£4,602,269	£191,761

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£2,053,125	£1,950,469	£102,656
City Planning Obligations			
Affordable Housing	£547,500	£542,025	£5,475
Local, Training, Skills and Job Brokerage	£82,125	£81,304	£821
Carbon Reduction Shortfall (<i>as designed</i>)	£0	£0	£0
Section 278 Design and Evaluation	£100,000	£100,000	£0
S106 Monitoring Charge	£3,000	£0	£3,000
Total liability in accordance with the City of London's policies	£2,785,750	£2,673,798	£111,952

City's Planning Obligations

51. 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 Reparation and other Highways Obligations
- Local Procurement Strategy
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Delivery and Servicing Management Plan (including Consolidation)
- Travel Plan
- Carbon Offsetting
- Utility Connections
- Section 278 Agreement including highway works which would deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives.
- Curated Wall Provision and Access
- Public Route Access
- Roof Garden Management Plan
- Public Realm Specification

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

The scope of the s278 agreement may include, but is not limited to, improving crossings and the surrounding footway/carriageway to accommodate increased pedestrian and cyclist movements and the planting of street trees.

Monitoring and Administrative Costs

52. 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.

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

53. The City will use CIL to mitigate the impact of development and provide the infrastructure necessary for the area. In some circumstances, it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Other matters requiring mitigation are yet to be fully scoped.

Conclusions

54. The proposal has been assessed in accordance with the relevant statutory duties and having regard to the development plan and other relevant policies and guidance, SPDs and SPGs and relevant advice including the NPPF, the draft London Plan and the draft Local Plan and considering all other material considerations.

Sustainability is embedded in the design process and the transformation of the existing building is based on circular economy principles and the expectation is to deliver BREEAM “outstanding” for the office part and “very good” for the retail. The Urban Greening Factor is projected to be 0.377 exceeding the emerging City Plan Policy target rate and will enhance wellness, biodiversity and contribute to mitigating noise and air pollution. Paragraph 8 of the NPPF sets out that there is a presumption in favour of sustainable development and the development complies with Local and London Plan Policies

The existing building exceeds the thresholds for the LVMF Wider Setting Consultation Area for three panoramic views (Alexander Palace 1A.2, Parliament Hill 2A.1 and Kenwood House 3A.1). This proposed development would increase this exceedance but there would be no further harm to these views. The development is also in a number of LVMF riverside prospects in particular views from and near Millennium Bridge 13A.1 and 13 B.1. The height and massing has been carefully designed to ensure the development is not visible in these views. There is a very slight impact on the river prospect from Southwark Bridge but the degree of harm is considered negligible. The proposals meet the tests of the LVMF SPD and CS13.

Parts of the existing building exceed the threshold for the St Pauls Heights grid in the policy area. The development would reduce some of these existing exceedances and in parts remove exceedances completely. The development has been designed to respond to the heights code and where there are minor impacts in views from Blackfriars Bridge and Southwark Bridge the harm is negligible. The appreciation and legibility of St Pauls Cathedral both strategically and locally would be preserved and significantly enhanced in key views from King Edward Street and through the additional views which would be enjoyed from the new public garden terrace. The development would protect and enhance the setting and backdrop to local views of St Pauls Cathedral and comply with Local Plan Policy CS13

The massing, height and architectural approach would be compatible with and preserve the setting of surrounding designated and undesignated heritage assets including archaeology and be compatible with the local townscape and comply with Local Plan Policies DM 10.1 and DM12.1 and the NPPF.

The high-quality design interventions and innovative adaptation of retained facades would reimagine the existing inward-looking building into an engaging, inclusive and visually attractive architectural composition strategically located at the gateway to the Culture Mile. The development would further enhance the public realm and public

offer through increased permeability, curated art wall, extensive urban greening and the free public roof terrace. The development would comply with Paragraph 131 of the NPPF which sets out that great weight should be given to outstanding and innovative designs which help raise the standard of design more generally in the area. The development also complies with Local and London Plan design policies.

There would be a significant increase in office floorspace meeting one of the primary objectives of the City's Local plan and London Plan policies. The ground floor retail would enhance the existing Retail Link and animate the north south route between St Pauls Cathedral and Culture Mile.

The impact on neighbouring buildings and spaces has been considered. The scheme would not result in unacceptable environmental impacts in terms of noise, air quality, wind, daylight and sunlight and overshadowing. The impact on daylight and sunlight/ overshadowing has been thoroughly tested. The proposal would be in compliance with Local Plan Policies DM 10.7 and DM21.3 and policies 7.6 and 7.7 of the London Plan.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. The proposal would require deliveries to be consolidated and would reflect servicing measures sought for other major developments in the City. The servicing strategy would be incorporated in the Delivery and Servicing Management Plan. The proposal would be in compliance with Local Plan Policies DM16.1, DM16.5 and 6.13 of the London Plan.

979 long term bicycle spaces would be provided with associated shower and locker facilities. The total number of cycle parking spaces proposed is 1329. The proposed cycle parking provisions accord 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.

Highway works would be secured through a Section 278 agreement with the City of London which would deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives.

The scheme would provide CIL which would be applied towards infrastructure to support the development of the City's area. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general planning obligations there would-be site-specific measures secured in the S106 Agreement. Together these would go some way to mitigate any impacts of the proposal.

Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision 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. The Local Planning Authority must determine the application in

accordance with the development plan unless other material considerations indicate otherwise.

Taking all material matters into consideration, the application offers considerable benefits and is recommended to you subject to all the relevant conditions being applied and section 106 obligations being entered into in order to secure the public benefits and minimise the impact of the proposal.

Background Papers

Internal

- Memo from Cleansing Services, dated 04 May 2020
- Memo from Markets & Consumer Protection, dated 14 April 2020
- Memo from Transport & Public Realm, dated 15 April 2020
- Email from Markets & Consumer Protection, dated 16 April 2020
- Email from Local Transport Team, dated 22 April 2020
- Email from Open Spaces, dated 27 April 2020
- Email from the City Surveyor's Department, dated 29 April 2020
- Memo from Energy and Sustainability, dated 01 May 2020
- Memo from Lead Local Flood Authority, dated 05 May 2020
- Memo from the Access Advisor, dated 06 May 2020
- Memo from Historic Environment, dated 06 May 2020
- Memo from City Public Realm, dated 07 May 2020
- Email from City of London Police, dated 11 May 2020
- Memo from Planning Obligations, dated 26 May 2020

External

- Letter from Historic England, dated 20 April 2020
- Email from London Underground, from 23 April 2020
- Letter from London Borough of Westminster, dated 28 April 2020
- Letter from London Borough of Haringey, dated 01 May 2020
- Letter from London Borough of Lewisham, dated 07 May 2020
- Memo from London Borough of Southwark, dated 14 May 2020 and 2nd June 2020
- Email from Thames Water, dated 19 May 2020
- Letter from Greater London Authority, dated 22 May 2020
- Letter from the Royal Borough of Greenwich, dated 27 May 2020
- Email from Transport for London dated 29th May 2020
- Letter 09.06.2020 from Chapter of the Cathedral Church of St Paul

Public Consultation Comments:

- Comment from Henry Ward dated 17 April 2020
- Comment from Mark English dated 29 April 2020
- Comment from Aine Killilea dated 27 April 2020
- Comment from Rob Madden dated 27 April 2020
- Comment from Sally Leonard dated 22 April 2020
- Comment from David Bailey dated 21 April 2020
- Comment from James Neve dated 21 April 2020
- Comment from Gregory Renwick dated 15 May 2020
- Comment from Gregory Renwick dated 02 June 2020
- Comment from Gregory Renwick dated 05 June 2020

- Application Covering Letter, prepared by Montagu Evans;
- Planning Application form, prepared by Montagu Evans;
- Location Plan, prepared by KPF;
- Drawing Schedule, prepared by Montagu Evans;
- Application drawings, prepared by KPF;
- Design and Access Statement, prepared by KPF;
- Landscape Statement, prepared by Tom Stuart-Smith;
- Planning Statement (including draft Heads of Terms and Retail Impact Assessment), prepared by Montagu Evans;
- Heritage, Townscape and Visual Impact Assessment, prepared by Montagu Evans;
- Archaeological Risk Assessment & Addendum; prepared by Mills Whipp;
- Transport Assessment, prepared by Caneparo Associates;
- Travel Plan, prepared by Caneparo Associates;
- Delivery and Servicing Plan, prepared by Caneparo Associates;
- Micro Climate Impact Assessment, prepared by RWDI;
- Pedestrian Level Wind Microclimate Assessment Rev C, prepared by RWDI dated 18.05.2020;
- - CFD Modelling Report, prepared by AKTII;
- Supplement to CFD – Pedestrian Wind Comfort Assessment prepared by AKTII dated 18.05.2020;
- Daylight and Sunlight Assessment – Light Pollution prepared by GIA;
- Noise and Vibration Impact Assessment, prepared by Hilson Moran;

- Air Quality Assessment & Air Quality Neutral Assessment, prepared by Hilson Moran;
- Sustainable Development and Climate Change Report, prepared by Hilson Moran;
- Phase 1 Contamination Report, prepared by RMA;
- Ecological Appraisal, prepared by Aspect Ecology;
- Statement of Community Involvement, prepared by Field Consulting;
- Waste Management Plan, prepared by Arup;
- Solar Glare Report, prepared by GIA;
- Daylight, Sunlight and Overshadowing Summary, prepared by GIA; and
- Internal Daylight and Sunlight Report, prepared by GIA;
- Terrace Areas;
- Email from Peter Bovill dated 21.05.2020 responding to Representations from 2 Greyfriars Passage.
- Written Scheme of Investigation for an Archaeological Evaluation, Mills Whipp Projects, dated June 2020 and Method Statement for an Archaeological Evaluation, Pre-Construct Archaeology, dated May 2020.
- Email from Peter Bovill dated 04/06/2020 responding to Representations from 2 Greyfriars Passage.
- Email from Peter Bovill dated 09/06/2020 responding to Representations from 2 Greyfriars Passage and attached Hilson Moran acoustic assessment
- Design and Access Statement Addendum 01 Design and Access Statement Addendum 01 - REV01.1 - REV01.1 10.06.2020
- Drawing numbered CA4134-1-1 Rev B Vision Zero / Healthy
- Streets Review Area Plan

APPENDIX A

London Plan Policies

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 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.

Policy 3.19 Support development proposals that increase or enhance the provision of sports and recreation facilities.

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 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

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 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

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 5.7 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 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

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 6.5 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 Superhighways 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:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people in line with Table 6.2
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

Policy 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

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 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria set out in this policy.

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 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

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 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

Draft City Plan 2036 Policies

S1 Health and Inclusive City

HL1 Inclusive Buildings and Spaces

HL2 Air Quality

HL3 Noise and Light Pollution

HL6 Public Toilets

HL7 Sport and Recreation

S2 Safe and Secure City

SA1 Crowded Places

SA3 Designing in Security

S3 Housing

HS3 Residential Environment

S4 Offices

OF1 Office Development

S5 Retailing

RE1: Principal Shopping Centres

RE2 Retail Links

S6 Culture, Visitors and Night-time Economy

CV2 Provision of Visitor Facilities

CV5 Public Art

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
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
OS4 Trees

S15 Climate Resilience and Flood Risk

CR1 Overheating and Urban Heat Island Effect
CR2 Flood Risk
CR3 Sustainable Drainage Systems

S16 Circular Economy and Waste

CE1 Zero Waste City

S27 Planning Contributions

Relevant Local Plan Policies

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.

DM1.2 Protection of large office sites

To promote the assembly and development of sites for large office schemes in appropriate locations. The City Corporation will:

- a) assist developers in identifying large sites where large floorplate buildings may be appropriate;
- b) invoke compulsory purchase powers, where appropriate and necessary, to assemble large sites;
- c) ensure that where large sites are developed with smaller buildings, the design and mix of uses provides flexibility for potential future site re-amalgamation;
- d) resist development and land uses in and around potential large sites that would jeopardise their future assembly, development and operation, unless there is no realistic prospect of the site coming forward for redevelopment during the Plan period.

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.

DM19.3 Sport and recreation

1. To resist the loss of public sport and recreational facilities for which there is a continuing demand, unless:
 - a) replacement facilities are provided on-site or within the vicinity that meets the needs of the users of that facility; or
 - b) necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
 - c) it has been demonstrated that there is no demand for sport and recreation facilities which could be met on the site.
2. Proposals involving the loss of sport and recreational facilities must be accompanied by evidence of a lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated

that the existing floorspace has been actively marketed at reasonable terms for sport and recreational use.

3. The provision of new sport and recreation facilities will be encouraged:

- a) where they provide flexible space to accommodate a range of different uses/users and are accessible to all;
- b) in locations which are convenient to the communities they serve, including open spaces;
- c) near existing residential areas;
- d) as part of major developments subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses;
- e) where they will not cause undue disturbance to neighbouring occupiers.

4. The use of vacant development sites for a temporary sport or recreational use will be encouraged where appropriate and where this does not preclude return to the original use or other suitable use on redevelopment.

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.

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.

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.

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.

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.

DM19.2 Biodiversity and urban greening

Developments should promote biodiversity and contribute to urban greening by incorporating:

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;
- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

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.

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.

DM15.4 Offsetting carbon emissions

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".
2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.
3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

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.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

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.

CS18 Minimise flood risk

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;

- c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
 3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
 4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
 5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
 6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

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.

DM20.1 Principal shopping centres

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will

be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:

- a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
- b) the contribution the unit makes to the function and character of the PSC;
- c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

DM20.2 Retail links

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

SCHEDULE

APPLICATION: 20/00311/FULMAJ

81 Newgate Street London EC1A 7AJ

Part refurbishment and part demolition, excavation and redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at basement levels, gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level, retail (A1-A5) at ground floor level with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13, roof top restaurant (Use Class A3) and publicly and privately accessible roof terraces, landscaping and other associated works.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three 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 Prior to any stripping-out or demolition of the existing building, a material audit of the building should be submitted to and approved in writing by the Local Planning Authority to understand the value of it as a material bank, establishing what can be retained and what can be re-used either on-site, in the first instance, re-used off-site or recycled, with the presumption that as little waste as possible is generated and the development shall be carried out in accordance with the approved details.
REASON : To ensure that the Local Planning Authority can be satisfied that the proposed development will be designed to promote circular economy principles to reduce waste and encourage recycling, reducing impact on virgin resources in accordance with the following policies in the Development Plan and the 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 demolition and construction work commencing in order to establish the extent of recycling and minimised waste from the time that demolition and construction starts.
- 3 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. The Deconstruction Logistics Plan 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 Plan 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 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, and emerging policies HL2 and VT1 of the Draft City Plan 2036. 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.

- 4 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction

- 5 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. 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 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, and emerging policies HL2 and HL3 of the Draft City Plan 2036. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 7 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.

- 8 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) have been submitted to and approved in writing by the local planning authority which:
Provide a formal Impact Assessment of the LU Central Line tunnels for review and acceptance by London Underground Engineers in due course to accommodate the location of the existing London Underground structures and tunnels

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012. 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.

- 9 Prior to the commencement of the development a detailed Circular Economy Statement shall be submitted to and approved in writing by the Local Planning Authority, providing final details on how the building 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, and 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 demolition and construction work commencing in order to establish the extent of recycling and minimised waste from the time that demolition and construction starts

- 10 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, and emerging policies HL2 and HL3 of the Draft City Plan 2036. These details are required prior to construction in order that the impact on amenities is minimised from the time that construction starts.

- 11 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details 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 Plan must demonstrate how Work Related Road Risk is to be managed. No demolition or construction shall be carried out other than in accordance with the approved details and methods.
REASON: To ensure that demolition and 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 demolition and construction work commencing in order that the impact on the transport network is minimised from the time that demolition and construction starts.
- 12 No development other than demolition shall take place until the detailed design of all wind mitigation measures has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. 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.
- 13 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. The Construction Logistics Plan 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 Plan 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 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, and emerging policies HL2 and VT1 of the Draft City Plan 2036. 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.

- 14 No works except demolition to 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 and emerging policy HE2 of the Draft City Plan 2036.
- 15 No works except demolition to 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.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 16 Unless otherwise agreed in writing with the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Written Scheme of Investigation for an Archaeological Evaluation, Mills Whipp Projects, dated June 2020 and Method Statement for an Archaeological Evaluation, Pre-Construct Archaeology, dated May 2020.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4 and emerging policy HE2 of the Draft City Plan 2036.
- 17 Before any construction works hereby permitted are begun details of the layout of cycle parking located outside the building but within the ownership boundary and on adjacent highway land must be 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 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, and emerging policy AT3 of the Draft City Plan 2036.

- 18 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the buildings including external ground and upper level surfaces;
 - (b) details of all elevations of the buildings including details of typical bays, the fenestration and entrances and upper floor extensions;
 - (c) typical details of all office terraces;
 - (d) typical details of restaurant and public terraces;
 - (e) details of all ground floor elevations;
 - (f) details of all retail entrances;
 - (g) details of windows;
 - (h) details of walls, railings, balustrades, gates, screens, etc, bounding or within the site;
 - (i) details of public walkway including, materials, elevations, entrances, glazing;
 - (j) details of all soffits, hand rails and balustrades;
 - (k) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
 - (l) details of plant, ductwork, ventilation and air-conditioning
 - (m) details of all ground level surfaces including materials to be used;

 - (n) details of walkway surfaces including materials to be used;
 - (o) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development;
 - (p) details of ground floor gates to Angel Street;
 - (q) details of the plant enclosure and plant lid;
 - (r) details of the internal street elevations and ground floor spaces including materials;
 - (s) details of the lifts to serve the roof terrace;
 - (t) details of the relocated or plaque to commemorate Marconi's first wireless transmission;
 - (u) details of the enclosure separating different terraces at 13th floor - office, restaurant and public terrace.

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 and emerging policies SE1, DE2, DE6 and HE1 of the Draft City Plan 2036.

- 19 All unbuilt surfaces on all levels shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2, and emerging policies DE2 and OS3 of the Draft City Plan 2036.
- 20 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, 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 are protected from road vehicle borne damage within the site 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. The development shall be carried out in accordance with the approved details
- 21 The development shall provide such measures as are necessary to protect the approved new public realm from an attack with a road vehicle or road vehicle borne explosive device, 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 public are protected from an attack 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. The development shall be carried out in accordance with the approved details.
- 22 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, flow control devices, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 4.3 l/s when combined from no more than two distinct outfalls, provision should be made for an attenuation volume capacity capable of achieving this, the use of pumping to discharge surface water to the sewer shall be minimised;

(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 and emerging policies CR2, CR3 and CR4 of the Draft City Plan 2036.

- 23 Before the shell and core 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, and emerging policies CR2, CR3 and CR4 of the Draft City Plan 2036.

- 24 Before any construction works hereby permitted are begun a detailed assessment of further on-site measures to reduce carbon dioxide emissions by at least 35% shall be 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 minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3 and emerging policy DE1 of the Draft City Plan 2036. 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.

- 25 A post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved for the office and "Very good" for the retail (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' and "Very good" rating) shall be submitted as soon as practicable after practical

completion. The post construction assessment should include the credits achieved to demonstrate sustainability across the range of categories.

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, and emerging policy DE1 of the Draft City Plan 2036.

- 26 No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.
- 27 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 979 long stay spaces and 348 short stay spaces. All doors on the access to the parking area shall be automated, push button or pressure pad operated. 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, and emerging policy AT3 of the Draft City Plan 2036.
- 28 Unless otherwise agreed in writing by the Local Planning Authority a minimum of 100 showers and 810 lockers shall be provided adjacent to 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: DM16.4, and emerging policy AT2 of the Draft City Plan 2036.

- 29 Details of the position and size of the internal and external green walls, roof terraces, green roofs, the type of planting and the contribution of the green walls and roofs to biodiversity and rainwater attenuation 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, and emerging policies CR3 and OS2 of the Draft City Plan 2036.
- 30 Details of the construction, planting irrigation and maintenance regime for the proposed internal and external green walls, roof terraces, and green roofs 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, and emerging policies CR3 and OS2 of the Draft City Plan 2036.
8.2, DM19.2.
- 31 The roof terraces on levels 06 -13 hereby permitted shall not be used or accessed between the hours of 00:00 and 07:00 other than in the case of emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3, and the emerging policy HL3 of the Draft City Plan 2036.
- 32 No amplified or other music shall be played on the roof terraces.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3, and the emerging policy HL3 of the Draft City Plan 2036.
- 33 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be

submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1, and emerging policy DE2 of the Draft City Plan 2036.

- 34 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7 and emerging policy HL3 of the Draft City Plan 2036.

- 35 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, and emerging policy HL3 of the Draft City Plan 2036.

- 36 (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, and emerging policies HL3 and HS3 of the Draft City Plan 2036.

- 37 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 38 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.
Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3, and emerging policies DE2, HL3 and HS3 of the Draft City Plan 2036.
- 39 All Parish Markers and commemorative plaques on the existing building shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated (in case of the Marconi sign a replica maybe installed in accordance with condition 18 (t)) and retained for the life of the building on the new building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1, and emerging policy HE1 of the Draft City Plan 2036.
- 40 Before any construction work hereby permitted is commenced, a scheme indicating the provision to be made for disabled people to gain access to all public areas including all levels of retails units, restaurants, roof terraces Class A1/A2/A3/A4, Gym Class D2 shall have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. 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.
- 41 Prior to the commencement of any works on site, details shall be submitted to and approved in writing by the Local Planning Authority showing the means of protection of the trees which are to be retained including their root system and the approved details shall be implemented prior to and during the course of the building works as appropriate.

REASON: To ensure the protection of the adjacent trees in accordance with the following policies of the Local Plan: DM10.4, DM19.2. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated before the design is too advanced to make changes.

- 42 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.
- 43 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.
- 44 The proposed development is located within 15m of a strategic water main. 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 water 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: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
- 45 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: DM10.8, DM16.2.

- 46 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 noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 47 Unless otherwise approved by the LPA no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 48 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 49 The threshold of the private public realm and public route entrances 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: DM10.8, DM16.2.
- 50 Prior to fit out works commencing in relation to the ground floor retail option shown on drawing numbered PA121 Rev 01 an evaluation of the retail impact of the proposed use on the Cheapside Principal Shopping Centre should be submitted to and approved in writing by the local planning authority to include details of the proposed configuration and the development pursuant to this permission shall be carried out in accordance with the approved plans.
REASON: To ensure that the Local Planning Authority can be satisfied that the proposed development would not adversely impact on Cheapside Principal Shopping Centre in accordance with the following policies of the Local Plan CS20, DM20.1 and DM20.2.
- 51 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: DM10.1, and emerging policy DE2 of the Draft City Plan 2036.

- 52 Unless otherwise agreed in writing before any works thereby affected are begun and prior to the removal of any trees, details shall be submitted to and approved in writing by the Local Planning Authority of the feasibility study and survey of the ground works and the locations for seven replacement trees to ensure that the new trees are deliverable. Within 12 calendar months of the removal of a tree a replacement tree shall be planted in a position and shall be of a species and size to be agreed in writing by the Local Planning Authority.

REASON: In order to ensure the continued presence of trees on the site in the interest of visual amenity in accordance with the following policies of the Local Plan: DM10.4, DM19.2.

- 53 A Waste Management Plan to include details of backloading of waste onto delivery vehicles from the consolidation centre shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Waste Management Plan (or any amended Waste Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.

- 54 The development shall provide:
- 67,802 sq.m of office floorspace (Class B1);
 - 4,398 sq.m of retail floorspace (Class A1/A2/A3/A4/A5);
 - 1363 sq.m of leisure and entertainment floorspace (Class D2);
 - 1,343 sq.m of flexible floorspace (A1-A5, B1, D2); and
 - 450 sq.m of rooftop restaurant (A3);
 - up to 685 sq.m of publicly accessible access route through the site (sui generis); and
 - 483 sq.m of publicly accessible roof terrace (sui generis).
- REASON: To ensure the development is carried out in accordance with the approved plans.

- 55 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: PA 001, 002, PA 003 Rev 02;

Demolition drawings -PA 048, PA 049, PA 050, PA 051, PA 052, PA 053, PA 054, PA 055, PA 056, PA 057 , PA 058, PA 059, PA 060, PA 061, PA 070, PA 071, PA 072, PA 073, Proposed drawings -PA 097, PA 098, PA 099 Rev 02, PA 100 Rev 04, PA 101, PA 102, PA 103, PA 104, PA 105, PA 106, PA 107, PA 108, PA 109, PA 110, PA 111, PA 112, PA 113 Rev 01, PA 114 Rev 01, PA 120 Rev 03, PA 121 Rev 02, PA 122 Rev 02, PA 123 Rev 01, PA 125 Rev 01, PA 201, PA 202, PA 203 Rev 01, PA 204 Rev 01, PA 205 Rev 01, PA 206 Rev 01, PA 210, PA 250 Rev 01, PA 251 Rev 01, PA 252 Rev 01, PA 260, PA 265, PA 301 Rev 01, PA 302 Rev 01, PA 303 Rev 01, PA 304 Rev 01, PA 305, PA 306, PA 307, 00-102 Rev P14, 00-103 Rev P13, 00-105 Rev P10, 02-101 Rev P00, 03-101 Rev P00, 04-101 Rev P01, 07-101 Rev P00, 08-101 Rev P00, 09-101 Rev P01, 10-101 Rev P01, 11-101 Rev P01, 12-101 Rev P01, 13-100 Rev P15, 13-101 Rev P07, 13-103 Rev P02, 00-601 Rev P08 and Written Scheme of Investigation for an Archaeological Evaluation, Mills Whipp Projects, dated June 2020 and Method Statement for an Archaeological Evaluation, Pre-Construct Archaeology, dated May 2020.

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 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email city.procurement@cityoflondon.gov.uk

- 3 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.

- 4 As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to their website for further information
- 5 Where the proposal includes a swimming pool, Thames Water requests that the following conditions are adhered to with regard to the emptying of swimming pools into a public sewer to prevent the risk of flooding or surcharging:
 1. The pool to be emptied overnight and in dry periods.
 2. The discharge rate is controlled such that it does not exceed a flow rate of 5 litres/ second into the public sewer network.
- 6 A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent.

- 7 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
- 8 The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
- 9 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 10 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections

extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Bridges over highways

(e) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.

(f) Connections to the local sewerage and surface water system.

(g) Carriageway crossovers.

(h) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

- 11 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 12 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety

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Comments for Planning Application 20/00311/FULMAJ

Application Summary

Application Number: 20/00311/FULMAJ

Address: 81 Newgate Street London EC1A 7AJ

Proposal: Part refurbishment and part demolition, excavation and redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at lower basement levels (1,737 sqm), gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level (1,343 sqm), retail (A1-A5) at ground floor level (4,398 sqm) with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13 (67,802 sqm), roof top restaurant (Use Class A3) (107sqm) and publicly and privately accessible roof terraces (1,231sqm), landscaping (699 sqm) and other associated works.

(Creation of an additional 27,375 sqm of floorspace)

Case Officer: Alison Hayes

Customer Details

Name: Mr Henry Ward

Address: 40 Wolseley Road Godalming

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This is a big improvement on the existing building, which I have always felt detracts from all the improvements which Paternoster Square made to the locality.

The planned terracing effect will soften the lines of what is a large building. I am also really pleased to read they will reuse some of the original stone/cladding. This will have a greater positive environmental impact than many "green buildings" in the city.

If they can sort out pedestrian access to and through the site, the improvement will be significant, especially given the current dangers that evidently exist at the moment, when trying to cross New Gate, King Edward Street or Aldersgate Street. Activating the ground floor with mixed leisure and retail will also open up what is currently a dead zone in the local environment.

I work quite locally to this site, so see this as a clear improvement, following on from New Change and Paternoster Square, which has made the local environment more accessible and interesting of pedestrians. It gets my support.

Comments for Planning Application 20/00311/FULMAJ

Application Summary

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Case Officer: Alison Hayes

Customer Details

Name: Mr Mark English

Address: 1 Girton Court Rusells Ride Cheshunt

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I have worked in the City for many years and know the BT building well.

I have taken the time to look at the planning application and would like to offer my support.

The current building is run down, tired and way past its best.

The look of the new building is fantastic, particularly from the King Edward Street side.

The whole idea of the new roof and the ground floor use with the new internal throughway is a very good idea.

I hope that the Council grant consent to this application. The City needs better, up to date offices like this if London is to remain a global leader, particularly in a post Brexit, post coronavirus world.

Comments for Planning Application 20/00311/FULMAJ

Application Summary

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Case Officer: Alison Hayes

Customer Details

Name: Mrs Aine Killilea

Address: 34 Wentworth Drive Pinner

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I have reviewed the planning application & feel that the proposal will add to the area that I currently work in. The original building is jaded & the new one appears to be more environmentally friendly.

Comments for Planning Application 20/00311/FULMAJ

Application Summary

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Case Officer: Alison Hayes

Customer Details

Name: Mr Rob Madden

Address: 1 Trowley Heights Friendless Lane St. Albans

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I work in the immediate vicinity and recently visited the public exhibition out of curiosity.

Having regard to the current BT building I believe the plans as proposed offer a fantastic improvement to the streetscape. The architecture and building lines have clearly been given very careful consideration in the context of the surrounding buildings and would amount to a well thought through sensitive improvement. At the same time evolving to deliver much needed high quality office development / amenity the City of London needs for the future.

The whole Paternoster Square area is amazing with the design / sense of place working in tandem with the iconic Cathedral. This proposed development would further build on those achievements to date.

Comments for Planning Application 20/00311/FULMAJ

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Case Officer: Alison Hayes

Customer Details

Name: Ms Sally Leonard

Address: Faraday Building 1 Kinghtrider Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Really striking building , and delighted that they are retaining the existing structure which is a very environmentally responsible approach. Great that the ground floor will become active street frontage , which will add to the retail and hospitality offerings in the area. A well thought out and designed scheme.

Comments for Planning Application 20/00311/FULMAJ

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Case Officer: Alison Hayes

Customer Details

Name: Mr David Bailey

Address: Brockhurst Stocking Pelham Herts

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I was employed in the City of London for 30 years and walked past the subject property in many occasions, indeed for some time I occupied a building in St Martins Le Grand/Gresham Street with a direct view of it.

The building, one could say is seriously architecturally challenged and indeed gives the appearance of a bunker, uninspiring and unfriendly..

I have seen what the applicant is proposing and, in my view the new building would be a massive improvement over the old in both architectural and user terms. The vitality and vibrancy of this part of his part of the City would be much enhanced. In particular the inclusion of retail would greatly improve the street scene.

The provision of the roof-top restaurant, public viewing area and garden experience are very special, as is the publicly accessible route through the site. The vastly improved views of St. Pauls from King Edward Street is also a very important feature.

The application illustrates how a building can be reinvented and enormously improved with minimal effect on the environment without the need to demolish and start anew.

Comments for Planning Application 20/00311/FULMAJ

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Case Officer: Alison Hayes

Customer Details

Name: Mr James Neve

Address: Flat 32 Terrace Apartments 40 Drayton Park London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I often have the need to walk past the BT building at Newgate Street, which is not a particularly nice or welcoming experience.

Having taken the time to look at the planning application, I can see that what is proposed is a very big improvement.

I particularly like the architecture, and the way the ground floor is intended to be used with increased permeability and access.

I also note that a new restaurant and garden are proposed for the roof, which I welcome.

I am very supportive of this application and would encourage the City Corporation to grant consent.

From: [Greg Renwick](#)
To: [PLN - Comments](#)
Subject: 81 Newgate Street London EC1A 7AJ - 20/00311/FULMAJ
Date: 15 May 2020 14:26:54

To whom it may concern,

Having reviewed the documents on the planning portal website, I have some comments regarding this new development opposite our residence at 2 Greyfriars Passage, EC1A 7BA.

In principle we welcome the redevelopment of this site. I feel the overall design of the building, including the use of verdure and a 'stepped' design are very positive, as well as the improved streetscape and pedestrian communication between King Edward Street and St Martin's Le Grand.

We are however concerned in connection with the following 3 matters:

1. The increased height of the new development, especially that part of it to the North and the effect that this will have on our VSC, especially at lower levels of the tower;
2. The rooftop bar and risk of associated noise and overlooking
3. Light trespass from internal lights

Increased height and VSC

While we nominally accept the argument regarding the granularity or otherwise of the St Paul's Heights Grid system, as well as appreciating the efforts taken by the development team to measure the loss of VSC at the various levels of the tower, we do note that there were some errors on that report - most notably that the walls are of a considerable thickness and so the apparent vertical dimensions of the window apertures when viewing at an angle from the horizontal is reduced. In some cases, for instance in the kitchen, this makes a very marked difference in the percentage loss of VSC and Maintained Lit Area. We note that the amount of skylight through fourth floor bedroom window as calculated falls below the threshold for the NSL methodology. As such we would welcome a reduction in height of the building, particularly that part to the north, or else an increase in the 'stepping' back of these additional top floors.

Rooftop Bar

Could there be some clarification as to what restrictions there will be on noise emanating from the rooftop bar and public space? Will this be a matter for licensing? We would be concerned that any music and/or noise from the public present should not cause an unreasonable disturbance.

Ambient Light Levels / Light Trespass

With regards the findings of the GIA Light Trespass Assessment, I must say that I have some serious questions and reservations about the predicted lux levels within this report. It seems extremely improbable to me, for instance, that the light trespass from the building will be <0.1 lux at the fourth floor window. That would be to say that the light trespass will be approximately equal to that of moonlight from a full moon. It would also - by my calculation - be the equivalent of merely two 100W lightbulbs at the distance that the building is away ($2 \times 1600\text{lum} / 4 \times 3.14 \times 50\text{m} \times 50\text{m}$). This is simply not conceivable given the proposed workspace illumination of 500 lux and the reflective spill inevitable from all of the glazed openings. If we say that the glazed area of the facade is approx. 2000m² and miraculously only 5% of the internal lumination spilled out of the windows then we would already have an illumination at least 10-15 times the calculated amount.

I know full-well from experience that the building in its current instantiation gives multiple levels of post curfew light trespass than 0.1 lux despite having something like 50% of the proposed new glazed area.

Could I ask that the calculations in this report be looked at again? I would also like to note that the

only 3 levels of the tower were looked at. This is obviously understandable if light trespass was calculated as being much below the threshold but should be borne in mind if any recalculations are undertaken.

If the calculations are redone and the light trespass is, as predicted, much higher, could I ask that some form of shading is proposed for the windows?

Many thanks and I look forward to hearing back.

Yours sincerely,

Gregory Renwick
Christchurch Tower
2 Greyfriars Passage
London, EC1A 7BA

Adjei, William

From: PLN - Comments
Subject: FW: 81 Newgate Street London EC1A 7AJ - 20/00311/FULMAJ
Attachments: IMG_20200522_223558.jpg; IMG_20200602_125422.jpg; IMG_20200602_125430.jpg

From: [REDACTED] >
Sent: 02 June 2020 13:43
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: 81 Newgate Street London EC1A 7AJ - 20/00311/FULMAJ

Good afternoon,

Following on from my email and comments of 15th May in regards the development at 81 Newgate Street I would like to add some further notes, if I may.

1. I take on board the explanation from GIA as to the use of the pointcloud and virtual sensor location for daylight and sunlight calculations and am confident that the thickness of the walls is appropriately taken into account in their original calculations. Thanks to them for the clarification.
2. On closer inspection of the report I have noticed, however, that the ground floor room is not included in the calculations or reported data for VSC, NSL or APSH. The first room is labelled 'F01 Kitchen', which is inaccurate. The kitchen is on Level 2 and there is a Dining Room on Level 1, which unfortunately seems to have been omitted. My assumption is that this is because, on the set of plans that were used, this room is marked 'entrance', and hallways and entrances are excluded from the regulations relating to daylight and sunlight as non-habitable rooms. Regardless of the nomenclature, however, it is clear from the floorplan layout that this room does not solely function as a hallway. There is a dining table visible on the plans and indeed it has functioned as a dining room since the completion of the development in 2006, The dining table that can be seen in the attached photograph was designed in the studio of the architect as part of the redevelopment. That photograph, together with the floorplans, which clearly shows Level 1 labelled as 'Dining Room' was taken from a sales brochure created in 2006. Furthermore, and worth noting for point 3 below, the original planning permission was amended by condition. There does not seem to be online access to these plans through the City planning portal at the moment, so I cannot confirm whether the labelling of this room has changed from 'entrance' to 'dining room' in those submissions. I would suggest that the question of whether it has or has not, however, should not have a bearing on the fact that the originally intended, but also established, use of the room is as a habitable dining room and so it should be treated as such for the purposes of these calculations.

Could I ask, therefore, that a similar set of calculations be carried out on this ground floor dining room just to be sure that it also will receive the necessary levels of daylight and sunlight? The data for this room are particularly important as there is only one window, one which faces the new development, and of course lower level rooms suffer more from loss of light due to surrounding buildings.

3. With regards the bedroom on Level 4, another issue arises from the use of the original set of planning approved plans and rather than those associated with the discharge of conditions: the bedroom is in fact smaller than indicated on the NSL Contour plans but is double height, with a gallery and a south facing window on the upper level. Please see the attached floorplans and the

plans associated with various discharge of conditions to the original planning application. My guess would be that on the lower level of the bedroom, the loss of area in the NSL calculation will be marginally greater, however when the gallery area is included, with the south facing window, probably the aggregate loss will be some number of percentage points lower. The BRE guidance that bedrooms are of less significance when evaluating loss of daylight seems fair and I would not push an objection on the grounds of a loss of >20% here, even were the changes from the updated layout not to bring the loss below this threshold.

4. With regards the light trespass and the correspondence relating, it is clear that levels will not exceed 5 lux post-curfew so I can certainly accept the general assurance given by Dr Jacobs and also accept that it was somewhat moot to have queried the level of realism of the calculated figures since there is so much headroom anyway. I do however attach a photograph which shows to what extent the current BT building at least falls short of reaching the light containment levels of the referenced ideal luminaires.

In conclusion, if the Daylight/Sunlight calculation could be carried out for the level 1 Dining Room that would be much appreciated. In the event that this does not show a significant loss of daylight or sunlight I will be happy to withdraw my objection in so far as it relates to these two grounds.

I note that (to my knowledge) I have yet to hear on the issue of potential noise pollution from the rooftop bar. Perhaps this is not legislaturally a planning issue. If the City could confirm at some point, one way or another, that would be much appreciated.

Kind regards,

Greg Renwick

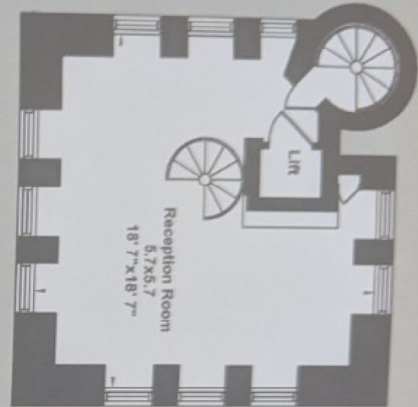
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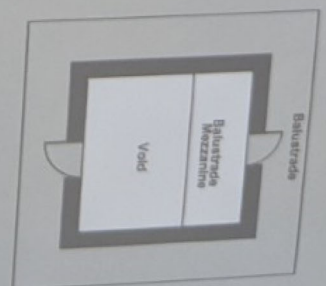
Approximate
Gross Internal Area
213 square metres (2,289 square feet)



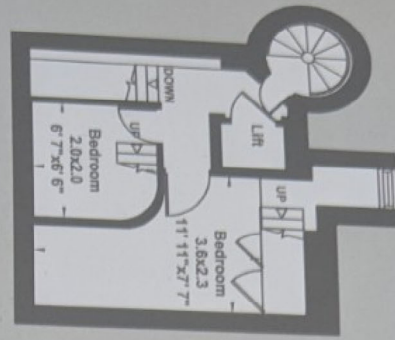
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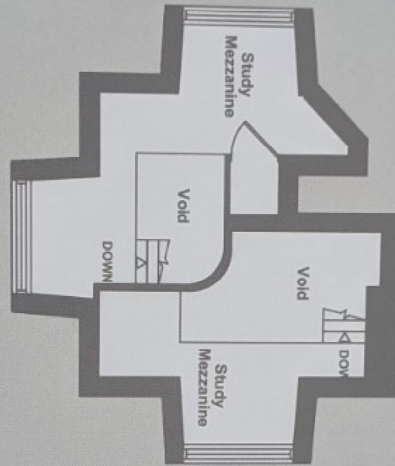
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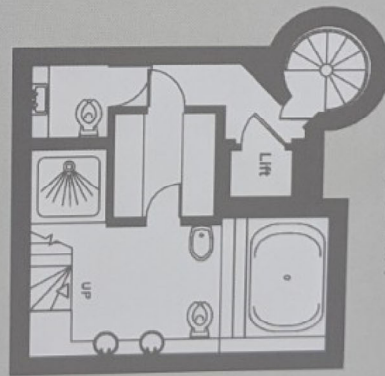
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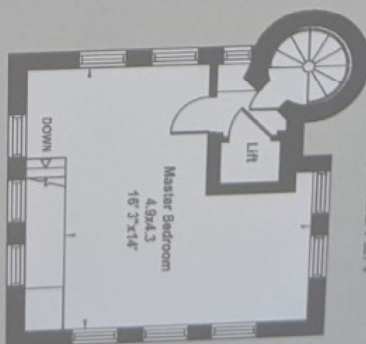
LEVEL FIVE



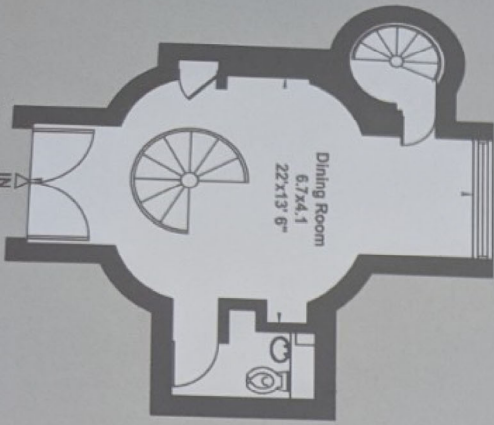
LEVEL SIX



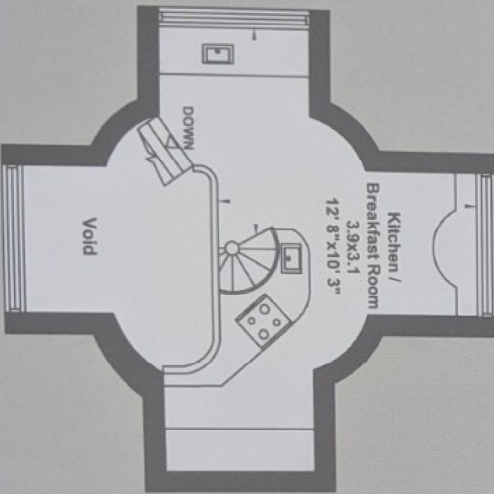
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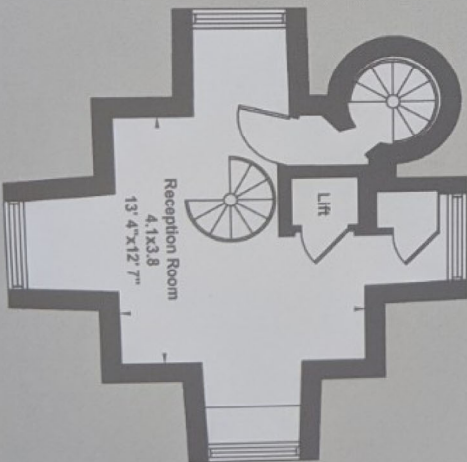
LEVEL EIGHT



LEVEL ONE



LEVEL TWO



LEVEL THREE



LEVEL FOUR

From: [Bush, Beverley](#)
To: [Adjei, William](#)
Subject: FW: FW: PD12560: 81 Newgate Street - 20/00311/FULMAJ - objection
Date: 08 June 2020 16:13:43
Attachments: [imageb94491.PNG](#)

From: [REDACTED]
Sent: 05 June 2020 17:19
To: Bush, Beverley <Beverley.Bush@cityoflondon.gov.uk>
Subject: Re: FW: PD12560: 81 Newgate Street - 20/00311/FULMAJ - objection

Dear Beverley,

Thanks very much for your email. I attach here the files that were sent with my previous email of 2 June (the 3 'IMG_' files).

It is good news about the condition relating to music and the Section 106 agreement controlling opening hours. It is also good to have the clarification from Mr Bovill at Montagu Evans that the proposal is for a restaurant and not a bar. Would they then require planning permission if in future they wished to change usage to a bar?

I have had the chance to read and review the letter with comments from Mr Francis at GIA. I think it is clear that the ground floor dining room will not suffer unduly in terms of loss of daylight or sunlight from the new development. Thank you for requesting the report and please thank them for their response.

There was one final query I had if you don't mind? I mentioned in my initial objection that I was concerned with both noise pollution but also being overlooked by members of the public on the viewing gallery. Particularly so as we are the only residence in view, and probably quite an interesting one, and so might plausibly be the source of some unwanted attention. I know that this was a particular problem for residents of Neo Bankside when the new Tate Blavatnik building was constructed with top level viewing gallery. The concern is that we have a bedroom and a living room at high level which will be overlooked as per the current roof terrace plan layout.

I am attaching a sketch, SK02, of the two galleries which, as far as I can make out, are those which face West towards the premises. While these are stepped back, the (private) terrace below is L10, 3 floors below the viewing gallery, so will not provide any limitation of the line of sight into our property (SK01). I do not know whether provision could be made for bringing the line of the gallery railing back from the building edge so that the floor of L13 might limit the view downwards sufficiently to avoid the issue? Or perhaps some other design solution?

Kind regards,
Greg

Gregory Renwick
2 Greyfriars Passage
London, EC1A 7BA

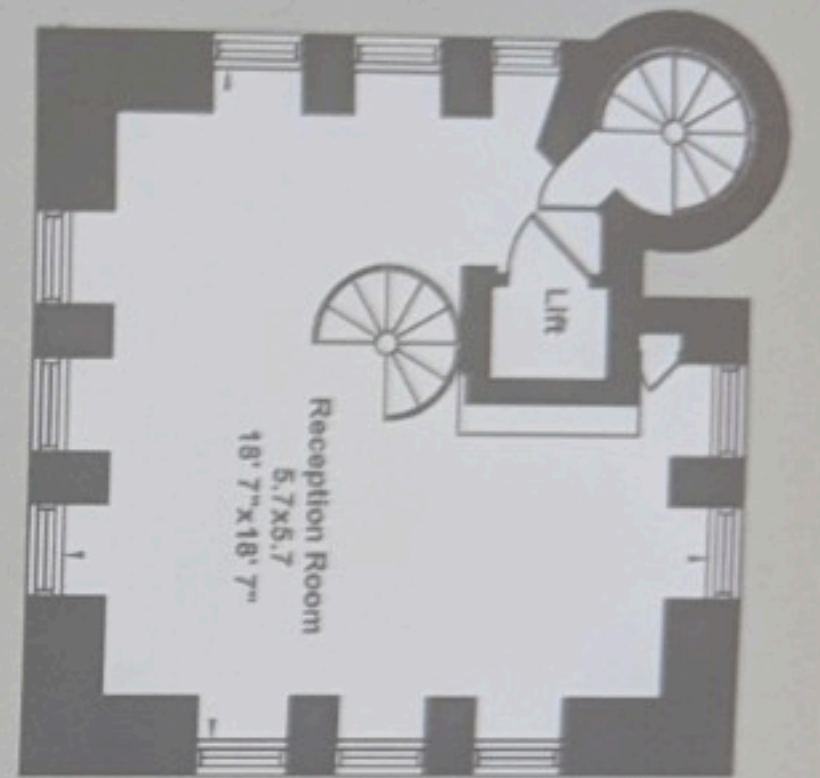
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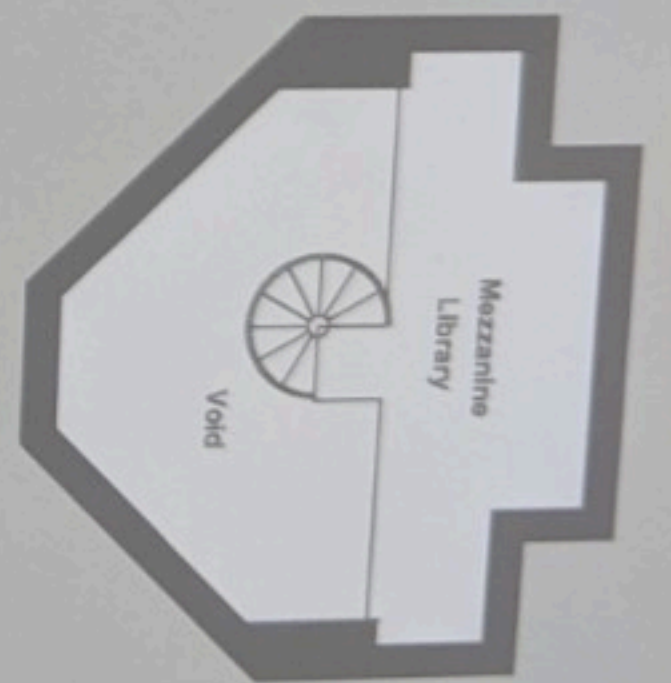




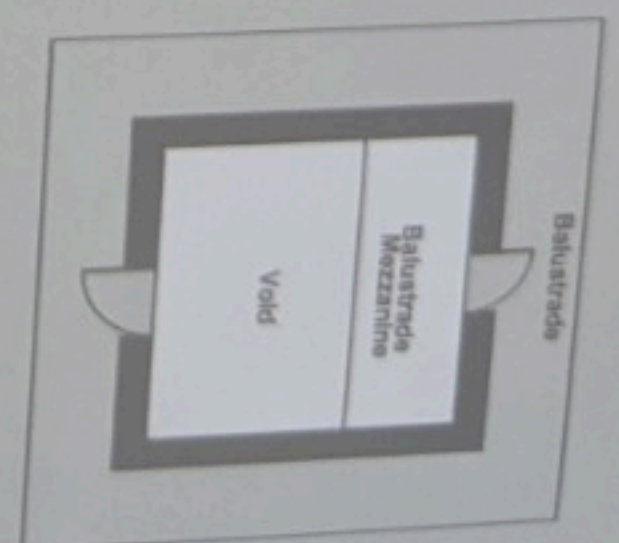
Approximate
Gross Internal Area
213 square metres (2,288 square feet)



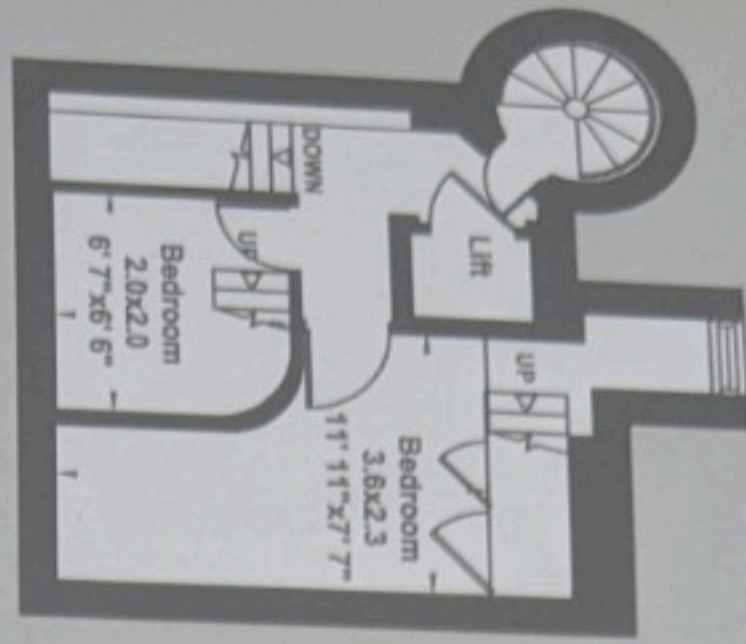
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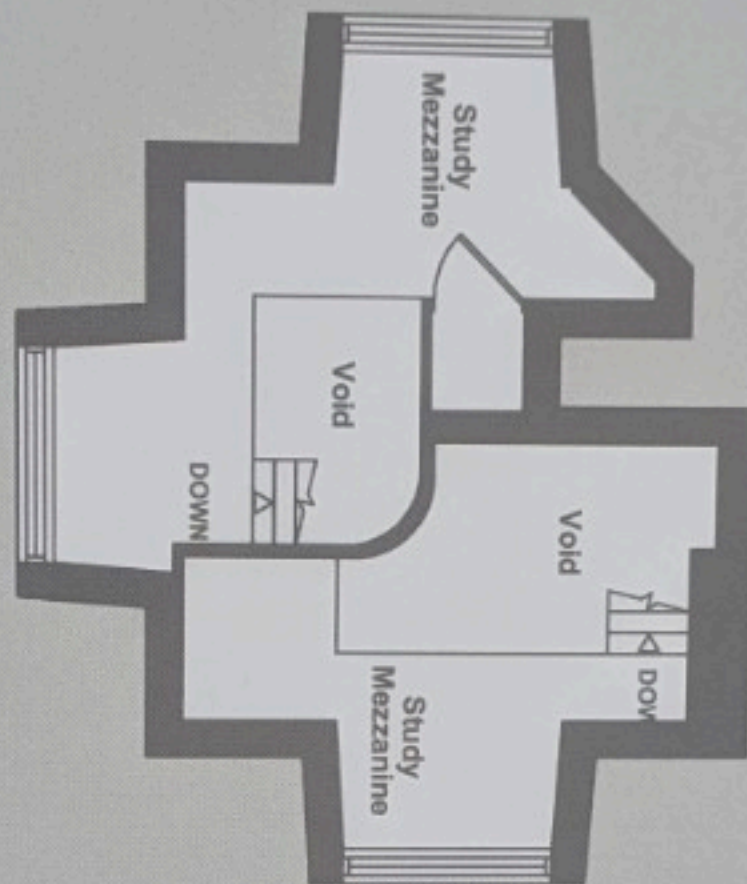
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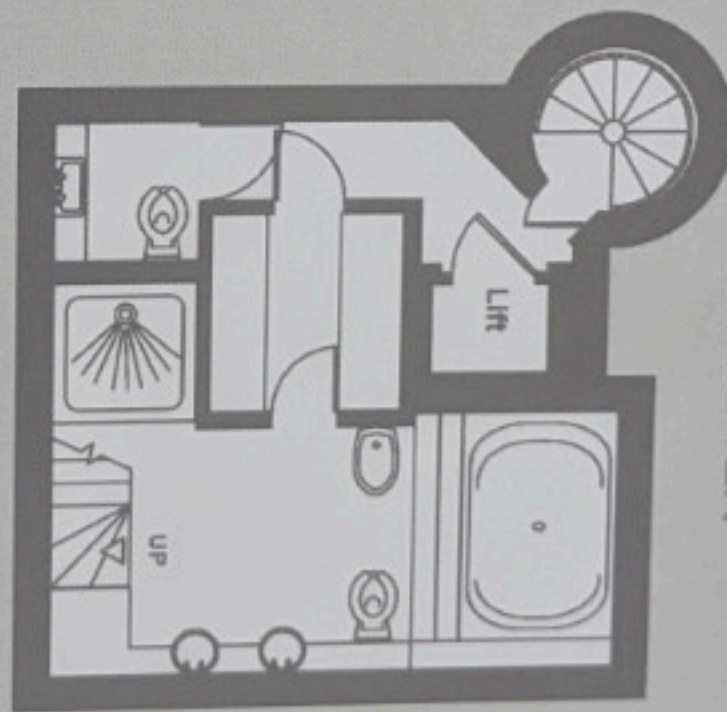
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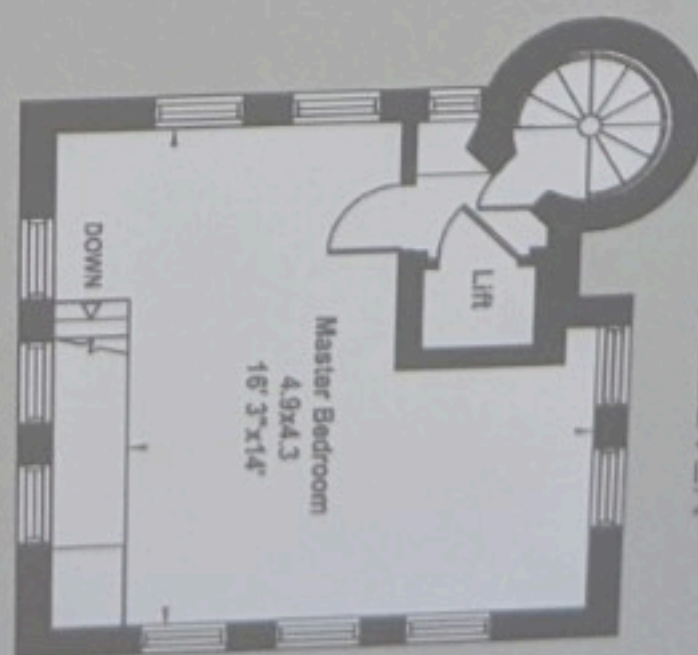
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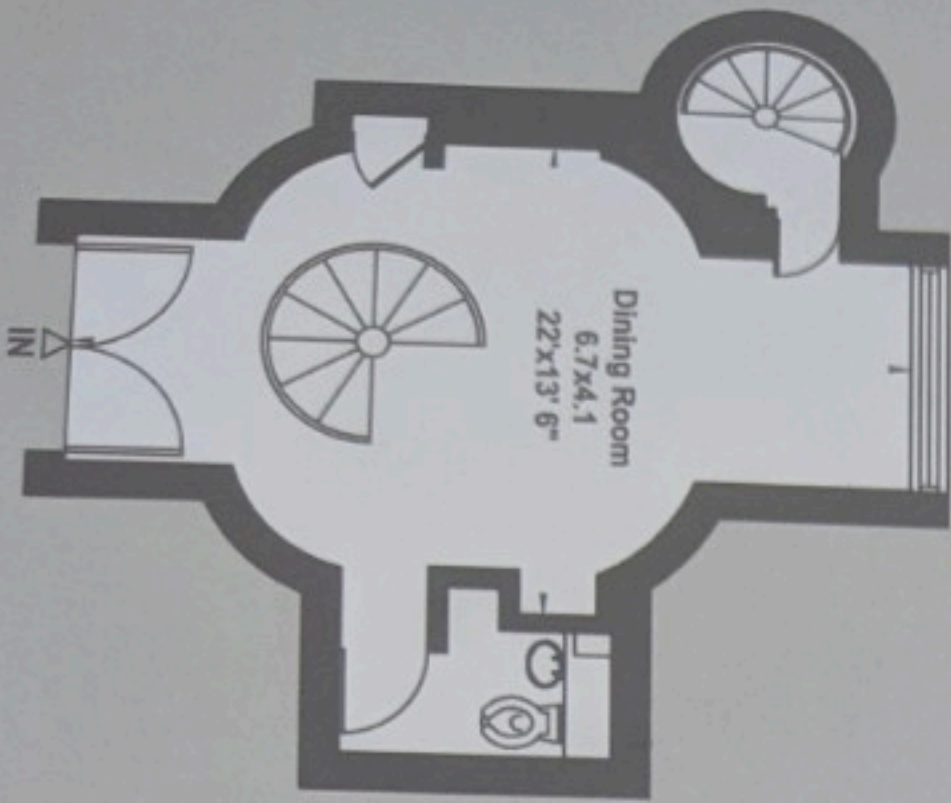
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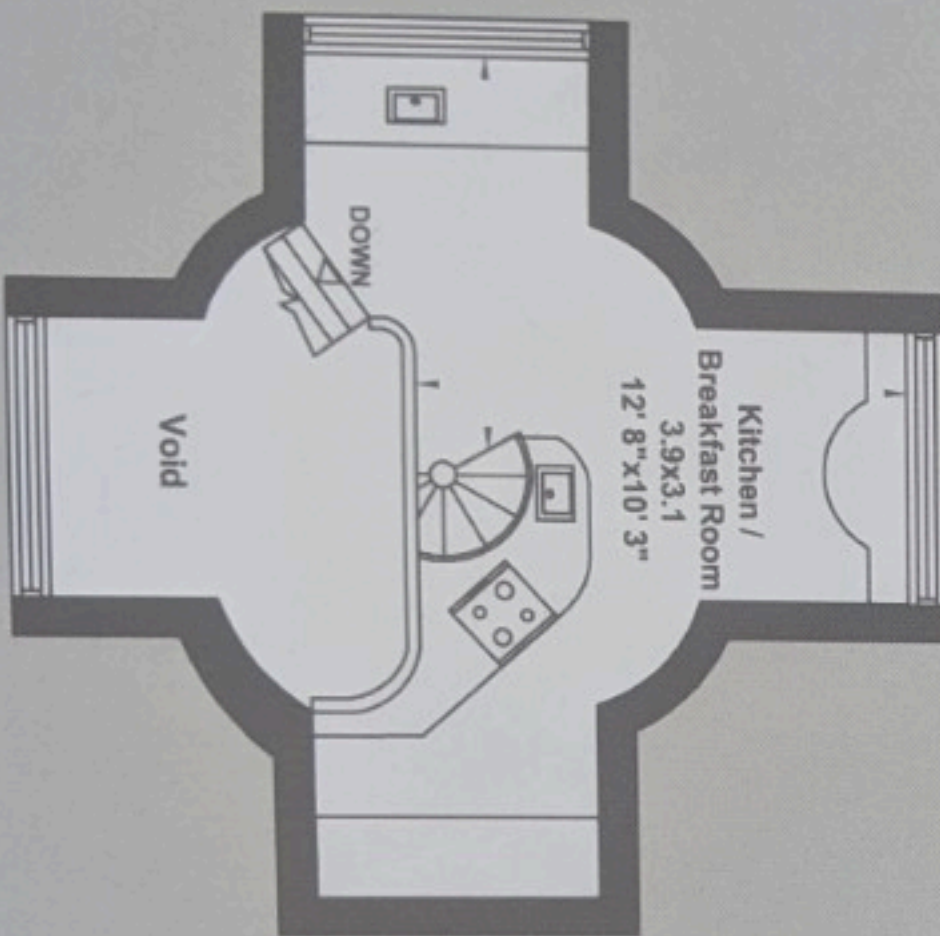
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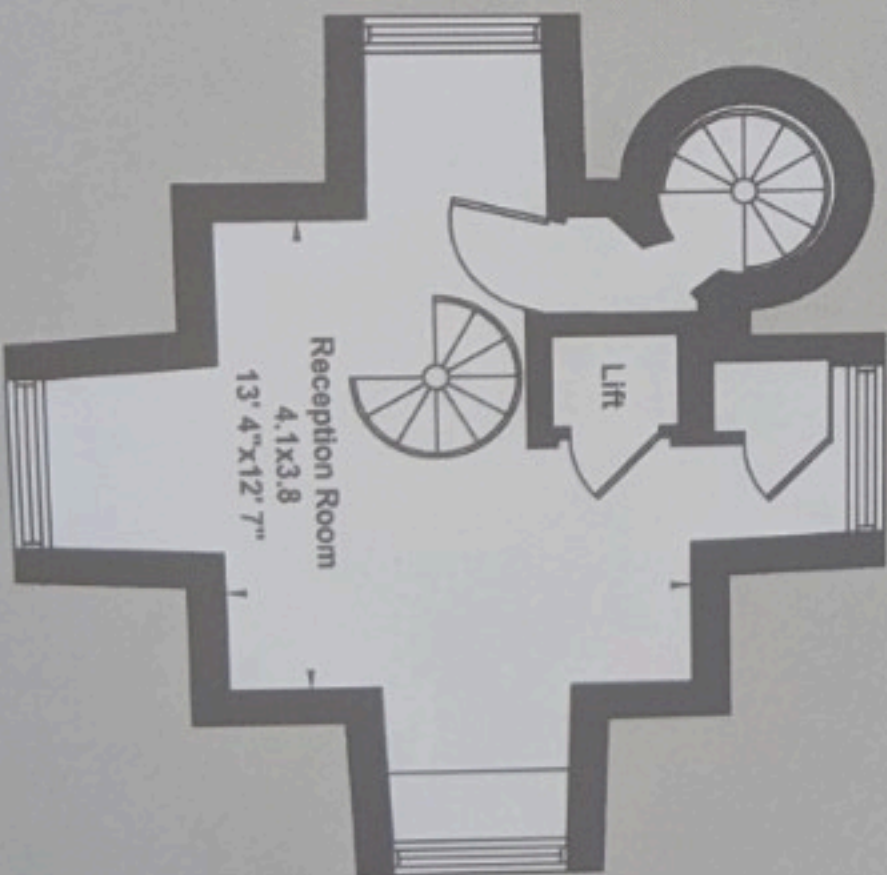
LEVEL EIGHT



LEVEL ONE



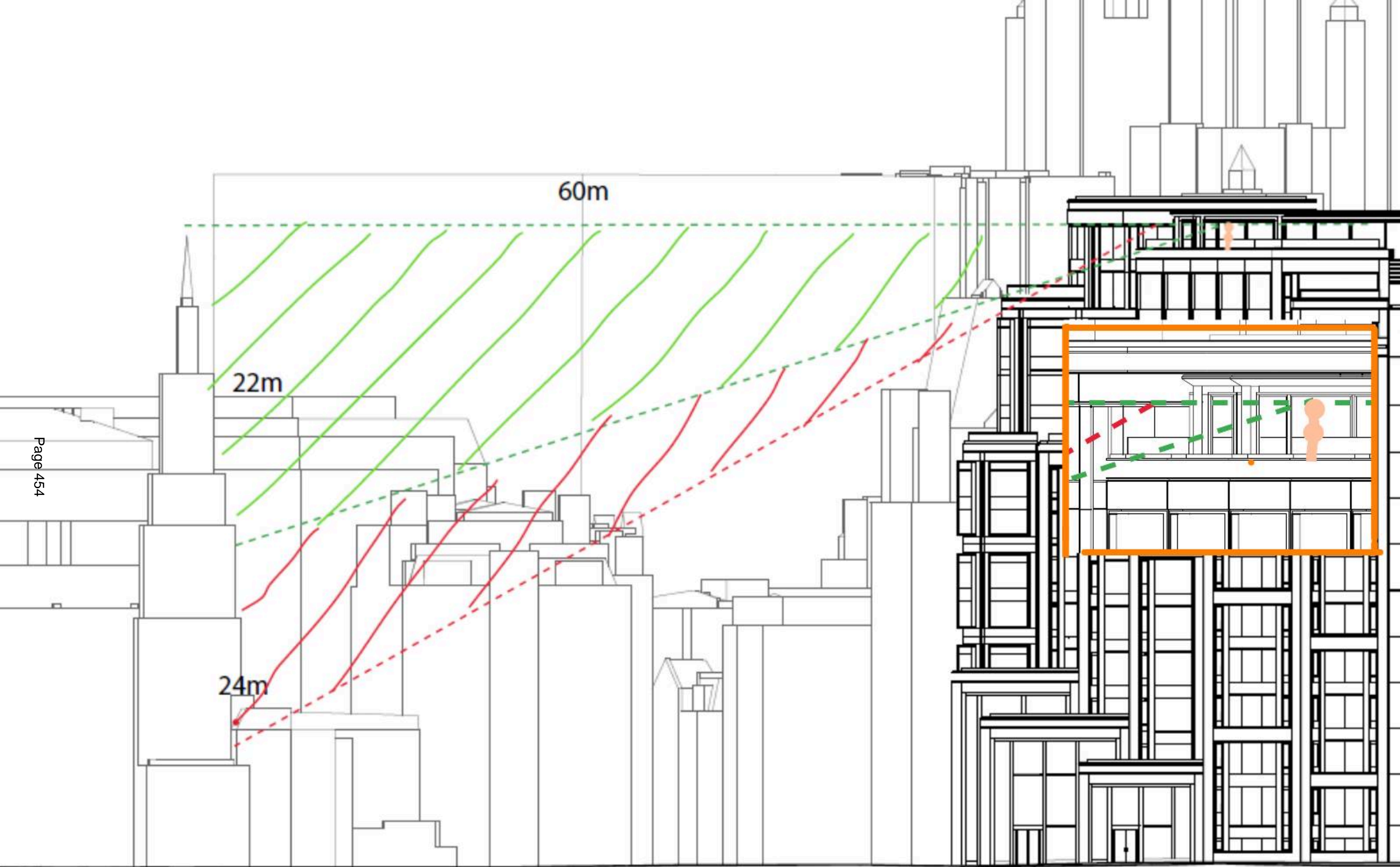
LEVEL TWO

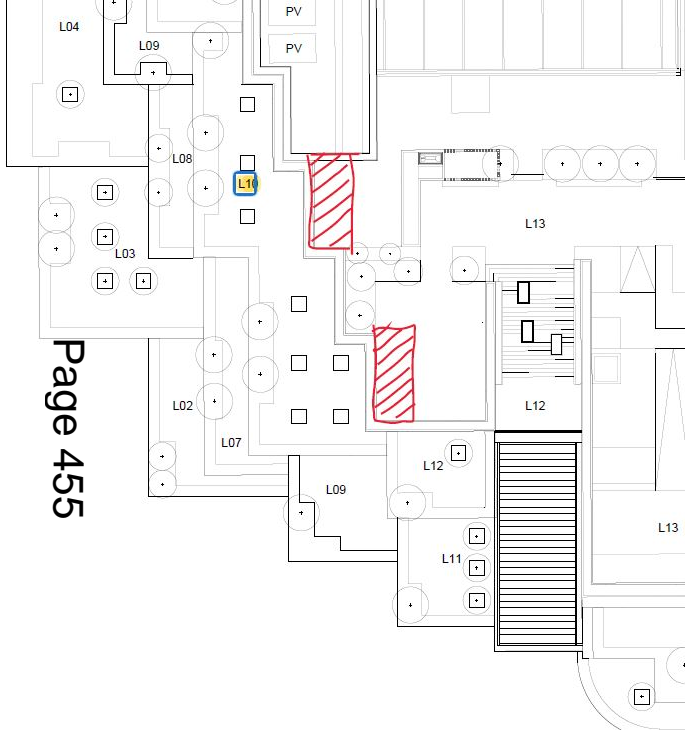


LEVEL THREE



LEVEL FOUR





9 June 2020

Ms Joanna Parker
Department of the Built Environment
City of London Corporation
PO Box 270
Guildhall
LONDON EC2P 2EJ

Dear Ms Parker

81 Newgate St EC1A 7AJ 20/00311/FULMAJ

Further to a review of the application noted above and meetings with the applicant, I write on behalf of the Chapter of the Cathedral Church of St Paul in London, referred to hereinafter as the Cathedral, regarding the application for a major re-working of the BT Centre.

We are grateful to the applicant for their consultations with us. As discussed below, we have some matters of common interest in relation to the public benefits that might be achieved, stimulated by this project.

We note and invite consideration of the following matters:

1. In relation to local views from Little Britain, looking South towards the cathedral Dome, that the applicant has taken effective and reasonable steps to mitigate the impact of the increased scale of their proposed development, and there are tangible improvements to the St Paul's Heights views of the Peristyle and Drum.
2. We have considered the impact on the LVMF view from Alexandra Palace. (view 1 in the LVMF). We note with concern that there is an accumulation of relatively minor but cumulative impacts within the Eastern consultation area, of which this proposal to increase the height of the BT Centre is a part. The City should note this cumulative effect and recommend accordingly.
3. We further note there is an LVMF view from Southwark Bridge which is impacted. The increased height will impair the legibility of the East Gable of the cathedral to be seen against clear sky.
4. We also note – which the Heritage and Townscape report fails to observe – that the proposal appears to impact the legibility of the spire of St Augustine's Tower. The tower is a Grade 1 listed building. It is not part of the LVMF tests – but should be afforded due consideration where its Setting and the Conservation Area is affected, as is clear here. The significance which is harmed is the legibility of the many Wren spires that are an internationally

Surveyor to the Fabric

valuable part of the City townscape. The City should note both these impacts and effects and recommend accordingly.

5. We note the impact on the views of the North West tower as seen from Blackfriars bridge. As observed above, this is regrettable and incrementally reduces the free-legibility of the lower stage of the bell tower.
6. We have been given assurances that the proposed greening of the building facades will be maintained and controlled by enforceable management requirements and conditions. Please may we ask that these conditions equally apply to the 5th elevation which is visible from the upper galleries of St Paul's and that the roof-terrace gardens are required to be maintained and operated to a high standard to safeguard the views and setting from St Paul's.

Turning to matters of wider interest. We would wish to commend a collaborative approach between this applicant, City Planners, St Paul's and London Diocese, Paternoster Square's owners, as well as other neighbours in the Cheapside BID to actively use this development opportunity to convene a programme of action for local public realm enhancements through Section 106 contributions.

Separately from the Planning Committee's determination of the application, we would urge the Planning Committee to request or pass a motion to initiate the gathering of these local interests to address:

1. The potential for pedestrianizing King Edward St, so that the potential for enhancing the open space and public realm of Christchurch Greyfriars gardens is realised – which would be of immense public benefit for the route northwards to the Cultural Mile institutions and southwards to connect, via Queens Head Alley, to the North Transept entrance of the Cathedral and churchyard.
2. The impoverished environs around the St Paul's tube entrance.
3. And more generally the potential for contributions from this development to be allocated to public realm benefits more generally, including the opportunity to breathe new life and resources into the stalled project for the enhancement of St Paul's churchyard.

We hope that these enhancements could be informed by commissioning a more detailed and extended survey of 'Space Syntax' and pedestrian movements, which might be funded by contributions from 81 Newgate Street, if approved.

We particularly emphasise these important public benefit considerations at this time of national crisis, when - collectively - we must not miss an opportunity for providing high quality open space in the City, in a Covid-19 world where social interaction will need more space and generosity.

Yours sincerely,

Oliver Caroe
Surveyor to the Fabric
On behalf of St Paul's Cathedral Chapter.

cc John Bushell KPF

Director:
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Project Directors:
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Committees:	Dates:
Planning and Transportation Committee [for Decision] Projects Sub [for Decision] Policy and Resources [for Decision]	23 June 2020 25 June 2020 09 July 2020
Subject: City Streets: Transportation response to support Covid-19 recovery (Phase 3) Unique Project Identifier: PV Project ID 12217	Gateway 2-4 Authority to Start Work Regular
Report of: Director of the Built Environment Report Author: Gillian Howard – City Transportation Maria Curro – City Transportation	For Decision
<h1 style="font-size: 2em; margin: 0;">PUBLIC</h1>	

Recommendations

<p>1. Approval track, next steps and requested decisions</p>	<p>Project Description:</p> <p>To implement temporary traffic management measures on City streets in response to COVID-19. These measures will provide safer spaces for people walking and cycling, and queuing outside shops and offices to socially distance, and support businesses in their return to work.</p> <p>The City Corporation’s transport response will focus on achieving two main aims:</p> <ul style="list-style-type: none"> • Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile, particularly when travelling on foot, by bike and on public transport. • City businesses are supported in their Covid-19 recovery and the City remains an attractive location for business. <p>The project consists of on street changes to provide additional space for people walking and cycling. These will first be installed using signs, lines and barriers to allow for easy adaptation if required. This will be delivered in a phased approach. On-street changes will be delivered alongside measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.</p>
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Next Gateway: Gateway 5 (on Phase 3)

Next Steps:

- A progress report on Phases 1 and 2 to be submitted for the July round of committees.
- A bid for the City's central funding and other external funding sources to be submitted.
- The final detail of Phase 3 interventions developed to support the social distancing work of Phases 1 and 2 with a delegated Gateway 5 report submitted before implementation. This will provide temporary seating and greening to support food and beverage businesses and create an attractive environment for residents, workers and visitors.
- Following a delegated Gateway 5, installation of additional cycle parking to support and enable an increase in the numbers of people cycling in the City
- Implementation of a 'school street' at the Charterhouse school from September with street closures during pick up and drop off times.

Requested Decisions:

1. Approve in principle the budget for Phase 3 to be a maximum of £650,500 subject to the confirmation of funding at Gateway 5.
2. Note the overall forecast project budget for all three phases is now £1,699,244 (excluding risk).
3. Note the proposal for a review report on all measures be submitted to committee after six months of the first measures being implemented (December 2020) (paragraphs 18-19).
4. Approve the principle of up to 1,900 new cycle parking locations, at a maximum cost of £82,000, split by:
 - a. a maximum of 50 car parking spaces within the City's five car parks being reallocated to provide up to 500 cycle parking spaces (paragraphs 48-49).
 - b. a maximum of 81 on street parking bays/motorcycle bays to be reallocated to temporary cycle parking and/or seating as part of Phase 3 (paragraphs 50-55). This equates to a maximum 13% reduction in on-street parking bays to provide up to 650 cycle spaces.
 - c. and reallocation of other carriageway and possibly footway space to provide up to a further 650 spaces and potentially up to 100 spaces on private but publicly accessible land subject to necessary legal agreements and consents being obtained.

	<ol style="list-style-type: none"> 5. Approve the 12 seating/greening locations listed in table 2 in section 12 and the proposed interventions; and note the indicative total cost of £480,500 to deliver all of the interventions; and note that if full funding is not available to deliver all locations, they will be prioritised in the order shown. 6. Agree that the implications of approving recommendations 4 and 5 may be the possible reduction of up to £336K of parking income being transferred to the Parking Reserve Account (if the temporary measures are in place for six months) 7. Approve the procurement route to purchase of infrastructure to enable seating, greening and activation via the City Corporation’s Highways term contract, accepting an additional mark-up 8-10% on the total cost (paragraph 86). 8. Approve the proposal to introduce a “school street” which involves closing the street outside Charterhouse Square School during the school starting and finishing times using an Experimental Traffic Order, and if successful would be made permanent. 9. Agree to delegate approval for design, for making of Orders and Notices and related procedures and for implementation and operation for Phase 3 to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee, subject to the receipt of funding.
<p>2. Resource Requirements to reach next Gateway</p>	<p>Estimated total cost of the programme £1M- £2M</p> <p>Funding to reach Gateway 5 would be only for officer time and is being undertaken at risk. This has been accounted for within the total estimated cost of phase 3 shown in Table 1.</p> <p>It is difficult to estimate the full cost of the programme at this time. Phase 3 and Phase 4 (largely the monitoring, review and modifications work, with potentially further delivery of supporting measures to enhance interventions as numbers of people increase) are still being developed at pace. Likewise, the length of time that these interventions may need to be in place and monitored for, is currently unknown.</p> <p>The Phase 3 work presented in this report is largely work that can be prioritised and phased as and when funding is made available. These measures will therefore be delivered in the sequence shown in Section 12 (Table 2) of this report subject to funding being obtained and any necessary traffic orders being made.</p> <p>Applications to Transport for London (TfL) and the Department</p>

for Transport (DfT) have already been made for Phase 2, this includes funding for the proposed cycle parking set out in this report. The request for £82K for cycle parking formed part of these bids but the detail is now only been worked up for approval as part of Phase 3. The cycle parking locations can be prioritised and phased should the TfL funding application not be approved in full and if other funding is not available.

A further Bid for TfL and the Governments High Street Fund is to be made, estimated at 133k and outlined in Table 3 to contribute towards Phase 3. It is also expected that a bid for Central funding will be made.

For recommended options in Phase 3 an estimate has been provided to give Members an idea of the likely costs at Gateway 5 depending upon the level of external funding received and the outcome of any bids for central funding. At the time of writing, no funding has been confirmed:

Table 1

Item	Reason	Funds/ Source of Funding	Cost (£) All locations identified
Staff costs - P&T	Project management, design	COL Central Funding	73,000
Staff costs - Highways	Detailed design and supervision	COL Central Funding	18,500
Staff costs - Open Space	Detailed design for planting and greening	COL Central Funding	6,000
Legal	Legal advice from City legal team	External (TfL Streetspace Programme)	2,000
Fees	Design and Traffic MO	COL Central Funding	16,000
Works	Physical measures to widen footways, improve cycling, provide seating and greening, install additional cycle parking, social	External (TfL Streetspace Programme/ COL Central Funding)	510,000

		distancing signs etc. (including pre purchase of materials)		
	Maintenance	Maintenance of greening / planting and cleaning of installations	COL Central Funding	25,000
	Total			*£650,500

*It should be noted that in agreeing this package of work there is a potential loss of parking income, estimated to be maximum of £336,000 in the first six months. This needs to be considered within the context of the expenditure.

Table 1b Revenue Implications

Item	cost
Loss of parking income (estimated maximum)	£336,000
Total	-£336,000

Costed Risk Provision requested for this Gateway: £0 (Risk Register – Appendix 2)

A more detailed breakdown of indicative costs is in Appendix 10.

The above costs would cover the cost of 2 full time officers for 3 months across City Public Realm, Transportation, Highway and Open Space teams working to deliver the proposals, manage contractors and the maintenance of the installations.

3. Governance arrangements	<p>Service Committee: Planning and Transportation</p> <p>SRO: Bruce McVean – Acting Assistant Director, City Transportation</p> <p>Bronze Group for Covid-19 recovery for Transportation and Public Realm</p>
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Project Summary

4. Context	<p>Background</p> <p>1. The Planning and Transportation and Policy and Resources Committees received a report in May 2020 setting out the City Corporation’s transportation approach to responding to Covid-19 to accommodate</p>
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social distancing requirements. Members approved the aims and objectives, overall approach and in principle details of the first phase of delivery.

2. The same committees then received a second report in June detailing Phase 2. This phase still primarily focused on changing the function of streets to provide greater space for people who walk and those who cycle into the City and between the main transport hubs and shopping districts.

Phase 1 Proposals

3. Approval was granted to delegate the decision for the implementation of Phase 1 measures to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of Planning & Transportation and the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee.
4. This delegation was exercised on 2 June and implementation started on 4 June with the timed access closures (Mon-Fri, 7am to 7pm no access except to off street premises) on
 - St Mary Axe
 - Lombard Street
 - Coleman Street
5. The remaining proposals in Phase 1 were implemented from 8 June which include one way working and reallocation of space to walking and cycling.
6. The point closure on Cheapside is expected to be installed in late July as soon as the closure that is in place for the gas works is removed. The point closure on Leadenhall Street (except for buses and cycles) has been postponed until the traffic signal changes to allow the left turn from Cornhill to Bishopsgate can be actioned by TfL. They are awaiting a new piece of equipment to allow this movement to be undertaken. It is anticipated that this will be done by the end of June, but we await final confirmation.

Phase 2 proposals

7. A similar delegated request was made within the Phase 2 report for approval for design, for making of Orders and Notices and related procedures and for implementation and operation to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee; subject to receipt of external funding from TfL and DfT. This delegation is expected to

be exercised in the week commencing 15 June.

8. Since the time of writing the second report we are now considering additional funding sources to Transport for London Streetscape fund as early indications are that this fund is heavily oversubscribed. A decision on funding for Phase 2 is expected on the 17th June. It is likely that some of the Phase 2 and most of the Phase 3 work will require additional funding from other sources and a bid for Central Funding is expected to be made for these works. Officers will continue to actively seek third party funding for these works with the expectation being that the On Street Parking Reserve funding could be applied towards the costs of the works if other expected funding was not confirmed or would enable the priority works to be delivered at pace.

Progress headlines

Communications and Engagement Update:

9. The Communications and Engagement table in Appendix 5, outlines the communication and engagement activities undertaken to date and planned communications.
10. Meetings with the London Boroughs of Camden, Islington and the City of Westminster have taken place, and a meeting with the London Borough of Tower Hamlets is being arranged, to discuss coordinating and monitoring those works which are close to borough boundaries and or which impact other highway networks.
11. Engagement with TfL continues and an outline of their proposals for Bishopsgate are included in this report. TfL have been supportive in getting the Phase 1 work delivered at pace.
12. In terms of public engagement, the City Corporation is following current legislation regarding statutory consultation for temporary Traffic Orders that are required for the traffic management measures in Phases 1 and 2. Also utilised are a range of existing and established communication channels to ensure the widest level of awareness possible at this time, including using the dedicated Covid-19 e-newsletter for residents and the regular Barbican Estate e-bulletin. Press and social media campaigns are being used to ensure that people who travel to and through

the City are made aware of the changes.

Monitoring and review of temporary measures:

13. The Monitoring Strategy will monitor and report on a range of factors that may be impacted by the temporary Covid-19 recovery measures. Monitoring will capture reports of casualties and collisions, journey times, air quality, traffic flows, pedestrian volumes and the perceptions and experiences of all street users.
14. Comments and feedback from the public will be captured using an online map-based survey. This is expected to go live in the week beginning 22 June.
15. The Monitoring Strategy will enable Officers to react quickly to change in demand, safety issues or feedback from street users.
16. It will also help inform when it may be appropriate to begin removing temporary measures and whether any of the temporary measures could potentially be made permanent. Any proposals to retain the temporary measures will be subject to a formal process including consultation and traffic order making.
17. Monitoring updates will be included in reports back to members.

Reporting Schedule:

18. Members have requested a schedule for reviewing temporary measures. It is proposed that a formal review report is submitted after six months of the first phase installation (December 2020); with regular updates provided in the meantime.
19. This timing may need to be brought forward if Government guidance or advice changes.

Tables and Chairs Licencing:

20. A separate report, titled, 'Tables and Chairs – Assessment criteria, processes and fees in response to COVID-19 lockdown and easing' is on the Planning and Transportation Committees agenda for the 23 June. This report follows the discussion at the 2 June committee.

TfL proposals update:

Bishopsgate (A10 Corridor):

21. Transport for London (as the Highway Authority and

Traffic Authority for Bishopsgate) are working on proposals to improve the Bishopsgate corridor through the City for people who walk, cycle and use public transport. Their proposals will restrict motor vehicle through traffic along Bishopsgate using “bus and cycle gates” during part of the day. This is likely to be Monday to Friday 7am to 7pm, matching the other timed restrictions in the City. The aim of their proposals is to significantly reduce the volume of through traffic on this corridor so that more and safer spaces can be reallocated for people walking, cycling and to improve bus priority.

22. Details are still being discussed but the City and TfL have been working together to ensure that the City’s Phase 1 and 2 proposals and TfL’s proposals for Bishopsgate are complementary.

23. To facilitate this there are several proposed banned manoeuvres from the City’s network. This includes a banned right turn from Fenchurch Street to Gracechurch Street. There is also some concern that this proposal may create a rat-running problem along Primrose Street, Appold Street, Sun Street, Wilson Street and Finsbury Square. Options including banning the left turn from Primrose Street into Appold Street or to ban westbound traffic on short sections of Sun Street, Pindar Street and Earl Street are being considered (including discussions with Hackney) to mitigate against this.

24. At the time of writing, TfL do not have detailed proposals for us to be able to include it in this report as their designs have not yet been finalised and approved internally. An update can be provided by officers at the Committee meeting on this element.

25. TfL are working on a monitoring strategy that, when used in conjunction with the City’s, will combined give an overall picture of both authority’s proposals. It is anticipated that any significant implications will be identified through this work and where appropriate further modifications may be made. It is anticipated that work to implement the proposals on Bishopsgate will take place from the end of June.

Farringdon Street:

26. TfL have also indicated that they intend to implement some changes along Farringdon Street, but we have not yet had any discussions with them on this as their work is at an early stage. An update will be provided in future reports as necessary.

<p>5. Brief description of project</p>	<p>Phase 3 proposals</p> <p><u>Seating and greening</u></p> <p>27. Phase 3 is largely delivering changes to Tier 2 streets, but also includes some further measures on some Tier 1 streets that were included in Phases 1 and 2.</p> <p>28. Tier 2 streets predominantly comprise local access streets with lower footfall, meaning little or no reallocation of space is required to facilitate pedestrian movement. This means there is potential to reallocate space to seating and greening to improve the experience of walking, cycling and spending time on the City's streets. Measures including moveable seating, planters, parklets and increased space for walking have been considered and are to be introduced in a staged approach.</p> <p>29. A total of 12 sites have been identified for the first tranche of seating and greening. These locations have been chosen and prioritised for installation against various criteria including existing footway widths, proximity to food outlets (including consideration of existing table & chair licences which have been suspended), and likelihood for pedestrian crowding,</p> <p><u>Supporting and additional measures</u></p> <p><i>Cycle parking:</i></p> <p>30. Phase 3 proposals also include additional cycle parking to support the sustainable return to work and help manage demand for public transport.</p> <p>31. Approximately 1,900 possible spaces have been identified across the City for a mixture of personal and dockless bike parking. Demand for cycle parking will be monitored over the coming months to inform our temporary space reallocation planning and ensure a suitable amount of temporary cycle parking is provided across the City. Implementation plans have been phased to allow us to respond to the easing of lockdown restrictions and return of workers to the City.</p> <p><i>Queue management on public highway:</i></p> <p>32. The City's Public Realm team have been working on a City Corporation led approach to deliver a consistent and understandable approach to on street markings to facilitate queuing and social distancing.</p>

	<p>33. Queue markings will be installed following requests by businesses. Other markings to help manage the movement of people will be installed as required.</p> <p><u>School Street:</u></p> <p>34. Proposals in Phase 2 included retaining the existing temporary eastbound one-way working and to widen footways on Charterhouse Street, Charterhouse Square and Carthusian Street as an immediate intervention to support pupils returning to Charterhouse School.</p> <p>35. Under Phase 3 it is proposed to implement a ‘School Street’ from the start of the autumn term. This would close the street to motor vehicles at the start and end of the school day to reduce road danger and support children walking to and from the school. This would be delivered using an Experimental Traffic Order and be made permanent if it is successful.</p>
<p>6. Consequences if project not approved</p>	<p>36. As lockdown restrictions are eased it will be essential to provide additional space on the City’s streets to people walking and cycling. This will enable City residents, workers and visitors to maintain safe social distances and will reduce road danger. Providing a proportionate response to COVID-19 will provide confidence to businesses that they and their staff can return safely to work.</p> <p>37. Proposals are being developed, and can be delivered, at pace and will be adaptable to changing circumstances. This will ensure necessary temporary change to streets can be delivered in advance of a significant return of workers to the Square Mile.</p> <p>38. Should the proposed cycling provision not be approved, cycling demand may exceed cycling infrastructure making it difficult for those cycling to/from the Square Mile. Lack of additional cycling provision may also result in increased demand on public transport</p> <p>39. The seating and greening proposals provide an opportunity to enhance the use of public spaces. Should these proposals not be approved, there will be a lack of outdoor seating making it more difficult for food and beverage businesses to adjust social distancing requirements.</p>
<p>7. SMART project objectives</p>	<p>40. The proposed COVID-19 response, associated projects, and the pace at which their implementation is required, amount to meaningful change in the City of London’s street environment and highway network. It is</p>

	<p>imperative that these changes are quantified as far as possible, to understand the magnitude of change and the impact it may have (positive or negative), on the users of City streets.</p> <p>41. The following short term and medium-term objectives were set out in the previous Committee reports:</p> <p>Short-term objectives:</p> <ul style="list-style-type: none"> • Ensure Covid-19 recovery is primarily based on walking, cycling and the managed use of public transport, seek to minimise the use of private vehicles, private hire vehicles and taxis for travel to and within the Square Mile. • Provide people with the space they need to comfortably and safely maintain social distancing while walking and spending time on the City’s streets. • Enable more people to feel safe and comfortable when cycling and provide the space needed to accommodate the increase in cycling levels. • Support City businesses by providing them with the information they need to plan for the safe return of their staff and to help manage demand on public transport. • As far as possible ensure any recovery projects and initiatives are aligned with the Transport Strategy. • Deliver change as quickly and efficiently as possible and in ways that are flexible and can adapt to changing circumstances; and • Minimise disruption while recognising some potential negative impacts, e.g. potentially longer motor vehicle journeys to access or service properties and businesses. <p>Medium-term objectives:</p> <ul style="list-style-type: none"> • Explore opportunities to give additional pace to Transport Strategy policies including to increase space and priority for people walking and enable more people to choose to cycle. • Secure a sustained reduction in the number of people killed and injured while travelling on the City’s streets. • Secure a sustained reduction in motor traffic. Ensure that any short-term increase in car, taxi and private hire vehicle use is reversed as conditions return to normal. • Secure sustained reductions in emissions and noise from motor vehicles. • Assist City businesses in adapting to the ‘new normal’ and secure change in business activities to support delivery of the Transport Strategy.
<p>8. Key Benefits</p>	<p>Overall</p> <ul style="list-style-type: none"> • Sufficient street space is provided to ensure adequate

	<p>social distancing and the safety and comfort of City residents, workers and visitors.</p> <ul style="list-style-type: none"> • City businesses are supported in their Covid-19 recovery and the City remains an attractive location for business. <p><i>Cycling provision</i></p> <ul style="list-style-type: none"> • Additional cycling infrastructure and cycle parking spaces/locations to accommodate the expected increase in cycling • Facilitate cycling to/from and within the Square Mile Support the cycling objectives set out in the Transport Strategy • Enable the return of workers to the City while reducing demand on public transport <p><i>Seating and greening</i></p> <ul style="list-style-type: none"> • Support businesses in adapting social distancing requirements by providing outdoor seating space • Provide greening and seating to allow those who live, work and visit to enjoy public spaces across the City • Facilitate the use public spaces in a safe manner
9. Project category	5. Other priority developments
10. Project priority	B. Advisable
11. Notable exclusions	<i>N/A</i>

Options Appraisal

12. Overview of options	<p>School Street:</p> <p>42. To further improve safety and the environment for children walking to and from the Charterhouse school, a street closure is proposed during the school starting and finishing times using an Experimental Traffic Order and if successful be made permanent. To ensure compliance and minimal staff resources to manage the school street, signage and enforcement cameras will be used. The estimated cost of this is £60k, which will be funded from TfL Streetspace bid for Phase 3.</p> <p>Cycle Parking Provision</p> <p>43. To accommodate the expected increase in people</p>
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cycling to the City, space for up to 1,900 new cycle parking spaces have been identified. At present there are approximately 2,400 on-street cycle parking spaces in the City. 300 of which are in dockless bays.

44. Cycle parking is proposed to be located in City Corporation car parks, by repurposing payment parking bays or motorcycle bays, and on spare carriageway, footway and publicly accessible private land.

45. Some of these locations are easier to deliver than others and there are potential impacts of installing cycle parking in car parks and payment parking bays in terms of parking income and potential demand for car parking. These will be considered alongside the demand for cycle parking to ensure a balanced approach that support businesses and enables a sustainable return to work. It is expected that travel patterns may continually change as recovery of the pandemic progresses. Parking occupancy and capacity for both cycles and motor vehicles will be monitored to ensure that space reallocation does not unreasonably impact other essential parking uses, such as servicing and loading, during the temporary period. Given all temporary infrastructure can be relocated easily we will adjust temporary cycle parking levels and distribution in response to our occupancy monitoring.

46. Cycle parking spaces will be implemented in a phased approach, dependent on demand and balancing the need of parking spaces to be used by others in the meantime. The stands can easily be installed and removed or relocated if necessary.

47. Appendix 4 outlines the cycle parking proposals in greater detail, including an indicative map of the proposed cycle parking locations.

Cycle parking in City Corporation Car parks.

48. It is proposed that a maximum of 50 car park spaces across the five City-owned car parks are converted into approximately 500 cycle spaces:

- Baynard House: Reallocate 10 parking spaces to provide 100 cycle spaces
- London Wall: Reallocate 17 parking spaces to provide 170 cycle spaces
- Minories: Reallocate 5 parking spaces to provide 50 cycle spaces
- Smithfield: Reallocate 7 parking spaces to provide 70 cycle spaces
- Tower Hill: Reallocate 11 spaces to provide 110 cycle spaces

49. Prior to Covid-19, City car parks were underutilised with up to 50% of spaces unoccupied at peak times across the car parks. It is possible there will be a short-term increase in car parking demand in the early stages of COVID-19 recovery. This will be monitored, and reallocation can be delivered in a phased approach if necessary, to take into account both car parking and cycle parking demand.

On-Street Parking Bays

50. It is proposed to reallocate up to 81 parking bays to cycle parking and parklets/seating. This equates to 13% of on-street parking provision. A maximum of 10 bays (of the 81) will be used to accommodate parklets, with the remainder being used for cycling parking, including dockless cycle hire bays. Parklets may also incorporate some cycle parking. An Equalities Analysis is being undertaken on phase 3 proposals; key issues will include the impact on parking availability for mobility impaired. Some further comment is included in section 17 Equalities Analysis.

51. Parking bays will be reallocated to cycle parking on streets where there are six or more payment parking bays, with up to one parking bay per six converted to cycle parking. This approach would provide space for approximately 650 cycles. These spaces will be split 50/50 between public cycle parking and parking bays for dockless cycles.

52. There is likely to be a reduction of parking income as a result of these reallocations. It is estimated that up to £336,000 could be lost over six months compared with if the parking bays were fully utilised.

53. These spaces can be delivered in a phased approach that takes account of demand and manages the disruption to parking and reduction in parking income.

54. If payment parking demand increases beyond current levels, we will look to reduce the reallocation of payment parking spaces and make up the provision through the partial reallocation of up to 45 of the City's larger motorcycle bays. This could provide up to 450 cycle parking spaces.

55. The demand for cycle parking, motorcycle parking and payment parking will be monitored to ensure balancing the needs of all uses is met as best as possible.

Reallocation of other public highway space

56. Around Bank Junction and the City Cluster area, carriageway and footway space will be reallocated for cycle parking. It is expected that 650 cycle parking spaces could be delivered. Footway space will only be used where suitable carriageway space is not available and where cycle parking will not restrict pedestrian movement.

57. The use of temporary cycle parking will be monitored, and it may be appropriate to make some spaces permanent. If cycling numbers grow and are sustained, consideration to keeping some of these locations across all of the types of reallocated space may be requested.

Private but publicly accessible land.

58. There may also be potential to provide additional cycle parking on private but publicly accessible land. We have identified that around 100 cycle spaces could be provided. However, the feasibility of this is still being investigated as this would require legal agreements and indemnity which may prove unfeasible in the temporary timeframes of this scheme's response.

Cost estimate:

59. £82k is included in the Phase 2 funding request to TfL for the procurement and installation of cycle parking and dockless cycle bays.

Queue management and markings

60. The City's Public Realm team have established a City Corporation led approach to delivering a consistent approach to on-street markings to facilitate queuing and social distancing.

61. This work is been developed in consultation with the City Markets & Consumer Protection team, and the City of London Police.

62. The design of the markings reflects the City Corporation's 'identity' (font, colours, etc.) to ensure a clear and understandable message. A durable vinyl material will be used with a lifespan of around three months. The signage/marker can be used on both public and private footways.

63. Businesses will be able to request temporary street signage/markers directly by completing a short online form. All requests will be reviewed by the City Corporation, taking into consideration the width of the pavement and neighbouring premises. Signage will then be installed by Riney to ensure a high-quality finish.

64. To further support businesses, the City's public realm team have developed a queuing management guidance document. This document will also be featured on the website and promoted to businesses.

65. This workstream will be supported by BIDS and other business associations.

Seating and greening

66. Phase 3 seating and greening measures are largely proposed to deliver changes to Tier 2 streets, but also includes some further measures on some Tier 1 streets that were included in Phases 1 and 2. The need to provide additional space for walking on Tier 2 streets has also been considered.

67. Tier 2 streets predominantly comprise local access streets with lower footfall, but which would benefit from reduced through traffic to improve safety and comfort for pedestrians and cyclists. The lower footfall means that little or no reallocation of space is required to facilitate safe pedestrian movement.

68. These streets have been identified as providing opportunities for seating and greening that will create space for people to rest and relax. They will have the capacity to transform the locations over time and support safe social interaction, along with enabling food and beverage businesses to operate in line with government guidance.

69. These streets have been assessed using the following criteria:

- Footway widths – with priority given to streets where widths are less than two metres and may require space reallocation to walking.
- Proximity to food and beverage outlets – recognising the need to support retail businesses and taking account of the amenity value of seating to highway users, including customers of food retailers, and the five principles agreed at the 2 June Planning & Transportation Committee: recognising the need to nurture a thriving City economy; putting safety first; no privatisation of public space; having regard to space to queue outside premises; and the extent of new or existing public seating nearby.
- Likelihood for pedestrian crowding – streets where pedestrian flows are likely to be higher, both in terms of movement and dwelling, based on existing numbers and anticipated future changes as people return to the City.

70. This assessment has identified 12 locations that are recommended for implementation. These streets are listed in Table 2 below, and further details of their characteristics, proposed interventions etc. are contained in Appendices 7 and 8. The first tranche, involving moveable seating and use of barriers to reallocate carriageway space, is expected to be completed within 3-5 weeks of the funding being secured, subject to obtaining necessary consents. The larger elements (planters and parklets) are expected to follow around 7-9 weeks after funding is secured.

71. Further opportunities for seating and greening will be explored and may be brought forward in later phases if there is sufficient need, demand and funding.

72. In addition to the locations identified in Table 2, officers will explore opportunities to reallocate carriageway space for tables and chairs, where it is safe and practical to do so. In such locations, tables and chairs will be privately managed but available for public use. This approach is already being explored for Middlesex Street in liaison with The Aldgate Partnership.

Table 2

Location	Proposed changes
1. West Smithfield (rotunda)	Reallocation of carriageway space to accommodate moveable seats and planters
2. Cheapside*	To be delivered following Phase 1 implementation. Reallocation of carriageway space to accommodate moveable seats and planters
3. Chancery Lane (Carey Street to Southampton Buildings)*	Reallocation of carriageway space to accommodate parklets, moveable seats and planters
4. Carter Lane (Creed Lane to Ludgate Broadway)	Extension of timed closure to 7am-7pm and possible reallocation of space to accommodate moveable seats
5. Coleman Street (Kings Arms Yard to Coleman Street Buildings)*	Suspension of up to two parking bays and reallocation of carriageway space, to accommodate parklets and moveable seats

6. Bow Lane and Watling Street	Extension of timed closure to (7am-7pm) and suspension of one parking bay to accommodate a parklet, moveable seats or planters
7. Harrow Place*	Suspension of up to two parking bays to accommodate parklets
8. City Cluster (exact locations to be determined)*	Reallocation of carriageway space and suspension of up to three parking bays to accommodate parklets, moveable seats and planters
9. Old Jewry*	Suspension of up to one parking bay to accommodate a parklet, moveable seats or planters
10. Whitecross Street (within City boundary)	Reallocation of carriageway space to accommodate up to two parklets
11. Long Lane (Aldersgate Street to Lindsey Street)	Suspension of up to two parking bays to accommodate parklets and planters
12. Wood Street (Cheapside to Goldsmith Street)	Reallocation of carriageway space to accommodate up to two parklets

**complementing measures implemented in Tier 1*

73. Given the varying scales of these interventions it is intended to implement them in stages, with quick, simple solutions being introduced initially and then more substantial, semi-permanent structures which required longer procurement leading times being installed. The measures delivered will be assessed as part of the wider monitoring strategy.

74. Measures being considered for Phase 3 include:

- Moveable seats – single, folding seats which can be picked up and moved by people. In most cases these would be supplied by the City of London but be managed by a third party. These are distinct from licenced tables & chairs.
- Parklets – small structures typically positioned on the carriageway, roughly the size of a standard car parking space. The structures can include elements of seating, greening and cycle parking, and provide level access from the footway. They will be designed to facilitate social distancing and may be used as enable queuing in certain locations. These structures offer a high degree of flexibility and can be moved to other locations if needed.

	<p>In order to maximise the sustainability of the parklets, officers are currently investigating a high-quality product which can be manufactured in a modular fashion, with an option to either purchase outright or to hire the product for an extended period of time. After the loan period the structures would be removed and returned to the manufacturer to be repurposed / refurbished for use elsewhere. Through this innovative approach, the design solution responds to need to reduce waste in line with the City’s ambition to implement a circular economy.</p> <ul style="list-style-type: none"> • Planters – smaller planters, roughly 1m³ in size, which are large enough to accommodate small trees. Officers are working with colleagues in Open Spaces to ensure that the planting and trees have a high likelihood of thriving and will be sustainable. • Extended footway – using the same approach as Phases 1 & 2, areas of extended footway will initially be provided using barriers, allowing officers to adapt them as required. Following a period of monitoring and adjustment the measures may be upgraded to improve their appearance and functionality (e.g. replacing barriers with planters). At this point, measures to highlight those sections of carriageway which have been converted for use by pedestrians may be introduced. These measures are likely to involve relatively simple interventions such as painted or thermoplastic patterns directly applied to the carriageway surface, and potentially more substantial ‘boardwalks’ which would provide level access; however this latter option will be subject to costs and detailed design. These measures can be customised by area to provide continuity (e.g. incorporating Culture Mile branding) and have the flexibility to add other measures such as cycle parking.
<p>13. Communication and Engagement</p>	<p>75. The City Corporation will follow current legislation regarding statutory consultation for temporary Traffic Orders required, for example, to widen footways. Also utilised are existing established communication channels to ensure the widest level of awareness, including City Property Advisory Team (CPAT), City Property Association (CPA) and BIDs/partnerships, resident groups and transport modal groups. Press and social media campaigns are being used to ensure that people who travel to and through the City are also notified.</p> <p>76. A monitoring strategy will be in place and feedback from residents, businesses and street users will be sought</p>

	<p>following implementation. An interactive online portal will be used to collect and collate feedback.</p> <p>77. The communication and engagement update in Appendix 5, provides an update on stakeholder engagement to date and what is planned.</p>
<p>14. Legal Implications</p>	<p>78. The City Corporation has the power to use Temporary Traffic Orders to temporarily restrict traffic because of the likelihood of danger to the public.</p> <p>79. In exercising its traffic authority powers the City Corporation must:</p> <ul style="list-style-type: none"> • Meet public notice requirements (and, where applicable, consultation requirements and as modified by the emergency regulations). • Secure the expeditious, convenient and safe movement of vehicular, pedestrian and other traffic on its road network (having regard to the desirability of maintaining access to premises; effects on amenities and the importance of facilitating public service vehicles) and facilitate the expeditious movement of traffic on road networks for which other authorities are responsible. • Be satisfied interference with enjoyment of property is justified and strikes a fair balance between the public interest and private rights. <p>80. In carrying out its network management functions the City Corporation must have regard to statutory network management guidance, including the guidance in response to COVID-19 issued on 9 May.</p> <p>81. The highway authority may vary the relative widths of carriageway and footway without need for a traffic order (unless parking or loading bays need to be suspended).</p> <p>82. The highway authority may place amenities on the highway (including seating and planters) subject to consent of frontages and, where placed on carriageway, subject to use of the affected carriageway by vehicular traffic being prohibited (S115a of the Highways Act)</p> <p>83. Traffic signs may be needed to inform pedestrians, cyclists and drivers of changes to road layouts for COVID-19 purposes, particularly where temporary widening is in place. Signs have been prescribed by central government and as such do not need special signs authorisation from the Department of Transport. The City use the prescribed signs where we can but there are some signs such as</p>

	<p>pedestrian priority and 15mph which are advisory and do not have prescribed forms, therefore bespoke signs have been developed.</p>
15. Risk	<p>Overall project risk: Medium</p> <p>84. Further information available within the Risk Register (Appendix 2)</p>
16. Procurement	<p>85. Highways works such as signing, lining and barriers will be completed on the street using the City's Highways Terms Contractor, Riney. Other consultancy work which may be required is minor in value and the usual procurement routes will be followed.</p> <p>86. It is proposed that the infrastructure to enable seating and greening will be procured through the Highways term contract. This approach will expedite the procurement process, enabling measures to be implemented more quickly, but will be at an additional cost (approximately 8-10% of the total purchase cost).</p>
17. Equalities Assessment	<p>87. An Equalities Assessment (EA) was undertaken for Phase 1 and Phase 2. to determine the proportionality of any negative impacts on groups with protected characteristics and to identify mitigations. An EA for phase 3 measures will be taken into consideration with the delegated decision to approved detailed design, traffic orders and implementation (GW5).</p> <p>88. For Phase 3 measures a key consideration for those with mobility impairments is the number and location of parking spaces on street. The recommendation to suspend some parking bays for phase 3 measures is limited to those sections of parking where there are 6 or more parking bays and not on all streets. Therefore, in all locations 5/6 bays will be retained as a minimum and it is considered on balance that providing some additional cycle parking on carriageway is beneficial, given preference not to put on footway. Also noting that these P&D spaces are not protected for blue badge holders. All blue badge/disabled parking spaces are retained, in a few limited locations they may be relocated where phase 2 road closures necessitate this.</p> <p>89. None of the phase 3 measures conflict with phase 2 streets where carriageway space is being reallocated for walking or cycling.</p> <p>90. The key findings for Phase 1 and 2 are:</p>

- On balance, the proposals are likely to have a positive impact on reducing inequalities. The proposals contained in Phase 1 and Phase 2 focus primarily on increasing and improving space for pedestrians and cyclists. This will not only benefit those making trips entirely on foot but will also benefit the large share of trips made by public transport, given the likely need to access public transport stops by walking. This will disproportionately benefit those groups who are more reliant on walking (such as those as 65+), as well as those who may find narrow and cluttered footways particularly difficult to negotiate (such as disabled people with mobility impairments or people walking with prams or with young children).
 - Improvements for cycling, have the potential to encourage more people to cycle, particularly if they are designed to cater for all types of cycles (such as adapted cycles).
 - Some bus diversions will be necessary, and the impacts of these on journey times should be monitored and mitigated where necessary through operational changes. There will also be some impacts on car/taxi travel, primarily through more indirect routes, but this will be mitigated by allowing for access and drop-offs for those with limited mobility.
91. The EA seeks to understand and mitigate any negative impacts experienced by the small proportions of these groups prior to implementation and as the project progresses and adapts. As Phase 2 is rolled out and monitored, these considerations will be further informed based on feedback from residents, businesses, TfL Taxi and Private Hire (TPH), trade associations, the City of London Accessibility Group (CoLAG) and Transport for All, to ensure that needs are being considered. The City will review and adapt measures as the project progresses.
92. It is also recommended that further stages of the EA take account of other dynamic activity which is emerging such as further use of cargo bikes, e-scooters if appropriate and hire bikes.
93. It is recommended that a review of the EA recommendations is included in monitoring reporting so that any adjustments can be made once measures are in place.
94. A summary of the recommendations for the EA for Phase 1 and Phase 2 can be found in Appendix 9. The

	<p>full reports are also available as background papers, at www.cityoflondon.gov.uk/covid19citystreets. .</p>
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Resource Implications

<p>18. Total estimated cost</p>	<p>Total estimated cost for Phase 3 (excluding risk): £650,500*</p> <p><i>*noting that there is a revenue implication of up to a maximum of approximately £336,000 for loss of parking income for some of these proposals</i></p> <p><i>Total estimated Cost for Phases 1,2 and 3: £1,636,244</i></p>	
<p>19. Funding strategy</p>	<p>Is the funding confirmed: No funding confirmed</p> <p>Phase 2 Funding Update</p> <p>95. It has not been possible to confirm the outcome of our funding bid for our Phase 2 to both Transport for London and the Department for Transport in time for this report, but a verbal update can be provided at Committee. It is expected that a request will be made for Central Funding for any shortfall as soon as the outcome of these funding bids are known.</p> <p>96. There are some elements of the work that can be prioritised and do not necessarily need to be delivered immediately or perhaps in their entirety. The length of time required for monitoring may not be as long as assumed. This depends on the length of time measures are in place and may change the amount of funding required.</p> <p>Phase 3 Funding</p> <p>97. A small portion of the works may be able to be funded by the Transport for London Streetscape fund and officers will make a bid for this. It is however likely that these measures will be a lower priority.</p> <p>98. A bid for City Central Funding will be made once the outcome of the Transport for London and DFT bids for Phase 2 are known (expected by mid-June). This bid will</p>	<p>Who is providing funding: Mixture - some internal and some external funding</p>

be for any shortfall in Phase 2 funding along with funding for the greening/seating/activation measures in this Phase 3 report

99. A separate bid for the Governments High Street Funding will be made alongside any other funding avenues such as approaches to BIDS or other third-party sponsorship.

Table 3

Recommended option 2 (Phase 3)

Funds/Sources of Funding	Cost (£)
*Transport for London Streetspace Programme – for infrastructure associated with closures (additional Bid Phase 3)	103,000
*Transport for London Streetspace Programme (included in phase 2 Bid) for cycle parking	82,000
*MHCLG – Reopening High Streets Safely Fund	30,000
*City of London Central Funding Bid	435,500
Total	£650,500

**unconfirmed at time of writing*

Background Reports

City Streets: Transportation response to support Covid- 19 recovery
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=100994>

City Streets: Transportation response to support Covid-19 recovery (Phase2)
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=101568>

Equalities Analysis Phase 1 and 2 reports (Steer)
www.cityoflondon.gov.uk/covid19citystreets

Appendices

Appendix 1	Transportation response to COVID19 recovery: Programme summary table
Appendix 2	Risk Register
Appendix 3	PT4 Procurement Form
Appendix 4	Map of cycle parking locations
Appendix 5	Update on Phase 1 and 2
Appendix 6	Indicative Programme
Appendix 7	Phase 3 map of proposed interventions
Appendix 8	Phase 3 – Table of interventions
Appendix 9	Phase 1 and Phase 2 EA
Appendix 10	Finance tables

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Appendix 1

Next gateway		G6	G2-5 (awaiting approval)	G2/5 (Drafting)	
Funding source		Funded – TfL £116,500	Bid with TfL and DfT	Bid to TfL/ MHCLG/ Central Funding	Included within the Bid to TfL and DfT from Phase 2
Work stream		Phase 1	Phase 2	Phase 3	Phase 4 Overall Review, modification and recommendations
Tier 1 Streets	Aim	Additional space for people walking and cycling:			
	Detail	Busy corridors known for high volumes of pedestrians moving from key transport hubs and shopping areas	Linking the network from Phase 1 to the remaining key transport hubs and principle shopping areas	Review of phase 1 and 2 measures already implemented and amend as necessary	
	Action	<i>Development and Implementation (signs, lines and barriers)</i>	<i>Development and Implementation (signs, lines and barriers)</i>	<i>Review, Monitor and Modify</i>	
Tier 2 Streets	Aim		Additional space for people walking and cycling:		Monitoring:
	Detail		Likely measures necessary to support Tier 1 delivery and discourage undesirable through routes for vehicles	Functional change such as one way or point closures on local access streets identified in phase 2 providing quieter routes to and from Tier 1 streets	Review of phase 3 measures already implemented and amend as necessary
	Action		<i>Scoping of streets</i>	<i>Development and Implementation (signs, lines and barriers)</i>	<i>Review, Monitor/Modify</i>
Supporting measures	Aim	Measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.			
	Detail	Assessment and Development of likely required supporting measures to support the safe return to work and development of an Equalities analysis	Development and Implementation of <ul style="list-style-type: none"> • Freight guidance • Advisory 15 mph limit • Behaviour change activities • Cycle training/maintenance 	Development and Implementation of <ul style="list-style-type: none"> • School Streets • Additional Cycle parking • Queue Management and markings Monitoring of phase 2 implementation and modification where necessary	Monitoring of all supporting measures and amendments/modifications where appropriate
	Action	<i>Assessment/ Scoping</i>	<i>Development and Implementation</i>	<i>Development, Implementation and Monitor/Modify</i>	<i>Monitor/Modify</i>
Funding source			Bid for the use of Central Funding being drafted		
Seating/Greening and Activation	Aim		City businesses are supported in their COVID-19 recovery and the City remains an attractive location for business		
	Detail		Supporting the need for outdoor spaces to rest and for wellbeing for residents and people returning to the City on Tier 2 streets – identify possible locations	Developing and implementation (subject to funding) of Greening/Seating/Activation proposals on Tier 2 streets and identify funding opportunities.	Feedback on the first installations and further locations implemented as required (subject to available funding)
	Action		<i>Scoping opportunity</i>	<i>Development and Implementation of priority proposals</i>	<i>Monitoring and development and Implementation of further proposals</i>

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City of London: Projects Procedure Corporate Risks Register

Project Name:	City Streets: Transportation response to support Covid-19 recovery	PM's overall risk rating:	Low	CRP requested this gateway		Average unmitigated risk	4.7	Open Risks	22
Unique project identifier:		Total estimated cost (exec risk):	£ -	Total CRP used to date	£ -	Average mitigated risk score	2.5	Closed Risks	0

General risk classification										Mitigation actions					Ownership & Action							
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R1	4	(1) Compliance/Regulatory	Issues or delays in any required consents such as planning permissions, third party consents, TMO, Permits, etc which cause delays to project delivery	If there was to be any delay in the approval of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, TfL, etc; its likely delivery of the measures could suffer from some form of unplanned delay or additional work.	Possible	Minor	3	£0.00	N	* Map out the required consents for each measure and continually monitor & update the consents if required throughout their lifespan * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Although the COVID measures are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities. There could also be delays due to the amount of change that's required in a short time.
R2	4	(1) Compliance/Regulatory	Legal challenges or query upon any of the measures (excluding judicial review) that leads to delays or extra costs	Should a measure fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected.	Unlikely	Serious	4	£0.00	N	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Given the temporary nature of the measures being installed, it is unlikely that any form of meaningful legal challenge will take place but standard project management processes will help mitigate against the possibility.
R3	4	(3) Reputation	Issue(s) with external engagement and buy-in, including any perceived negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the measures delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to implemented measures may also be required.	Possible	Serious	6	£0.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Given the speed at which work is taking place, its going to be difficult to undertake much of a stakeholder identification process. Therefore, proactive comms explaining what's happening and why is best placed to mitigate against negative reactions to the planned measures.
R4	4	(3) Reputation	Issue(s) with internal engagement and buy-in, including any perceived negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the measures delivered either don't meet the stakeholder's expectations (including members) . Its possible that as a result of this, changes to implemented measures may also be required.	Possible	Serious	6	£0.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		(as above)
R5	4	(2) Financial	Unforeseen funding constraint/ conditions implications lead to project delay or unplanned costs	Further resources may be required to identify additional funding or make alternative arrangements if constraints/ conditions that came with existing funding we're originally unforeseen, unappreciated or have subsequently changed.	Possible	Serious	6	£0.00	N	* Map out and investigate potential alternative funding streams (S106, CIL, TfL, etc)	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Funding for the measures is to come from Transport for London's streetspace programme. However, should there be any issues with this, such as the amount available being lower or it being delayed, other funding streams may be required to plug the shortfall.
R6	4	(3) Reputation	Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with the procurement of goods or services from external suppliers.	Possible	Serious	6	£0.00	N	* Undertake early engagement with internal suppliers where required and map out the required resources (Highways, Traffic Enforcement, Open Spaces, M&E, etc)	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Work has already taken place to ensure that the materials and equipment required for at least phase 1 of the measures is available. However, further planned work will take place to ensure that supply chains are as robust as possible.

R7	4	(4) Contractual/Partnership	Supplier delays, productivity or resource issues impact on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason. This may involve re-tendering work if an existing supplier is unable to deliver.	Possible	Minor	3	£0.00	N	* Utilise existing framework agreements where possible * Investigate any likely 'bottlenecks', such as TfL's ability to deliver at this time, as early as possible to help plan possible mitigations	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	The measures being installed are to be delivered by the City's term contractor, JB Riney, with the issue of resourcing having already been discussed. However, should the COVID-19 alter negatively in some way, its possible it could also negatively impact on their ability to resource implementation of the measures. Also, Transport for London is rotating staff through furloughing which makes it difficult at times for the City to know who they're dealing with and to keep the momentum up. The issue is being managed well but may require some mitigation planning should it worsen.
R8	4	(10) Physical	Accessibility, equalities and/or security concerns lead to changes being required to either designs or implemented measures that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/or security concerns are raised.	Possible	Minor	3	£0.00	N	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	The designs are accounting for accessibility, equalities and security concerns but its possible that when implemented or further design reviews are undertaken that changes are deemed necessary to remove identified shortcomings.
R9	4	(2) Financial	Inaccurate or Incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Unlikely	Serious	4	£0.00	N	* Undertake regular cost reviews via interim submissions from the main contractor. * Track spending closely so future costs can be estimated more accurately.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	The works required are using well-established rates and costs through the City's existing highways term contractor but its difficult to know at this stage what the likely end cost is to be given that the end date/ when the measures can be removed is unknown. Therefore, work will take place to track the spending required to maintain the measures so that a future spend profile can be estimated. This will include any upcoming rate/ baxters changes.
R10	4	(10) Physical	Network performance issues following the implementation of measures result in changes being required	As measures are being designed and installed at a rapid rate, there could be unforeseen implications on the city's network performance. These could be both positive and negative.	Possible	Serious	6	£0.00	N	* Create a monitoring strategy that includes the ability to react quickly to changes and unforeseen events. * Ensure that all relevant departments are consulted as early as possible to input into design options.	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	No traffic modelling is being undertaken for the measures being installed and this therefore means that the risk is higher. However, given the temporary nature of the measures, it will be easier to adapt and changes them should it be deemed necessary.
R11	4	(4) Contractual/Partnership	TfL Signals (single supplier) timescales elongate project delivery.	Any delays or issues with required signal work can result in impacts on project delivery, whether they be time or cost	Possible	Serious	6	£0.00	N	* Engage with TfL Network Performance and Signals as early as possible should you be making changes to the signal infrastructure to establish costs and timescales.	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	With TfL rotating staff through furlough, there could be delays in the required signal changes. Regular contact is taking place with them to ensure the risk is minimised.
R12	4	(10) Physical	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during a project when planned for or required, expect delivery delays.	Possible	Minor	3	£0.00	N	* Regular engagement with City and TfL network management teams	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	It is possible that should other works be required in a given street or road that it could impact on the City's ability to deliver the temporary COVID measures. For example, if urgent utility works are required on a street where measures have been installed, it could result in alternative routes being required to comfortably divert pedestrians and cyclists around the emergency works.
R13	4	(10) Physical	Unforeseen technical and/ or engineering issues identified which leads to delays and additional costs to rectify.	late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Unlikely	Minor	2	£0.00	N	* Work with design engineers to review each site at the appropriate time.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	No technical difficulties are expected due to the temporary nature of the infrastructure being used for the measures but this risk is to cover the possibility of something being missed due to the rate at which work is progressing.
R14	4	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Serious	4	£0.00	N	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	Bus routes and stops are likely to be affected by at least some of the measures so these effects will need to be discussed with TfL and monitored, and changes made to the measures if required.
R15	4	(4) Contractual/Partnership	LUL engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with LUL didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Minor	2	£0.00	N	* Ensure early engagement with LUL in the design phase to ascertain their requirements for working near their infrastructure.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	LU entrances/ exits will be natural pinch points where pedestrians may not be able to socially distance. Therefore, whilst measures will take this into account, its possible that they may require changes should any shortcomings be identified.

R16	4	(3) Reputation	Accident during construction/operation impacts on project delivery and/ or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around any of the measures, delays are likely to occur whilst its investigated.	Unlikely	Major	8	£0.00	N	* Consider regular site visits with the Principal Designer both to monitor the construction of the measures and user behaviour once installed.	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	A very unlikely event given that measures will comply with 'Chapter 8' traffic management regulations but still a possibility. Should an accident occur within any of the temporary measures, the safety of all may be called into question. Therefore, the planned monitoring is to include an overview of any accidents that occur. However, any identified changes will require resourcing in terms of design and contractor time.
R17	4	(3) Reputation	Design changes and changes to already-implemented measures result in additional resources being required.	With the COVID-19 guidance from central government and the GLA changing at regular short-term intervals, its possible that either design or installed measure changes may be required to account for any direct and/ or indirect implications.	Possible	Major	12	£0.00	N	* regular design and measure reviews by those involved * regular comms with key external stakeholders i.e. TfL * regular comms with key internal stakeholders i.e. Gold, Silver and Bronze commands. * Maintain a design log to record what has and hasn't worked on-street, and why.	£0.00	Possible	Serious	£0.00	6	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	The COVID-19 guidance has been shifting in very short timescales, and this is not expected to change any time soon. Therefore, changes to developing designs and those measures already implemented could be required to account for the changing guidance.
R18	4	(10) Physical	Scheme monitoring and/ or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the designs and/or measures requires changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Minor	2	£0.00	N	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	In a similar vein to R17, if issues are identified by monitoring and/ or any future road safety audits, these may require extra resource to fix.
R19	4	(10) Physical	Extra scheme monitoring being required due to unforeseen impacts	Should the implemented measures cause any type of unforeseen impacts (changes in traffic patterns, pedestrian behaviour, pollution levels, etc), the monitoring strategy may need changing and therefore extra resource may be need to account for this.	Unlikely	Minor	2	£0.00	N	* If external consultants are used, request that schedule of rates for any possible extra tasks are included.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	Similarly to R18, if extra monitoring is required for any reason, extra resource may be needed to boost it's scope.
R20	4	(10) Physical	Extra maintenance being required or measures being required for longer than expected	Current plans include allocations for maintenance and for the measures to be in place for a given amount of time (approx. until the end of the year). Should there be additional maintenance or it becomes necessary for measures to be in place for longer, extra costs will be incurred to facilitate this.	Possible	Serious	6	£0.00	N	* Monitor the usefulness of measures throughout their lifespan to constantly assess their impacts on social distancing. Its possible that those that aren't as effective could be removed and the resource directed elsewhere. * Should the equipment used be found to not be cost effective in terms of on-going maintenance, consider other products that lower this cost * Monitor what other local authorities are doing and share best practice wherever possible.	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	Whilst it's been considered that implementation of these COVID-19 measures could be treated like a long-term temporary event in highway terms like the 2012 Olympics, the situation the City sees itself in is still unprecedented. Therefore its very difficult to know and predict how much work will be required to maintain the network of measures being planned, and how much the total end cost may be. However, £10k per month for JB Riney to maintain the measures has been estimated at this early stage.
R21	4	(10) Physical	Unexpected or unplanned user behaviour results in the City requiring marshalling and/ or enforcement in and around the measures.	Extra costs would be incurred if additional resource was required to marshal and enforce the temporary measures.	Possible	Minor	3	£0.00	N	* Ensure that the comms related to the measures is strong and clear in its message to all stakeholders * Assess whether city occupiers can also promote the City's work and message through their comms channels.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	Its very difficult at this point in time to assess how users will react to the measures, and its likely that there will be many contributing factors to this. Many of these will also be outside of the City's control. Therefore, should it be required, approx. £8k per month has been estimated for providing marshalling and enforcement services should they be necessary.
R22	4	(10) Physical	TfL network changes may impact the function and operation of the City's network	Additional traffic on the City network, resulting in skewed monitoring results and reporting.	Possible	Serious	6	£0.00	N	* Ongoing discussions with TfL regarding network changes and the associated impacts.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	09/06/2020	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	Early discussions with TfL regarding any network changes will be undertaken.

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PT3 - Procurement Options Report: Services and Goods

This document is used to identify the Procurement Strategy and Purchasing Routes associated with a project and only considers the option recommended on the associated Gateway report.

City Procurement Project Reference:	N/A – New project on sourcing plan due to COVID		
Project / Contract Title:	City Streets: Transportation response to support Covid-19 recovery		
Category Board:	Construction & Professional Services		
Category Board date:	N/A		
Project Lead & Contract Manager:	Maria Curro	Lead Department:	Department of the Built Environment
Category Manager:	Kayleigh Rippe	Other Contact:	N/A
Total Contract Value (excluding VAT and inc. extension options):	Approx. £1m - £1.5m (three phases of work)	Contract Duration (inc. extension options):	6 months to 1 year
Budget approved Capital/Revenue:	No, this report seeks approval	Capital Project/project vision ref reference (if applicable):	
Gateway Approval Process			
<ul style="list-style-type: none"> - Is this project subject to the Gateway process? Yes - If so, what was the last Gateway report, and date of approval, and what is the next Gateway report and scheduled date for recommendation for approval? Last Gateway report was in early-June 2020 and was a Gateway 1-5 Authority to Start Work report. The report focused on temporary traffic measures on City streets in response to Covid-19. The current report is a Gateway 2-4 report Authority to Start Work, building on the proposed temporary traffic measures, with a focus on cycling and walking provisions and greening activation. 			
Opportunity for Inter-City Collaboration (is there another site/department that could benefit from this project)?			
Not at this time.			

Procurement Strategy Recommendation

City Procurement team recommended option
Appoint separate contractors

Route to Market Recommendation

City Procurement team recommended option
Direct awards in accordance with the Procurement Code, and utilisation of existing corporate contract

Specification and Evaluation Overview

<p>Summary of the main requirements:</p> <p><i>Traffic Management Provisions (Phase 1 and 2): £871,744</i></p> <ul style="list-style-type: none"> • Footway enhancement infrastructure • Cycleway barriers and infrastructure • Carriageway infrastructure • Monitoring and evaluation <p><i>Cycling Provision (Phase 2): £80,000</i></p> <ul style="list-style-type: none"> • Cycling infrastructure (stands, etc.) • Cycling infrastructure installation and removal, including cycle markings <p><i>Traffic Management Provisions (Phase 3):</i></p> <p>Greening Activation: £406,000</p> <ul style="list-style-type: none"> • Green infrastructure (i.e. parklets, etc.) • Planting and planters • Seating <p>Social Distancing Requirements: £15,000</p> <ul style="list-style-type: none"> • Footway markings (i.e. vinyls, etc.)
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<ul style="list-style-type: none"> Other wayfinding markers 	
Stakeholder Engagement: £20,000 <ul style="list-style-type: none"> Commonplace 	
School Streets: £50,000 <ul style="list-style-type: none"> Camera enforcement Signage and marking 	
Monitoring and evaluation, Phase 1, may include video footage of pedestrian, cyclists and motor vehicles. While no identifiable characteristics will be evident, all GDPR processes will be followed during the procurement stage for this work.	
Technical and Pricing evaluation ratio 70% (Technical) / 30% (Price)	
Overview of the key Evaluation areas (if known at this stage): Not known at this time.	
Does contract delivery involve a higher than usual level of Health & Safety, Insurance, or Business risk to be allowed in the procurement strategy? No	
Is the contract likely to require financial uplifts? (Please describe what method will be used to calculate the uplift and whether this will be capped) No	
Are there any accompanying documents with this report? e.g. PTO/outlined project plan identifying roles and responsibilities as appropriate If yes, please include information in the appendices section below.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Will this project require the winning supplier(s) to process personal data on our behalf?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
If yes, please make sure you've defined roles and responsibilities within your project specification. For more information visit Designing Specifications under GDPR . You may include your Privacy Impact Assessment or other relevant report as an appendix to this PT form when submitting to category board (for information).	
Evaluation Panel – Please enter Names of evaluators and Departments below (if known)	
Project dependent	Department of the Built Environment

Procurement Timeframes

Target tender live date (to market) TBC	Click here to enter a date.	Notification of outcome / intention to award date - TBC	Click here to enter a date.
Target contract start date TBC	Click here to enter a date.		
Are there any time, quality, or cost constraints which need to be taken into consideration? As this is the recovery response to Covid-19, the programme will need to be delivered to pace.			

Policy and Compliance Considerations

How will the Procurement meet the City's:
Responsible Procurement Strategy (including Social Value Panel): At least one supplier invited to bid will be a SME, Local Business, or Social Enterprise
TUPE/Pension liabilities that need to be considered (including future exit provisions where applicable)? None
Will this procurement be split into Lots? No
Other: N/A

Procurement Strategy Options: This could include inter-departmental usage, external collaborative opportunities, existing contracts integrated once expired or adding it to an existing contract. Options for Make (In-house delivery) versus Buy (Outsource) decision to be considered; also indicate any discarded or radical options.

Option 1: Appoint separate contractors
Advantages to this Option: <ul style="list-style-type: none"> A contractor is appointed for each specialism We can monitor the performance of each supplier as they would be bound by our own terms and conditions.
Disadvantages to this Option: <ul style="list-style-type: none"> Multiple tender exercises are required. Additional administration is required for each.

Please highlight and possible risks associated with this option: Increased administration to deliver this project.
Option 2: Multi-Disciplinary Appointments
Advantages to this Option: <ul style="list-style-type: none"> • One Supplier to manage all sub consultants. • Performance can be monitored at one source.
Disadvantages to this Option: <ul style="list-style-type: none"> • Unable to separately tender the rest of the project team, appointments are made by the main consultant. • Unable to manage individual suppliers and must be done at high level.
Please highlight and possible risks associated with this option: The highest level fails all the consultants fail

Route to Market Options: *Route to market is the way in which the City will invite suppliers to bid for the procurement.*

Option 1: Separate tender exercises
Advantages to this Option: <ul style="list-style-type: none"> • Quick route to market • Tailored specification • Work to the City's terms and conditions
Disadvantages to this Option: <ul style="list-style-type: none"> • Increased administration on behalf of City Procurement
Please highlight and possible risks associated with this option: May result in increased resources
Option 2: Direct awards in accordance with the Procurement Code and utilisation of existing corporate contract
Traffic Management Provisions (Phase 1 and 2) approx: ££871,744 <i>Direct award to JB Riney, Highway Maintenance term contract</i>
Cycling Provision (Phase 2): £80,000 <i>Direct award to CycleHoop, as a sole supplier</i>
Traffic Management Provisions (Phase 3) approx:
Greening Activation: £406,000 <i>Direct award to JB Riney, Highway Maintenance term contract</i>
Social Distancing Requirements: £15,000 <i>Direct award to JB Riney, Highway Maintenance term contract</i>
Stakeholder Engagement: £20,000 <i>Sub £50K direct award permissible in line with the Procurement Code to Commonplace</i>
School Streets: £50k <i>Part direct award to JB Riney, Highway Maintenance term contract, and part direct award to Siemen's in line with the Procurement Code</i>
Advantages to this Option: <ul style="list-style-type: none"> • Established service • Established terms and conditions
Disadvantages to this Option: <ul style="list-style-type: none"> • Terms and conditions may not be the City's own • Separate processes could result in longer timeframes
Please highlight and possible risks associated with this option: Direct awards do not always represent the best value for money.

Outline of appendices

○ N/A

Senior Category Manager	Kayleigh Rippe	Date	10/06/2020
Departmental Stakeholder	Maria Curro	Date	10/06/2020



Appendix 4: Temporary Cycle Parking

Map indicating potential locations for temporary cycle parking.

Up to 1,900 new spaces have been identified through reallocating space. These spaces will be implemented in a phased approach depending on emerging demand as we monitor usage. All installations are temporary and can be easily relocated if required.

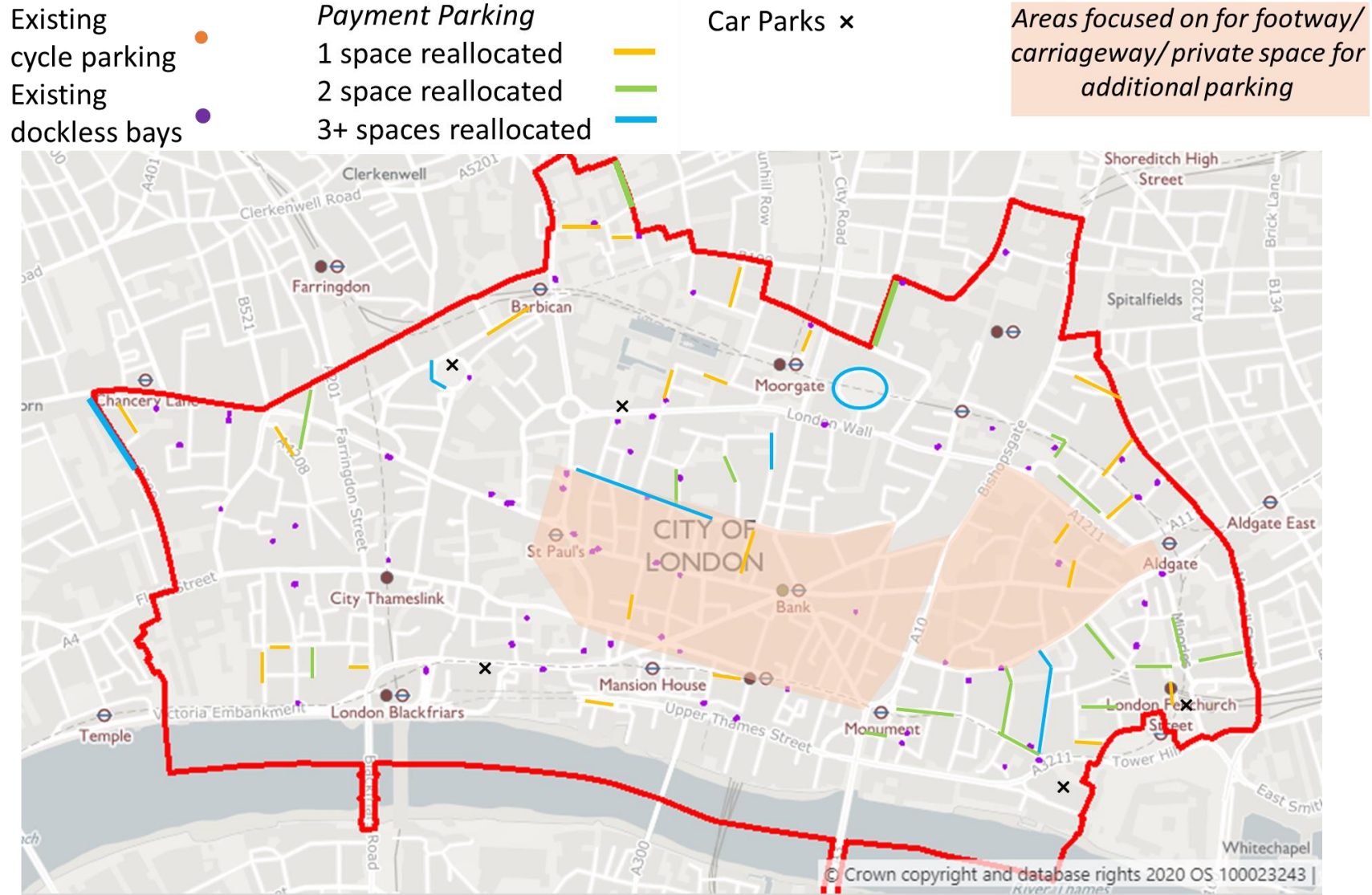


Figure 1 – Indicative map of potential parking space reallocation locations for temporary cycle parking measures

Appendix 5:

Update on Phase 1 work

- TfL RSPG and associated TMAN approvals received 28 May.
- Delegated Authority received 2 June
- Works started on 4 June

	Location	Proposed changes	Progress (as at 11 June)
1	Cannon Street between Queen Victoria Street and Monument junction	Introduce one-way working eastbound (with contra-flow cycling). Reallocate remaining carriageway to space for walking. Review loading arrangements. Westbound buses diverted via King William Street and Queen Victoria Street.	Complete
2	Cheapside and Poultry	Closure of Cheapside to through traffic (except cycles), this effectively retains the closure already in place for the gas works. Retain existing bus diversion via New Change and Cannon Street. Reallocate carriageway to space for walking and identify opportunities for seating areas. Bank on Safety restrictions remain in place. These works will commence on the completion of the gas works	Works will be implemented on completion of utilities works (expected late July 2020)
3	Old Jewry and Coleman Street	Old Jewry: Introduce a closure except cycles at the southern end and convert the northern section to two-way operation. Review parking bays & loading and reallocate space for walking. Install pedestrian priority signage. Coleman Street: Introduce 7am – 7pm no access except to off-street premises and for cycles. This will include the short section of Kings Arms Yard between Coleman Street and Moorgate to ensure the access restriction along Coleman Street is not bypassed. Retain and improve cycle contraflow.	Old Jewry – Closure will be implemented as part of Phase 2. Coleman Street - Complete
4	Lombard Street	Introduce 7am – 7pm no access except to off-street premises and for cycles. Retain and improve cycle contraflow. The access restriction will also apply to the section of Abchurch Lane and Clement's Lane between King William Street and	Complete

		Lombard Street, and George Yard as these streets are only accessible via Lombard Street. Additionally, the access restriction will also apply to Nicholas Lane to ensure access into Lombard Street is not bypassed.	
5	Leadenhall Street and St Mary Axe	<p>Leadenhall: 24/7 no through route except for buses and cycles only. Reallocate carriageway to space for walking. Review loading arrangements.</p> <p>St Mary Axe: 7am – 7pm closure except for access to off-street premises and for cycles. Signed informal pedestrian priority on St Mary Axe. Reallocate carriageway and motorcycle parking to space for walking as required. Retain and improve cycle contraflow.</p>	St Mary Axe Complete Leadenhall – expected late June.
6	Threadneedle Street and Old Broad Street	<p>Threadneedle Street between Bank junction & Bartholomew Lane: Introduce one way working (westbound) with cycle contraflow. Reallocate carriageway space to walking. Bank on Safety restrictions remain in place.</p> <p>Threadneedle Street between Bartholomew Lane and Old Broad Street: Retain two way working. Reallocate carriageway to space for walking.</p> <p>Threadneedle Street between Old Broad Street and Bishopsgate: Introduce one way working (westbound) with cycle contraflow. Reallocate carriageway to space to walking. Divert buses via Cornhill and Bishopsgate</p> <p>Old Broad Street (north): Introduce a 7am – 7pm no access (except buses and cycles) or loading. Reallocate carriageway space for walking as required.</p> <p>Old Broad Street (south): Introduce one way working (northbound) with contra flow cycling. Vehicular access will be available from Threadneedle Street east. Reallocate carriageway to space for walking as required. Review loading arrangements. Divert buses via Wormwood Street, Bishopsgate & Cornhill.</p>	Complete

Update on Phase 2

- Planning and Transportation approval received 2 June
- Project Sub approval (delegated) received 9 June
- TfL RSPG and associated TMAN approvals planned for 17 June
- Policy and Resources 11 June
- Delegated Approval report planned for Week Commencing 15 June

	Location	Proposed Changes	Progress/Changes
1	<ul style="list-style-type: none"> • Fleet Street • Ludgate Hill • St Paul's Churchyard • Cannon Street (between New Change & Queen Victoria Street) • Queen Victoria Street • East Cheap • Great Tower Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review parking and loading.</p> <p>Bank junction restriction at Queen Victoria Street retained.</p>	in progress
2	<ul style="list-style-type: none"> • Holborn Viaduct • Newgate Street 	<p>Holborn Viaduct: Reallocate carriageway to space for walking and cycling.</p> <p>Newgate Street: Introduce a closure for all vehicles except buses and cycles. Reallocate carriageway to space for walking and cycling. These changes will be implemented at the conclusion of the current gas replacement works – expected to be October 2020</p>	in progress
3	<ul style="list-style-type: none"> • Chancery Lane 	<p>Introduce a road closure (except cycles)</p> <p>Reallocate carriageway to space for walking and cycling.</p>	in progress

		Install pedestrian priority signage.	
4	<ul style="list-style-type: none"> • London Wall • South Place • Eldon Street • Broad Street Place • Blomfield Street 	<p>London Wall and South Place: Reallocate carriageway to space for walking and cycling, where possible. Review waiting and loading.</p> <p>Eldon Street, Broad Street Place and Blomfield Street: Introduce a 7am – 7pm no access except to off-street premises, buses and cycles. Install pedestrian priority signage.</p>	in progress
5	<ul style="list-style-type: none"> • Moorgate 	<p>Moorgate (north): Reallocate carriageway to space for walking and cycling.</p> <p>Moorgate (south): Introduce one-way northbound for all vehicles except buses and cycles. Reallocate space for walking & review loading.</p>	in progress
6	<ul style="list-style-type: none"> • King Street • Queen Street • Gresham Street • Lothbury • Bartholomew Lane 	<p>Introduce a one-way system towards Moorgate for all vehicles except cycles.</p> <p>Reallocate carriageway to space for walking and review waiting and loading.</p>	in progress
7	<ul style="list-style-type: none"> • Dukes Place • Bevis Marks • Camomile Street • Houndsditch • Outwich Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review waiting, loading & parking bays.</p> <p>Houndsditch between Bishopsgate and Outwich Street: Introduce a 7am – 7pm no access except to off-street premises and cycles (subject to redevelopment progress).</p>	In progress

8	<ul style="list-style-type: none"> • Aldgate • Aldgate High Street • Fenchurch Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review waiting and loading.</p>	in progress
9	<ul style="list-style-type: none"> • Jewry Street • Crutched Friars • Cooper's Row • Trinity Square 	<p>Jewry Street Crutched Friars & Trinity Square: Review parking bays, waiting & loading and reallocate carriageway to space for walking. Improve cycling where possible.</p> <p>Cooper's Row: Introduce an advisory 5mph speed limit and pedestrian priority signs.</p>	in progress
10	<ul style="list-style-type: none"> • King William Street 	<p>Introduce a 7am – 7pm no access except to off-street premises, buses, loading and cycles.</p> <p>Reallocate space for walking where possible.</p> <p>Bank junction restriction retained.</p>	in progress
11	<ul style="list-style-type: none"> • Cornhill 	<p>Review waiting and loading and reallocate carriageway to space for walking and cycling.</p> <p>Bank restriction retained.</p>	in progress
12	<ul style="list-style-type: none"> • Moorfields 	<p>Introduce a 7am – 7pm no access except to off-street premises, loading and cycles.</p> <p>Review parking bays & loading and reallocate space for walking.</p> <p>Install pedestrian priority signage.</p>	in progress
13	<ul style="list-style-type: none"> • Liverpool Street 	<p>Introduce a 7am – 7pm no access except to off-street premises, taxis and cycles.</p>	in progress

		Reallocate carriageway for space for walking & cycling.	
14	<ul style="list-style-type: none"> • Devonshire Row • Devonshire Square • Cutler Street • White Kennet Street 	<p>Introduce a closure on White Kennet Street.</p> <p>Review waiting, loading and parking and reallocate space for walking and cycling where possible.</p> <p>Introduce pedestrian priority signage.</p>	in progress
15	<ul style="list-style-type: none"> • Lime Street • Cullum Street 	<p>Introduce a 7am – 7pm no access except to off-street premises and cycles.</p> <p>Install pedestrian priority signage.</p>	in progress
16	<ul style="list-style-type: none"> • Charterhouse Street • Carthusian Street 	Retain temporary one way eastbound but introduce contra-flow cycling and reallocate carriageway to space for walking.	Design in progress – the implementation of measures on some sections may be delayed due to the current public realm improvement works taking place.

Supporting measures as part of Phase 2 progress:

Supporting measure	Outline	Progress
Advisory 15 MPH	Working with the Department for Transport and Transport for London to implement a City-wide 15 mph speed limit by 2022. This revised speed limit will ensure that all vehicles, including cycles, are driven/ridden at speeds that are appropriate for City streets.	A 15mph report, outlining implementation procedure and timeframes, will be submitted to the Department for Transport in June 2020.
Freight guidance	This guidance seeks to manage freight and servicing activity across the Square Mile. The guidance encourages long-term behaviour change to reduce and retime freight and servicing activity. The guidance is developed in a manner accessible to all City businesses and not just those whose streets are impacted by the proposed on-street changes.	The freight guidance has been developed and is currently being consulted on with key stakeholders.
Behaviour change activities	Providing and promoting a package of active travel measures for residents and employees, including cycle training and cycle maintenance. To enable this, the City will work closely with businesses and residents to offer the necessary training in a convenient and accessible manner. Support for these measures are offered through the Active City Network (ACN).	ACN meeting on 2 June, with City partners Cycle UK and Havebike, to outline proposals to offer cycle training and maintenance to residents and employees as they begin returning to work.
City schools	Schools within the City have reopened, in line with government guidelines, as of June 1 st .	City is supporting schools as they reopen when and if necessary.

General Progress on Communication and Engagement:

The below table outlines a summary of the communication and engagement undertaken or planned to be undertaken in relation to the City Corporation's transportation response to Covid-19.

Medium	Format	Detail	Audience	Communication and Engagement: Completed to Date	Communication and Engagement: Upcoming/Planned
Print and Online	Press release	City of London Newsroom	All street users Wider public	<ul style="list-style-type: none"> • Press release 14/05. Can be read here. • Coverage from various papers including: <ul style="list-style-type: none"> ○ Bloomberg, Cyclist, Daily Mail, Daily Telegraph, Evening Standard, Express, Financial Times, Intelligent Transport, Guardian, Time Out, Transport Xtra 	<ul style="list-style-type: none"> • Second press release planned following decision on Phase 2 proposals • Further press activity planned for future phases of work
Online	Website	www.cityoflondon.gov.uk/citystreets	All street users Residents Businesses Workers	<ul style="list-style-type: none"> • Webpage live - Covid-19: City Streets 14/05 <ul style="list-style-type: none"> ○ City Transportation email address included for correspondence. ○ Webpage located in the City Streets section with links to it from across the website. • Frequently Asked Questions document available 	<ul style="list-style-type: none"> • Updated throughout Covid-19 period
Online	Feedback Portal	Web-based portal for gathering feedback	All street users Residents Businesses Workers	<ul style="list-style-type: none"> • Comments and feedback can be sent to citytransportation@cityoflondon.gov.uk 	<ul style="list-style-type: none"> • Feedback portal planned to go live when changes are implemented on street.

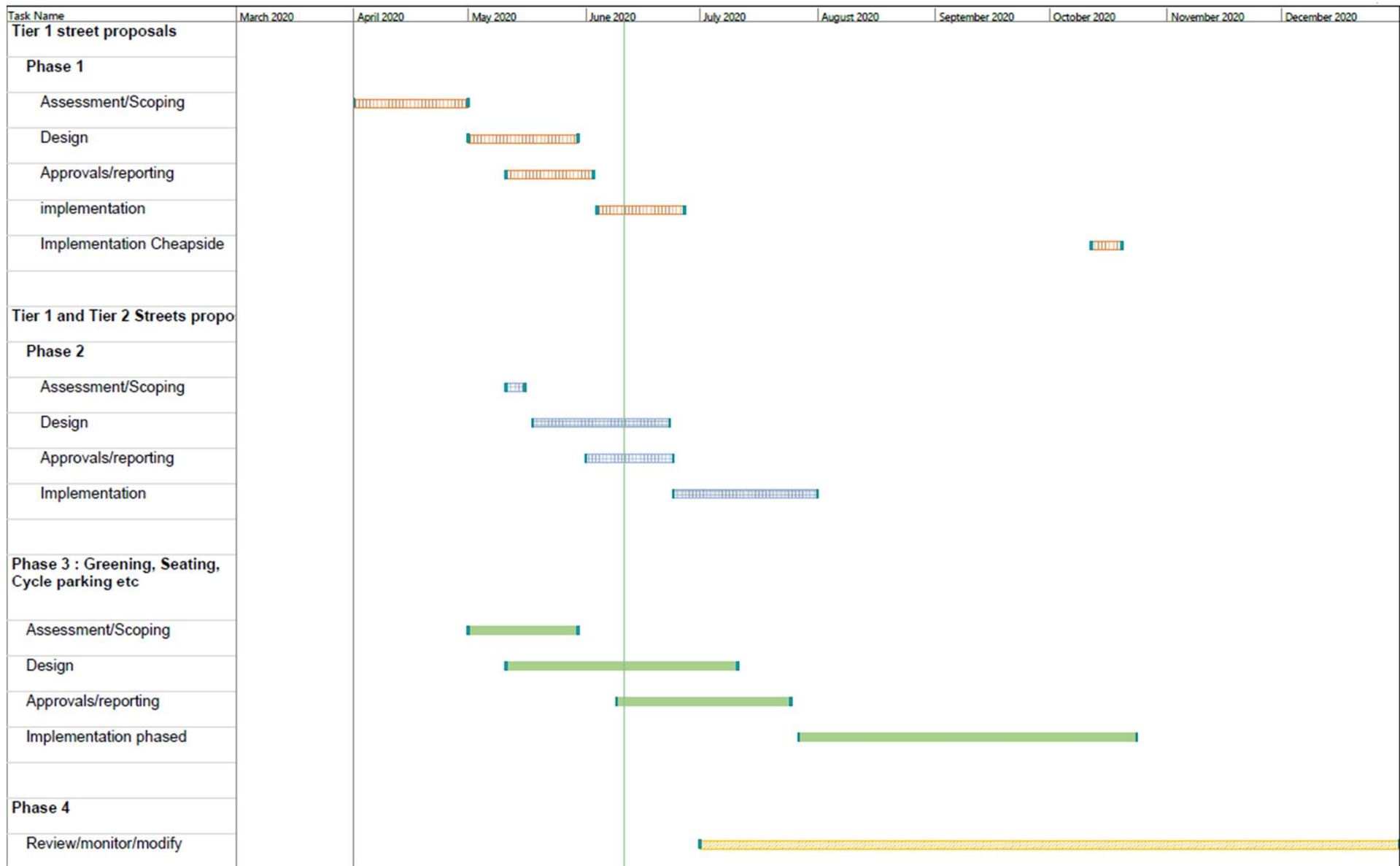
Online	CoL intranet	<ul style="list-style-type: none"> • Staff intranet • Email to all staff 	CoL staff	<ul style="list-style-type: none"> • Intranet page live (18/05) alongside information regarding parking and TfL travel updates • Updates included in Town Clerk e-bulletins and CoL E-Leader 	<ul style="list-style-type: none"> • Ongoing internal communications planned
Social media	Twitter	<ul style="list-style-type: none"> • @CityOfLondon • @SquareHighways 	All street users especially modal groups	<ul style="list-style-type: none"> • Regular tweets/retweets from City of London Twitter account (48.5k followers to corporate account) from 14/05 • Regular tweets/retweets from SquareHighways account (4.5k followers to account) from 18/05 	<ul style="list-style-type: none"> • Ongoing tweets from the City of London Twitter account
Online	Briefing emails/meetings	<ul style="list-style-type: none"> • Members • Bronze Group • COLAG 	Members CoL senior management CoL staff	<ul style="list-style-type: none"> • Member emails - sent to all as part regular Covid-19 updates. Phase 1 sent 14/05. Phase Two and start of Phase 1 works notification sent 03/06 • Briefing for all members (06/06) • Included as regular item for Bronze group meetings. • Equality Analysis for Phase 1 and Phase 2 published on webpage. • Equality Analysis for further phases underway. 	<ul style="list-style-type: none"> • Engagement ongoing with City of London Access Group.
Online and physical	Various	<ul style="list-style-type: none"> • City Covid 19 Newsletter for residents • Barbican Association Newsletter 	City Residents	<ul style="list-style-type: none"> • Reports and works detailed in Covid-19 newsletter to residents that have signed up (14/05) and (04/06) • Regular piece included in Barbican estate newsletter (over 1550 email addresses) 	<ul style="list-style-type: none"> • City Resident (special July edition)

Online	Email	<ul style="list-style-type: none"> • Various 	Business contacts	<ul style="list-style-type: none"> • Information sent to the following (among others) <ul style="list-style-type: none"> ○ City Property Association Team business contacts (394 City businesses) ○ City of London Bids and Partnerships businesses ○ Hotels, attractions and retail estates (90 contacts) ○ Construction sites and Considerate Construction Scheme members ○ Liveries (100 contacts) ○ Banks Group (24 banks) ○ Places of worship (planned) ○ Schools (planned) 	
Online	Email	<ul style="list-style-type: none"> • Emergency service contacts 		<ul style="list-style-type: none"> • Information sent regularly to the following (among others) <ul style="list-style-type: none"> ○ Emergency Services lead contacts ○ City of London Resilience Forum ○ City of London Crime Prevention Association distribution list 	
Online	Email Social Media	<ul style="list-style-type: none"> • Modal users groups • Cycle campaign/user groups • Taxi / PHV groups • Freight 	Road user groups Drivers People cycling	<ul style="list-style-type: none"> • Ongoing engagement with modal groups <ul style="list-style-type: none"> ○ Information sent to City of London Active City Network mailing list (832 email addresses) ○ Bespoke email for highway bulletin list for drivers ○ Planned communications for TfL's Taxi and private hire mailing list to licensed drivers. ○ Guidance document prepared for freight industry ○ Guidance document planned for small & medium businesses 	
Regular engagement Meetings	Statutory consultee	<ul style="list-style-type: none"> • Neighboring boroughs • Transport for London • Emergency services 	Statutory consultees	<ul style="list-style-type: none"> • Ongoing engagement and meetings with neighbouring boroughs, Transport for London and emergency services as part of project 	
Print and online	Temporary Traffic Regulation Orders	<ul style="list-style-type: none"> • Guildhall reception windows 	Statutory consultees All Street users	Phase 1 <ul style="list-style-type: none"> • Temporary traffic orders on display in Guildhall windows • On street notices 	Phase 2 <ul style="list-style-type: none"> • Temporary traffic orders on display in Guildhall windows • On street notices

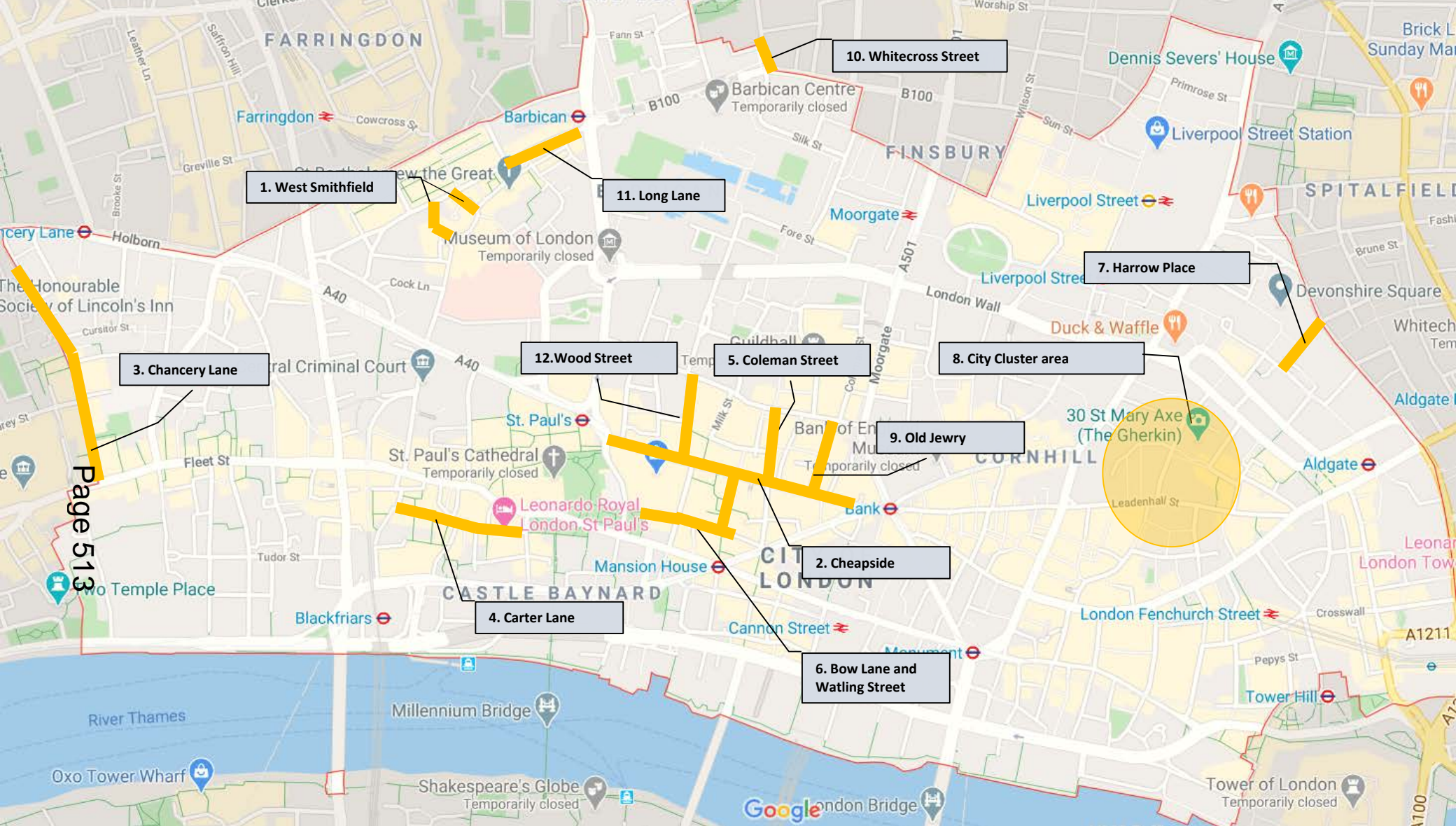
		<ul style="list-style-type: none"> • On street notices • Newspaper advertisement 		<ul style="list-style-type: none"> • Evening Standard advertisement 	<ul style="list-style-type: none"> • Evening Standard advertisement
Physical	On street	<ul style="list-style-type: none"> • Signage/vinyl on street 	Residents People walking & cycling Workers	<ul style="list-style-type: none"> • Online survey live on webpage for businesses to request assistance with street marking for queuing and to support social distancing 	
Online	Email	Correspondence	All interested parties	<ul style="list-style-type: none"> • Over 160 enquiries/statements of feedback have been sent to the City Transportation team (at time of writing) 	

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Appendix 6 – Indicative programme (for changes on Street)



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Phase 3 Streets – proposals for intervention

Streets considered

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Appendix 8

Phase 3: proposals for intervention (12 streets)						
No.	Location (street name)	Description	Current footway widths	Ped flow	Proposed changes	Impact
1.	West Smithfield (rotunda)	Pedestrian routes to-from Farringdon and Barbican stations.	2-3m average	Med flow 1000-2000 p/hr	Street furniture, moveable seats and planters.	Reallocation of carriageway space.
2	Cheapside *	Busy shopping area with high concentration of retail and food outlets. Proximity to visitor destinations.	2-3m average	High ped flow 2000-p/hr	To be delivered following Phase 1 implementation. Provide space for moveable seats and planters.	Reallocation of carriageway space.
3	Chancery lane (Carey Street to Southampton Buildings) *	Busy shopping area with high concentration of retail and food outlets.	Less than 2 m	High ped flow 2000-p/hr	Create space to provide for parklets, moveable seats.	Reallocation of carriageway space.
4	Carter Lane (Creed Lane to Ludgate Broadway)	High concentration of retail and food outlets, narrow footways.	Variable, Less than 2 m	High ped flow 2000-p/hr	Introduction of moveable seats and planters	Extension of timed closure to 7am-7pm and possible reallocation of carriageway space.
5	Coleman Street (Great Bell Alley to Coleman Street Buildings) *	High concentration of retail and food outlets, narrow footways.	Less than 2 m, variable.	High ped flow 2000-p/hr at peak times.	Provide space for parklets, greening and moveable seats.	Suspension of up to two parking bays.
6	Bow Lane and Watling Street	Busy shopping area with restaurants in narrow streets, busy pedestrian routes and proximity to visitor destinations.	Less than 2 m	High ped flow	Extension of timed closure to 7am-7pm and provide space for moveable seats and planters.	Possible suspension of up to one parking bay.
7	Harrow Place*	Proximity to market and food outlets.	Less than 2 m	Med ped flow	Provide space for parklets, greening and moveable seats.	Suspension of up to two parking bays.

8	City Cluster Area (exact locations to be determined)	High pedestrian flows and area with high concentration of workers. Footways are already crowded at peak times.	Variable, Less than 2 m	High ped flow 2000-p/hr	Complement measures from Phase 1-2 proposals. Create more space and introduce parklets, moveable seats and planters.	Reallocation of carriageway space and suspension of up to three parking bays.
9	Old Jewry *	Busy pedestrian route connecting underground stations. Proximity to Bank area and Moorgate.	2-3m average	Med ped flow	Complement measures from Phase 1-2. Provide space for moveable seats and planters.	Suspension of up to one parking bay, reduction on carriageway space.
10	Whitecross (within City's boundary)	Proximity to food markets, and visitor destinations.	2-3m average	Med ped flow	Provide space for up to two parklets.	Reallocation of carriageway space.
11	Long Lane (Aldersgate Street to Lindsey Street)	Pedestrian routes to-from Farringdon East and Barbican stations, proximity to Culture Mile area, and visitor destination.	Less than 2 m	Med flow 1000-2000 p/hr	Creating additional space for pedestrians and introduce parklets and planters.	Suspension of up to 2 parking bays.
12	Wood Street (Cheapside to Goldsmith Street)	Busy shopping area with high concentration of retail and food outlets. Proximity to visitor destinations.	Variable, Less than 2 m	Med ped flow	Provide space for up to two parklets.	Reallocation of carriageway space.

*complementing measures implemented in Tier 1 streets – Phase 1-2

Appendix 9

City Streets: Transportation response to support Covid-19 recovery Tier 1 – Phase 1 and Tier 1 - Phase 2.

Steer have carried out an Equality Analysis (EA) of the City of London's Phase 1 and Phase 2 Covid-19 recovery transport response. The full report is available in two parts for each of the phases. The impacts, recommendations and conclusions are extracted from that report here.

This Equality Analysis (EA) relates to the City of London's Phase 1 and Phase 2 Covid-19 recovery transport response. Generally, EAs are developed prior to scheme implementation to help plan for those with protected characteristics. However, due to the urgency of scheme implementation and the nature of the scheme, whereby the primary infrastructure is temporary and can be modified as the scheme progresses to more permanent infrastructure, this EA is aimed to inform the City of items that should be observed as the scheme opens and mitigations to help offset any disproportionate negative impacts that may be experienced by those in Protected Characteristic Groups (PCGs).

The City of London has already completed a Test of Relevance. This identified the following four PCGs for assessment: Age, Disability, Pregnancy/Maternity, and Race.

Part 1:

Equalities Analysis - phase 1 measures - Summary of impacts on equalities and recommended actions

Impacts on each protected characteristic group are listed below. The key recommendations common to more than more group are:

Key Recommendations:

- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or that ramps are provided.
- Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual and tactile cues.
- Allow access for delivery vehicles to residential units to account for residents who are shielding (for example to allow for food deliveries).

- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including passengers with disabilities.

Age - Impacts on equalities

- Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may disproportionately affect those aged 65+, who are more reliant on buses and are more likely to have mobility impairments relating to age.
- Phase 1 may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the 65+ age category who rely on cars more than other age groups. Whilst access to off-street premises will not be affected (for those who drive and have access to off-street parking), a reduction in on-street parking may necessitate increase walking distances for older people who drive.
- On the other hand, all of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group). Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.
- Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.
- On balance, for older people the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by bus or private car.
- People of young and old age are more vulnerable to poor air quality¹. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will benefit these age groups disproportionately through improved air quality.
- Phase 1 will improve walking and cycling infrastructure and is likely to reduce vehicle movements. This will create a safer environment, particularly for older people who are more likely to be pedestrians.

¹ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

Recommended actions

- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up mobility impaired passengers, including older passengers with mobility impairments. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Vehicle access should be retained for carers who make at home visits. This is likely to disproportionately benefit elderly people who require in-home care.

Disabled - Impact on equalities

- All designated blue badge parking spaces will be retained in this phase, therefore blue badge holders will not be disproportionately impacted. However, vehicles journeys may become more indirect.
- This scheme is likely to negatively affect a portion of those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.
- Buses provide a fully accessible form of public transport. Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may therefore disproportionately affect those with disabilities who are more reliant on buses, and may not be able to switch to alternative public transport modes (such as rail) which are not yet fully accessible.
- People with learning disabilities are likely to be disproportionately negatively affected by bus route changes as they are more likely to rely on learnt routines for travel or travel time. This can be mitigated using iBus data and additional announcements by TfL bus drivers relating to bus diversions and updated stops.
- This scheme is aimed at improving conditions for all pedestrians and cyclists, therefore this will benefit those with disabilities who use the street, particularly those with mobility impairments that require mobility aids as more space will be created.
- Cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

- The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. It is also expected that black cab and special vehicle access will be retained.

Recommended actions

- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that facilities for cyclists are designed to accommodate adapted cycles (in particular the contra-flow facilities on Cannon Street, Threadneedle Street and Old Broad Street).
- The City is presently developing the City of London Accessibility Standard (COLAS) with expert consultancies, which is to go above and beyond existing national standards. Though this is currently delayed due to COVID-19, it presents an opportunity to implement these standards as temporary road space reallocation becomes more permanent.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including passengers with disabilities. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Vehicle access should be retained for carers who make at home visits. This is likely to disproportionately benefit elderly people who require in-home care.
- Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual and tactile cues.

Pregnancy and maternity - Impact on equalities

- The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Phase 1 will improve walking for all pedestrians, by creating more space. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with small children, enabling them to walk side-by-side more easily.
- This scheme is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle

journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.

Recommended actions

- Ensure that any additional space created for pedestrians is accessible to parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including pregnant passengers. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Allow access for delivery vehicles to residential units to account for shielding pregnant women (for example to allow for food deliveries).

Race - Impact on equalities

- Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may disproportionately affect those ethnic groups who are more reliant on buses.
- Phase 1 may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the in ethnic groups that rely more on driving.
- On the other hand, all of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit ethnic groups who are more likely to walk.
- Improvements for pedestrians will also benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.
- Improved cycle infrastructure is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.
- On balance, the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by all ethnic groups using modes that will benefit from the measures outweighs those using modes that may be adversely affected.

Recommended actions

- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.

Conclusions

On balance, the Phase 1 proposals are likely to have a positive impact on reducing inequalities. This is especially the case given travel patterns to the City of London (with the largest proportion of trips made by walking and public transport), and the very limited potential for any increase in car use (due to very limited road space and car parking).

The measures contained in Phase 1 will primarily increase space for pedestrians. This will disproportionately benefit those groups who are more reliant on walking (such as those as 65+), as well as those who may find narrow and cluttered footways particularly difficult to negotiate (such as disabled people or people walking with prams).

There will also be improvements for cycling, including through the provision of contra-flow cycle lanes. These have the potential to encourage more people to cycle, particularly if they are designed to cater for all types of cycles (such as adapted cycles).

Given the above and the limited space that is generally available on streets in the City, there may be some impacts on other modes. Some bus diversions will be necessary, and the impacts of these on journey times should be monitored and mitigated where necessary through operational changes. There will also be some impacts on car travel, primarily through more indirect routes, but this will be mitigated by allowing for access and drop-offs.

Part 2:

Equalities Analysis - Tier 1 phase 2 measures - Summary of impacts on equalities and recommended actions

Road space reallocation to walking, or walking and cycling

The following areas have been identified for reallocation of space to walking or walking and cycling:

- Fleet Street, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Eastcheap and Great Tower Street;
- Holborn Viaduct and Newgate Street;
- Chancery Lane;
- London Wall, South Place: where possible;
- Moorgate;
- Old Jewry;
- Cheapside and Poultry;
- King Street, Queen Street, Gresham Street, Lothbury and Bartholomew Lane;
- Dukes Place, Bevis Marks, Camomile Street, Houndsditch and Outwich Street;
- Aldgate, Aldgate High Street and Fenchurch Street;
- Jewry Street, Crutched Friars, Cooper's Row and Trinity Square: in addition, improve cycling where possible;
- King William Street;
- Cornhill;
- Moorfields: walking only;
- Liverpool Street;
- Devonshire Row, Devonshire Square, Cutler Street and White Kennet Street: where possible; and
- Charterhouse Street and Carthusian Street: in addition, introduce contra-flow cycling.

Impacts on equalities

Age

- Creating more space for pedestrians and cyclists is likely to improve conditions for these people by creating a safer environment. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group) and those aged 60+ also have a higher than average likelihood of being killed or seriously injured if involved in a collision.
- Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.
- Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.
- This proposal will improve walking and cycling infrastructure and is likely to reduce vehicle movements in response. This will further create a safer environment, particularly for older people who are more likely to be pedestrians.

Disability

- This scheme is aimed at improving conditions for all pedestrians and cyclists, therefore this will benefit those with disabilities who use the street, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes, as more space will be created.
- Cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

Pregnancy/Maternity

- The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Phase 2 will improve walking for all pedestrians across the City, by creating more space. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with infants or small children, enabling them to walk side-by-side more easily.

Race

- The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Phase 2 will improve walking for all pedestrians across the City, by creating more space. Improvements for pedestrians will also benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.
- Improved cycle infrastructure is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.

Mitigations

- The City is presently developing the City of London Accessibility Standard (COLAS) with expert consultancies, which is to go above and beyond existing national standards. Though this is currently delayed due to COVID-19, it presents an opportunity to implement these standards as temporary road space reallocation becomes more permanent.
- Ensure that any additional space created for pedestrians is accessible to all users, including those with mobility impairments and parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that widened pavements are clear of obstacles such as street furniture, signs and overhanging trees for those with visual impairments
- Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual, audible and tactile cues.
- Ensure that facilities for cyclists are designed to accommodate adapted cycles (in particular the contra-flow facilities that will be implemented on one-way streets).

Potentially affected parking and loading

The following locations will undergo a review of parking bays, waiting and loading areas to reallocate space to walking and cycling:

- Fleet Street, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Eastcheap and Great Tower Street;
- London Wall and South Place;

- Old Jewry;
- King Street, Queen Street, Gresham Street, Lothbury and Bartholomew Lane;
- Dukes Place, Bevis Marks, Camomile Street, Houndsditch and Outwich Street;
- Aldgate, Aldgate High Street and Fenchurch Street;
- Jewry Street, Crutched Friars, Cooper's Row and Trinity Square;
- Cornhill;
- Moorfields; and
- Devonshire Row, Devonshire Square, Cutler Street and White Kennet Street.

Designated blue badge parking spaces will be reviewed in this phase for reallocation to pedestrian and cycling space. These bays will be relocated only where temporary restrictions make them difficult to use, however the number of bays that will be affected is unknown at this time. These bays will be replaced as close as possible, within the same street

Impact on Equalities

Age

- This measure is likely to disproportionately negatively affect those in the 65+ age category who rely on cars more than other age groups.
- A reduction in on-street parking may necessitate increased walking distances for this age group. Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time and some may use mobility aids for walking. This measure is likely to disproportionately affect those in this category by reducing on-street parking options.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for elderly people with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services though the route may become slightly more indirect.
- It should be noted that the proportion of trips made by the 65+ age group by walking or public transport far outweighs the proportion using private cars.

Disability

- Blue badge holders may be impacted by the relocation of some blue badge bays (although it is noted that there is not expected to be a reduction in the number of these bays). It is expected that any affected bays will be relocated as closely as possible on the same street, which should help to minimise the impact on increase distances between the bay and trip destinations.
- This measure is likely to negatively affect a small portion of those with mobility impairments who may find it more difficult to walk and rely on on-street parking as these parking spaces will be reduced.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services though the route may become slightly more indirect.

Pregnancy/Maternity

- This measure is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who rely on on-street parking as these parking spaces will be reduced.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for those who are pregnant who may find it more difficult to walk, and may

therefore prefer the use of door-to-door transport services though the route may become slightly more indirect.

Race

- This measure may disproportionately affect those in the in ethnic groups that rely more on driving and on-street parking.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for those ethnic groups who are more dependent on the use of door-to-door transport services though the route may become slightly more indirect.

Mitigations

- When relocating blue badge parking spaces, ensure that they are relocated as close as possible to their current location, taking into account likely destinations for users of these bays. Ensure that they are relocated to locations with a ramp up to the pavement, or construct a ramp beside the new spaces.
- Ensure that taxi/minicab drivers are aware that they can still access roads for pick up and drop off with engagement through TfL Taxi and Private Hire (TPH) and trade associations.

Road closures to motor vehicles

The following locations have proposed road closures:

- Newgate Street: road closure for all vehicles except buses and cycles;
- Chancery Lane: road closure except cycles;
- Old Jewry at southern end: road closure except cycle and conversion to 2-way operation from Frederick's Place to the northern end; and
- White Kennet Street: road closure except cycles.

The Phase 2 road closures are expected to significantly improve bus priority along Newgate Street (A40) though this may increase bus journey times on other corridors due to displaced traffic. However, increased journey times may be mitigated if overall traffic levels fall. Cycle priority and safety is expected to significantly improve throughout the City due to the placement of the road closures.

Impact on Equalities

Age

- Phase 2 road closures are likely to disproportionately benefit those aged 65+, who are more reliant on buses.
- The road closures may make certain private vehicle journeys more indirect, due to re-routed journeys. This may disproportionately negatively affect those in the 65+ age category who rely on cars more than other age groups, though it should be noted that the proportion of people in this category is quite small compared to those aged 65+ using other travel modes. Access to off-street premises will not be affected (for those who drive and have access to off-street parking).
- The proposed measures are likely to improve conditions for pedestrians, by reducing traffic speeds and conflicts with motorised vehicles and in many cases potentially enabling more space to be reallocated to pedestrians. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group).

- People of young and old age are more vulnerable to poor air quality². For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit these age groups through improved air quality.
- On balance, for older people the Phase 2 measures are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by private car.

Disability

- This measure is likely to benefit those with disabilities who are more reliant on buses due to increased journey speeds.
- Road closures are likely to negatively affect a portion of those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.
- The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. It is also expected that special vehicle access will be retained.

Pregnancy/Maternity

- This measure is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. Some vehicle journeys may become more indirect due to restrictions on through traffic.

Race

- This measure is likely to disproportionately benefit ethnic groups who are more reliant on buses.
- Some vehicle journeys may become more indirect due to restrictions on through traffic. This may disproportionately affect those in the ethnic groups that rely more on driving.
- On balance, the Phase 2 measures are likely to provide an overall benefit. This is because the proportion of trips made by all ethnic groups using modes that will benefit from the measures outweighs those using modes that may be adversely affected.
- Improved cycle access is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.

Mitigations

- Monitor bus journey times throughout the City and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that taxi and private hire drivers are where they can access for the purposes of dropping-off and picking up mobility impaired passengers only, including older passengers with mobility impairments, passengers with disabilities and pregnant passengers. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However,

² https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly electronic and printed newsletter highlighting any changes.

Road restrictions to motor vehicles or changes to operation

The following road restrictions to motor vehicles have been proposed with restrictions of 7am-7PM no access except to off-street premises, buses and cycles:

- Eldon St, Broad Street Place and Blomfield Street;
- Cheapside and Poultry;
- Houndsditch between Bishopsgate and Outwich Street;
- King William Street;
- Moorfields;
- Liverpool Street;
- Lime Street and Cullum Street; and
- All Bank junction restrictions retained.

The following locations have proposed operation changes:

- King Street, Queen Street, Gresham Street, Lothbury and Bartholomew Lane: introduce one-way system towards Moorgate for all vehicles except cycles; and
- Moorgate (south): one-way northbound for all vehicles except buses and cycles.

The Phase 2 restrictions to motor vehicles and changes in operation are expected to significantly improve bus priority throughout the City though this may increase bus journey times on other corridors due to displaced traffic. However, increased journey times may be mitigated if overall traffic levels fall. Cycle priority and safety is expected to significantly improve throughout the City due to a reduction in traffic and an increase in space.

Impact on Equalities

Age

- The road restrictions are likely to disproportionately benefit those aged 65+, who are more reliant on buses.
- Phase 2 road restrictions and operation changes may make certain private vehicle journeys more indirect. This may disproportionately negatively affect those in the 65+ age category who rely on cars more than other age groups. Access to off-street premises will not be affected (for those who drive and have access to off-street parking).
- This measure is likely to improve conditions for pedestrians, by removing traffic and therefore conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group).
- People of young and old age are more vulnerable to poor air quality³. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from

³ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

private vehicle use and increases in active modes of travel will benefit these age groups disproportionately through improved air quality.

- On balance, for older people the Phase 2 road restrictions and operation changes are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by private car.

Disability

- These road restrictions are likely to benefit those with disabilities who are more reliant on buses due to increased journey speeds.
- Road restrictions are likely to negatively affect a portion of those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.
- The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. It is also expected that black cab and special vehicle access will be retained for those with mobility impairments.

Pregnancy/Maternity

- This scheme is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. Some vehicle journeys may become more indirect due to restrictions on through traffic.

Race

- These road restrictions are likely to disproportionately benefit ethnic groups who are more reliant on buses.
- Phase 2 may make certain private vehicle journeys more indirect, due to road restrictions and operation changes to one-way. This may disproportionately affect those in the in ethnic groups that rely more on driving.
- On balance, the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by all ethnic groups using modes that will benefit from the measures outweighs those using modes that may be adversely affected.
- Improved cycle access is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.

Mitigations

- Monitor bus journey times throughout the City and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that taxi and private hire drivers are aware that they can access restricted streets for the purposes of dropping-off and picking up mobility impaired passengers only, including older passengers with mobility impairments, passengers with disabilities and pregnant passengers. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly electronic and printed newsletter highlighting any changes.

Pedestrian priority signage

Installation of pedestrian priority signage at following locations:

- Chancery Lane;
- Eldon Street, Broad Street Place and Blomfield Street;
- Old Jewry;
- Cooper's Row: in addition, introduce advisory 5 mph speed limit;
- Moorfields;
- White Kennett Street; and
- Lime Street and Cullum Street.

The Phase 2 signage for pedestrian priority will be installed in conjunction with road closures and restrictions and will benefit all pedestrians. The signage is expected to provide a safer environment for pedestrians and cyclists by slowing traffic speeds and will encourage active travel modes over the use of private car. The addition of an advisory 5 mph speed limit on Cooper's Row will also significantly benefit the safety of pedestrians and cyclists.

Impact on Equalities

Age

- This measure will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group) by creating a safer environment for pedestrians and those aged 60+ also have a higher than average likelihood of being killed or seriously injured if involved in a collision.
- Older people are more likely to suffer from slight mobility, hearing or visual impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time, use of mobility aids for walking and difficulty reading.

Disability

- Disabilities can include mobility, sight, and hearing impairments. Wheelchairs and walking canes may be used as mobility aids. This measure is likely to benefit those with disabilities by creating a safer environment for pedestrians.

Pregnancy/Maternity

- This measure is likely to benefit those who are pregnant and parents with infants and/or young children by creating a safer environment for pedestrians.

Race

- This measure is likely to benefit those of minority races by creating a safer environment for pedestrians.

Mitigations

- Pedestrian priority signage should follow accessible signage guidelines for visual cues (ie large lettering and contrasting colours) and, as the scheme progresses to a more permanent state, options for audible cues should be considered and implemented.

Cumulative impacts of Phase 2

Overall, the Phase 2 proposals are expected to significantly benefit all pedestrians and cyclists, particularly those under the PCGs outlined in this EA, through the reallocation of space, improved safety and the reduction of interactions with traffic. PCGs who rely on

driving are expected to be negatively affected by the road closures, restrictions and removal of parking, waiting and loading spaces. However, the number of people who may be disproportionately negatively affected by these measures based on age, disability, pregnancy/maternity and race is expected to be significantly outweighed by the benefit of those under these PCGs who use non-car modes of travel, such as walking, cycling and public transport.

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Appendix 10:

Finance tables

Phases 1 and 2 – Approved Budget

Table 1: Phases 1-2 - Tier 1 Street Interventions	
Description	Approved Budget (£)
P&T Staff costs	113,500
Highways Staff Costs	63,500
Fees	116,000
Works	755,744
TOTAL	*1,048,744

*£116,500 of funding confirmed to date

Phase 3 -Required Budget

Table 2: Total Budget Required for Phase 3					
Description	Seating/Greening (£)	Queue Management (£)	Cycle Parking (£)	School Streets (£)	Phase 3 TOTAL (£)
P&T Staff Costs	50,000	13,000	-	10,000	73,000
Highways Staff Costs	18,500	-	-	-	18,500
Open Spaces Staff Costs	6,000	-	-	-	6,000
Legal Staff Costs	-	-	2,000	-	2,000
Fees	16,000	-	-	-	16,000
Works	365,000	15,000	80,000	50,000	510,000
Maintenance	25,000	-	-	-	25,000
TOTAL	480,500	28,000	82,000	60,000	650,500

Total programme budget required – Phases 1, 2 and 3

Table 3: Total Budget for Phases 1-3			
Description	Phase 1+2 - Tier 1 Street Interventions - Approved Budget (£)	Phase 3 Option 2 - Requested Budget (£)	Total Project Budget (£)
P&T Staff costs	113,500	73,000	186,500
Highways Staff Costs	63,500	18,500	82,000
Open Spaces Staff Costs	-	6,000	6,000
Legal Staff Costs	-	2,000	2,000
Fees	116,000	16,000	132,000
Works	755,744	510,000	1,265,744
Maintenance	-	25,000	25,000
TOTAL	1,048,744	650,500	1,699,244

Agenda Item 9

Committee(s)	Dated:
Planning and Transportation	23 06 2020
Subject: Tables and Chairs – Assessment criteria, financial implications and processes in response to COVID-19 lockdown and easing thereof.	Public
Report of: Jon Avern, Director of Markets and Consumer Protection	For Decision
Report author: Peter Davenport – Licensing Manager	

Summary

During the Covid-19 lockdown, all of the City's 138 tables and chairs licenses have been suspended. With relaxations on lockdown underway, and further easements expected shortly leading to an increased conflicting demand for outside space to place tables and chairs and to enable social distancing for pedestrians. A decision was taken at your 2 June committee that while social distancing requirements are in place table and chairs licences should be reviewed subject to five additional principles, on a case by case basis by officers before being reinstated.

The purpose of this report is to set out clearly the criteria officers will apply in line with the five principles when re-instating/issuing tables and chairs licences to the City over the coming phases of lockdown easing.

The report also sets out the required procedural changes required to respond to each phase of the pandemic and the associated estimated financial implications.

Recommendation(s)

Members are asked to:

1. Agree the criteria officers will apply in line with the five principles when re-instating tables and chairs licences to the City over the coming phases of lockdown easing as outlined in Appendix 2 of this report.
2. Agree the proposed way forward as outlined in paragraphs 16 and 17 of this report.
3. Note the financial implications as outlined in paragraph 19 of this report.

Main Report

Background

1. An individual or corporate body wishing to place tables and chairs on the public highway, including a City Walkway, must first seek the necessary licence (permission) under the Highways Act 1980. The Licensing Team in the Department of Port Health & Public Protection has responsibility for the operational administration of this function. Planning and Transportation Committee is responsible for setting the City's policy on tables and chairs and the current policy was agreed in May 2014, see appendix 1.
2. The existing Policy sets out the criteria applied (pre COVID-19) when deciding whether to grant permission to place tables and chairs on the highway and the procedure that is followed, how an application is dealt with and the conditions that are likely to be imposed.
3. Planning permission is not normally required to place tables and chairs on the highway so long as none of the furniture is affixed or left in place outside the hours of use, and the primary use of the area remains as highway. Tables and Chairs applications are made separately from any planning process and are also usually, separate from the premises licence process although there is no reason, except for the wishes of the businesses concerned, why these should not be applied for concurrently. (However, the determination procedures for each are distinct, and the outcome of one cannot predetermine the outcome of the other).
4. The process of dealing with an application to place tables and chairs on the highway involves a 28-day consultation period with other City of London Corporation departments as well as external individuals and organisations. This is primarily in respect of highway matters such as the provision of and access to services, traffic and pedestrian management and street scene issues as well as potential public safety and nuisance matters such as obstruction and noise.
5. A typical small, uncontentious tables and chairs application currently takes approximately two to three months to process. However, this timescale can be considerably extended if there is any unresolved concern with any consultee, whether internal or external to the City of London Corporation.
6. A Tables & Chairs licence cannot be granted where frontagers with an interest withhold their consent. (A frontager has an interest where the tables and chairs are to be put wholly or partly between their premises and the centre of the highway). If the Licensing Team consider that consent has been withheld unreasonably, that is, where an objection is maintained (irrespective of all negotiated agreements and mitigating conditions that appear to address such concerns) the issue must be referred to arbitration.
7. There are 138 premises that have a current licence to place tables and chairs on the highway. All licences are currently valid for 12 months from date of issue and therefore expire at various times throughout the year.

8. A decision was taken at your 2nd June Committee that while social distancing requirements are in place, tables and chairs licences should be reviewed on a case by case basis by officers before being reinstated subject to five additional principles:
 1. To recognise the need to nurture a thriving economy in our City
 2. To put safety first
 3. No privatisation of public space
 4. Having regard to space required to queue outside premises
 5. Having regard to new or existing public seating nearby
9. Further detail relating to the criteria that will be applied in making these decisions is contained in appendix 2.

Current Position and Action to Date

10. To date there have been no legislative changes to the Highways Act 1980 since lockdown commenced. The only legislative changes to have been made which affect the use of tables and chairs on the highway are contained in The Health Protection (Coronavirus, Restrictions) (England) Regulations 2020 (the 'Regulations'). The Regulations require the closure of businesses selling food or drink for consumption on the premises; and treat an area adjacent to the business premises where seating is made available for customers of the business (whether or not by the business) as part of the premises of that business. There has been some lobbying to Government to provide a blanket relaxation of the legislation as it relates to tables and chairs to encourage the recovery of the hospitality sector.
11. Since lockdown commenced on 21 March 2020 until the present time 31 tables and chairs licences have expired. 107 premises therefore still have current licences and have been unable to trade during this three-month period.
12. There is a general desire to try and manage the placing of tables and chairs on the highway as soon as Government legislation permits. This comes from the Government themselves as part of their plans to ease lockdown (latest estimates are partial opening of hospitality businesses in July 2020), licence holders and those representing the welfare of businesses.
13. The Licensing Team have made the decision to suspend all tables and chairs licences until legislation permits their legal use.
14. Businesses with licences that have expired during the lockdown period have not been pursued to renew their licence as they were, in effect, suspended from 21 March 2020.

Future Proposals

15. It is proposed to manage tables and chairs consistent with the following three stages.
 - i. Stage 1 - Lockdown. Current situation as from 21 March 2020 where it is an offence under the regulations to trade from tables and chairs placed on the highway.

- ii. Stage 2 - Partial Lockdown. A partial easing in lockdown restrictions likely to permit outside trading from tables and chairs albeit within social distancing guidelines (currently 2m, although a reduced distance of 1m is being discussed).
 - iii. Stage 3 – Post Lockdown. The Regulations cease to have any effect and premises are permitted to trade as they were prior to stage 1.
16. In order to facilitate premises being able to trade from tables and chairs placed on the highway as quickly as possible once legally entitled to do so, the following actions are proposed:
- i. Stage 1. As mentioned in paragraph 13 all licences have been suspended until Stage 2 or Stage 3 is reached. Once the suspension is lifted, which for the majority is likely to be at stage 3, licences will be extended by however many weeks they have not been permitted to trade due to the regulations (see Appendix 4 for a worked example). However, where premises have either ceased trading or no longer wish to continue with their licence, a pro-rata refund will be granted for every complete week they have been unable to trade due to the Regulations.
 - ii. Stage 2. It is likely that some premises will be permitted to trade from tables and chairs placed on the highway albeit in compliance with social distancing guidelines and the criteria detailed in paragraph 8. Although not illegal to breach these guidelines, it is deemed unsafe to do so and therefore in breach of existing tables and chairs licence conditions. In order to reiterate this point, the Licensing Team would add a temporary condition to all licences making compliance with any current COVID-19 guidance mandatory. Failure to adhere to a condition may result in the revocation of the licence or the taking of steps to remedy the breach should the licensee fail to comply with a notice to do so.
 - iii. Prior to any Stage 2 commencement, every holder of a tables and chairs licence will be contacted concerning their intentions to open and when. Whether they are able to meet all licence criteria (appendix 2) will depend on a number of factors including the width of the highway, footfall of pedestrians, any queues likely to be forming from nearby recently opened businesses and policy changes brought in during the pandemic that particularly affect pedestrian and traffic movement. In order to trade from tables and chairs placed on the highway public safety must be the number one priority and it is likely that very few premises will meet the criteria to trade safely.

The latest estimate from the Licensing Team is that only 20 premises will be permitted to trade from tables and chairs during Stage 2 assuming 2m social distancing is required. If the distancing guidelines are reduced to 1m, the estimated number of premises permitted to trade may increase to 40. Officers will explore the potential to expand this number by reallocating carriageway space for tables and chairs, where it is safe and practical to do so. In such locations, tables and chairs will be privately managed but available for public use.

- iv. Where licences have expired prior to the commencement of Stage 2 but were still in force at the beginning of January 2020, the premises will be able to resume use of the tables and chairs when the suspension is lifted for the number of weeks it was unable to trade prior to the licence expiring without having to wait for a new application to be approved. The premises will however still be required to submit an application and, once granted, the annual fee will be backdated until the date they commenced trading. The renewed licence will be for 12 months excluding the number of weeks lost during Stage 1 (see Appendix 4 for a worked example).
 - v. Stage 3. It is likely that some premises who wish to commence trading at the commencement of stage 3 will have had their licences expire during stage 1 or Stage 2. In these circumstances the same process as outlined in paragraph 16(iv) will be followed..
 - vi. Officers will review the approach in this report at least weekly and as Government guidance and legislation changes.
 - vii. The method outlined in the appendices of the Tables and Chairs Policy for granting refunds (See Appendix 1 below), may be changed slightly. This will be decided on a case by case basis according to which stage the business re-commenced trading and if/when their current licence expired.
 - viii. A decision board will be convened constituting of M&CP Licensing Officers and DBE Transportation Officers to review the evidence and decide upon the re-instatement of licences.
17. A fully refreshed and updated Tables and Chairs Policy will be brought back to this committee for decision once Stage 3 is reached, this will be fully aligned with the City Transport Strategy and take into account any permanent changes to the City's streets that may be agreed.

Corporate & Strategic Implications

18. The proposals within this report will help to meet one of the overriding aims contained within the Corporate Plan 2018-23 namely to 'Contribute to a Flourishing Society' by way of making people safe and feel safe.

Financial Implications

19. It is extremely difficult to calculate the exact financial implications when following the procedures outlined in this report due to a number of unknowns. However, estimates for each phase have been made and are shown in Appendix 3. It should be noted that all licensing fees are set to ensure the full cost recovery of performing the function and must not be used to generate a profit.
20. If all traders decided to wait for stage 3, and stages 1 and 2 were for a combined length of 3 months, there would be an approximate budget loss of £38k. If stages 1 and 2 were for a combined length of 6 months, there would be an approximate loss of £66k. This would reduce to £60k and £54k respectively if 20 or 40 businesses were permitted to trade at 50% capacity during stage 2.

Conclusion

21. The criteria officers will apply, in line with the five principles when re-instating tables and chairs licences to the City over the coming phases of lockdown easing have been clarified. This enables officers, as lockdown restrictions are eased, to provide additional space on the City's streets for people to walk whilst maintaining social distancing. City residents, workers and visitors are able to use the City's streets safely and reduce road danger. This is balanced with the needs of the hospitality sector to continue to operate within the confines of the social distancing guidance.
22. Officers will keep this approach under review at least weekly and as Government legislation and guidance changes.

Appendices

Appendix 1

City of London Tables and Chairs Policy and Procedure May 2014, available on: <https://www.cityoflondon.gov.uk/business/licensing/tables-and-chairs/Documents/tables-and-chairs-policy.pdf>

Appendix 2

Detailed criterion for re-instating a tables and chairs licence during COVID-19 pandemic.

Appendix 3

Summary of tables and chairs indicative number of licences and associated income by lockdown phasing.

Appendix 4

Examples of typical questions and answers.

Background Papers

City Streets: Covid-19 recovery 14th May 2020

City streets: transportation response to support covid-19
Recovery - phase 2 2nd June 2020

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City of London Tables and Chairs Policy and Procedure May 2014.

The above policy can be found on:

<https://www.cityoflondon.gov.uk/business/licensing/tables-and-chairs/Documents/tables-and-chairs-policy.pdf>

Detailed criterion for re-instating a tables and chairs licence during COVID-19 pandemic.

In considering whether or not to re-instate a licence, the City Corporation will have in mind environmental and public safety considerations, together with other relevant Council policies including the five key principles agreed at your Committee on 2 June 2020.

1. To recognise the need to nurture a thriving economy in our City
2. To put safety first
3. No privatisation of public space
4. Having regard for space required to queue outside premises
5. Having regard to new or existing public seating nearby

Specific factors to be considered will include the following: (the number in brackets refers to one or more of the agreed key principles above where relevant)

- Easing of the criteria to permit tables and chairs on the highway where this is legally possible (1)
- Extending licences in accordance with the criteria outlined in paragraph 16 (1)
- Issuing refunds in line with paragraph 19 (1)
- The width of the highway (2)
- Current social distancing guidelines (2)
- Pedestrian footfall, especially at peak times. (2)
- Suitable access to all members of the public using the highway. (2)
- The presence of existing street furniture. (2)
- any other factors which might put safety at risk. (2)
- Adherence to condition on current licences allowing public access to tables and chairs licensed to be placed on the highway (3)
- Queues likely to be forming from business or nearby recently opened businesses (4)
- The number of other permissions issued for areas in or near the proposed permitted area (4) & (2)
- Queue management, particularly with regard to social distancing. (4) & (2)

- Policy changes brought in during the pandemic that particularly affect pedestrian and traffic movement. (5)
- Proximity to existing public seating or new public seating areas provided as part of the COVID-19 recovery programme (5)
- The potential to safely reallocate carriageway to provide space for tables and chairs that are privately managed but clearly signed as available for public use (1, 2, 3).
- Impact of the proposed permission on noise and the amenity of neighbours.

Note on footway width:

Many of the streets in the City are narrow with footpaths that only have the minimum permitted 2.2 metres remaining (the T&C Policy requirement) once tables and chairs are in place. In these locations, officers would not recommend that the tables and chairs licence is reinstated while social distancing requirements are in place.

In some streets there may be sufficient width to accommodate pedestrian passing in either direction and sufficient space between a person seated at a table. However, under current social distancing requirements this would need a pavement width of **five metres**. This could be subject to change subject to latest Government advice.

There are very few, if any, streets in the City of London that meet this requirement.

Table 1. Summary of indicative number of tables and chairs licences by lockdown phasing.

	Pre-COVID	Stage 1 Lockdown	Stage 2 Lockdown Easing 2m	Stage 2 Lockdown Easing 1m	Stage 3 Return to normality
Number of licences	138	0 (all suspended)	<20 (Estimate)	<40 (Estimate)	138

Table 2. Estimated Impact on Income

	With no COVID	If all traders continue after a 3-month lockdown*	If all traders continue after a 6-month lockdown*	If all traders continue after a 6-month lockdown* AND 20 traders at 50% capacity for 3 months**	If all traders continue after a 6-month lockdown* AND 40 traders at 50% capacity for 3 months**
Likely Income 2020/21	115k	77k	49k	55k	61k
Loss during 2020/21	0k	38k	66k	60k	54k

*Based on current renewal profile

**Assuming all licences are of an equal amount, their expiry date is spread evenly throughout the year, and a 50% refund is given for 3 months trading under capacity (stage 2)

Tables and Chairs – Questions and Answers
relating to the reinstatement/renewal of licences
and associated fees

Stage 1

- Q.1 My licence is still current although it has been suspended due to the COVID-19 lockdown. When I eventually recommence trading I would have lost 18 weeks during which I have not been permitted to trade. My current licence is due to expire on 1st November 2020. When will my unsuspending licence now expire?
- A.1 Your current licence will expire on November 1st plus an additional eighteen weeks. Once unsuspending, your licence will then expire on 7th March 2021.
- Q.2 My licence actually expired 3 weeks after lockdown commenced. I am not trading again until lockdown finishes, and I can trade normally again. Will I need a new licence when I begin trading again?
- A.2 Your current licence, although expired, was actually suspended from 21st March. When you commence trading, and your licence is unsuspending, it will still have 3 weeks to run i.e. the number of weeks you were not permitted to trade. You will then need to apply for a new licence to begin once the 3 weeks have passed.

Stage 2

- Q.3 I intend to start trading as soon as I am legally permitted, which I understand will be 12 weeks into lockdown. I know that due to having to follow social distancing guidelines, I will only be able to operate using half of my tables and chairs. My current licence does not expire until 15th October but I would have already lost 12 weeks trading. Will my licence still expire in October?
- A.3. As soon as you commence trading your licence will be unsuspending. As in answer 1, your licence will have 12 weeks added to it (as you were not permitted to trade during this period) and will therefore expire on 7th January 2021.

However, for each week that you will be trading under capacity you will receive a pro rata refund. i.e. If your fee was the equivalent of £50 a week, you will receive a refund of £25 for each week you can only use half of your licensed tables and chairs.

Q.4. My licence actually expired 5 weeks after lockdown commenced. I intend to trade as soon as I am legally permitted although I know I will still have to comply with social distancing guidelines. As my licence has expired will I have to apply for a new licence?

A.4. Your current licence, although expired, was actually suspended from 21st March. When you commence trading, and your licence is unsuspending, it will still have 5 weeks to run i.e. the number of weeks you were not permitted to trade. You will then need to apply for a new licence to begin once the 5 weeks have passed.

Q.5. My licence expired in February this year before lockdown started. I did not renew as I guessed lockdown would happen and I did not want to waste my licence fee. Can I start trading either with a limited number of tables and chairs or after lockdown when things go back to normal?

A.5. If you had a current licence on 1st January 2020 then you can commence trading as soon as you are legally able - either during stage 2 (probably with a reduced number of tables and chairs) or at the commencement of stage 3 using the same number of tables and chairs as your recently expired licence.

You must immediately apply for a new licence which will be backdated to the date you recommence trading (whether that be during stage 2 or stage 3). If you commence trading during stage 2, with a reduced number of tables and chairs due to COVID-19 restrictions, your yearly fee will be reduced according to the actual number of tables and chairs you are permitted to use.

For example, if you obtain a new licence which is the equivalent of £50 per week and during stage 2 you are only permitted to use half of your licensed tables and chairs then your fee will be reduced to £25 for each complete week this continues. If stage 2 lasts in excess of two months, your full fee will be charged but a refund will be made as soon as it is possible to calculate the number of reduced trading weeks you had.

If you continued to trade once your licence expired in January this will be taken into consideration when calculating your annual fee and the expiry date of the renewed licence.

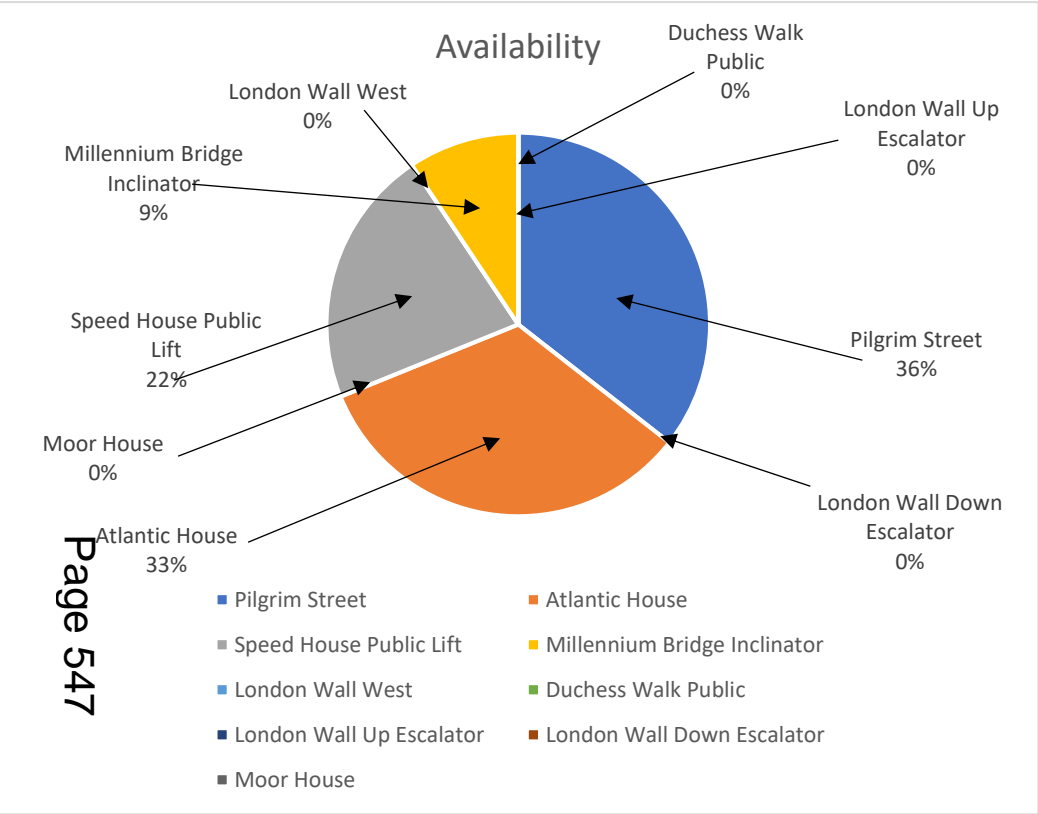
Stage 2 or Stage 3

Q.6. I've never had a tables and chairs licence but wish now to apply in order to kickstart my business. What do I have to do?

A.6. You will have to apply for a licence in the normal, pre-lockdown, manner. If you are not sure how to do this then please look at our web pages or contact licensing on licensing@cityoflondon.gov.uk.

Current legislative requirements require an application to be made and a 28-day consultation period to be carried out. It has been suggested that current legislative requirements may be eased in order to assist businesses however, this has not yet been put into place. For the latest information please contact the Licensing Team on the above email address.

Please note: Restrictions due to COVID-19 are unprecedented and, in order to assist businesses as much as possible, we have taken the above steps in order to enable trading to commence as early as legally possible. It is impossible to cover every trading option above so if you have a question do not hesitate to contact the Licensing Team on licensing@cityoflondon.gov.uk.



Code	Name	Time OOS	Availability
0916	Glass South Tower SC6459244	0 00:00	100%
7730	Wood Street Public Lift SC6458970	0 00:00	100%
7921	Little Britain SC6458967	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7964	Blackfriars Bridge SC6462771	0 00:00	100%
7997	33 King Williams Street SC6462850	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
0976	Pilgrim Street SC6458969	4 00:53	80.78%
0978	Atlantic House SC6458966	5 02:38	75.67%
7345	Speed House Public Lift SC6459146	10 14:36	49.48%
0929	Millennium Bridge Inclinator SC6459245	16 22:48	21.27%
7960	London Wall West SC6458965	20 23:59	0.00%
0924	Duchess Walk Public Lift CL24	20 23:59	0.00%
0944	London Wall Down Escalator SC6458958	20 23:59	0.00%
0945	London Wall Up Escalator SC6458959	20 23:59	0.00%
0001	Moor House SC6458968	20 23:59	0.00%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 9 - public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 10th June 2020 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 16/05/2020 – 05/06/2020

Location	Status as of 05/06/2020	% of time in service Between 16/05/2020 and 05/06/2020	Number of times reported Between 16/05/2020 and 05/06/2020	Period of time Not in Use Between 16/05/2020 and 05/06/2020	Comments Where the service is less than 95%
Atlantic House SC6458966	In service	75.67%	2	124 hours	18/05/2020 – Engineer attended site and found fault with the door, rectified and left in service 23/05/2020 – Engineer attended site and found a reoccurring fault with door; parts required and return visit completed the repair when the stock had arrived.
Pilgrim Street SC6458969	In service	80.78%	1	97 hours	Lift was brought back into service on the 20 th May 2020 after a refurbishment project was undertaken.
Millennium Bridge Inclinators SC6459245	In service	21.27%	1	384 hours	Lift was brought back into service on the 1 st June 2020 after the lock down period.
London Wall Down Escalator SC6458958	Out of service	0%	0	480 hours	Escalator taken out of service due to extensive repair project to the UP escalator and is therefore being used as stairs.
London Wall West SC6458965	Out of service	0%	0	480 hours	Lift taken out of service during reporting period due to the commencement of a short project of works, it is anticipated that the lift will be back in-service w/c 15 th June.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 16/05/2020 – 05/06/2020

Moor House SC6458968	Out of service	0%	0	480 hours	Lift out of service during reporting period due to the lock down period, fault found when returning the lift to service. Expected to be put back in service on the 10 th June.
Duchess Walk SC6462323	Out of Service	0%	0	480 hours	Lift taken out of service during reporting period due to ongoing issue with water ingress. Issue has been addressed and the lift is to be brought back into service w/c 8 th June.
Speed House Public Lift SC6459146	In service	49.48%	1	256 hours	Engineer attended and found fault with the phone line, lift taken out of service for health and safety reasons, repair with BT for resolution.
London Wall Up Escalator SC6458959	Out of Service	0%	1	480 hours	Escalator taken out of service due to extensive repair project, work expected to be completed w/c 15 th June.

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Committee(s)	Dated:
Planning and Transportation	23 rd June 2020
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

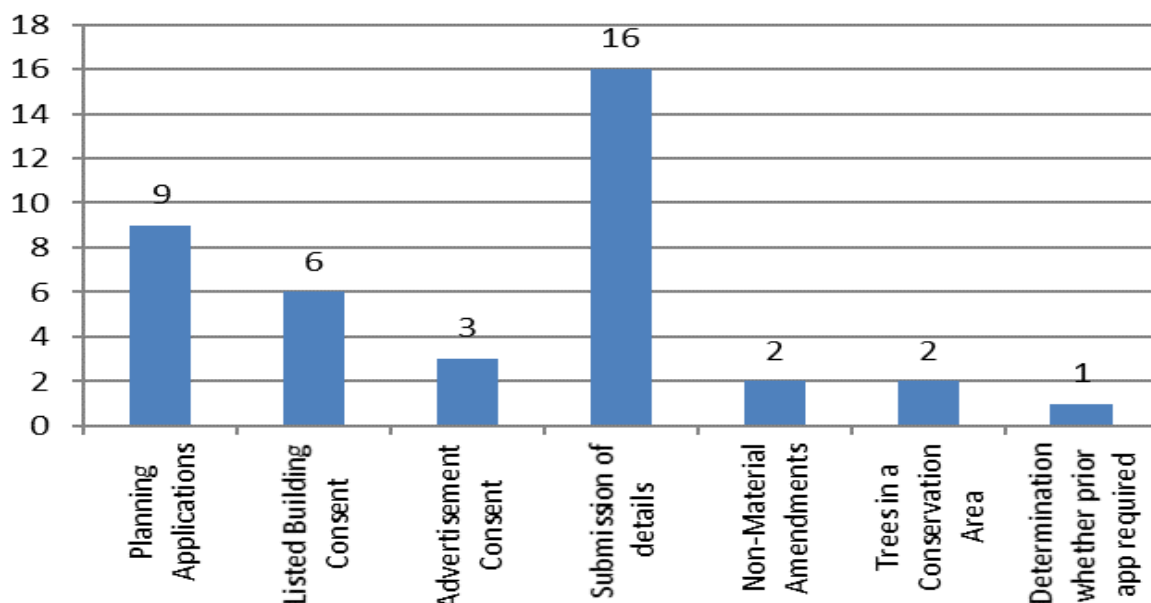
Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee Thirty-Nine (39) matters have been dealt with under delegated powers.

Sixteen (16) relate to conditions of previously approved schemes. Six (6) relate to works to Listed Buildings. Two (2) applications for Non-Material Amendments, Three (3) applications for Advertisement Consent. One (1) Determination whether prior app required, Two (2) applications for works to trees in a conservation area, and Nine (9) full applications which, including Two (2) Change of Uses and 396sq.m of floorspace created.

Breakdown of applications dealt with under delegated powers



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Applicant/ Agent name	Decision & Date of Decision
20/00292/LBC Aldersgate	60 Aldersgate Street London EC1A 4LA	(i) Replacement of single glazed, steel framed double height windows with double glazed aluminium framed windows (north and south facing elevations, first and second sub-podium levels) (ii) Retention of existing frames and replacement of single glazing with double glazing (north and south facing elevations, first sub-podium level) (iii) Retention of frames and replacement double glazed units (south and west facing elevations, second sub-podium level).	Mackay And Partners	Approved 04.06.2020
20/00308/FULL Aldgate	88 Leadenhall Street London EC3A 3BA	Removal of an existing window and the installation of new door on the Leadenhall Street elevation.	Bahagia Investments Ltd	Approved 26.05.2020
20/00279/MDC Bassishaw	55 Gresham Street London EC2V 7HQ	Submission of a Noise Assessment Report pursuant to condition 8 of Planning Permission 15/00706/FULMAJ dated 21 December 2015.	Investec Asset Management Limited	Approved 21.05.2020
19/01360/MDC Bishopsgate	155 Bishopsgate London EC2M 3TQ	Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects and a Construction Logistics Plan pursuant to	Bluebutton Properties Ltd	Approved 28.05.2020

		conditions 2 and 3 of planning permission dated 03.12.2019 (19/00837/FULL).		
20/00063/LBC Bishopsgate	9A Devonshire Square London EC2M 4YN	Removal of existing partition walls, installation of new partition walls, installation of mechanical ventilation	Natalik	Approved 19.05.2020
20/00276/LBC Bishopsgate	1 Finsbury Avenue London EC2M 2PF	Addition of louvres at 3rd floor level of the inner stair core reveal and the addition of safety barriers at ground floor level adjacent to entrance doors.	Bluebutton Properties UK Limited	Approved 28.05.2020
19/01252/MDC Bread Street	25 Cannon Street London EC4M 5TA	Submission of measures to be taken during the period of demolition and construction for the protection of the trees to be retained and details of any pruning of the trees pursuant to condition 6 (p) of planning permission 18/00859/FULL dated 15.11.18.	Cannon Street Limited	Approved 21.05.2020
19/01362/FULL Bread Street	Warwick Court 5 Paternoster Square London EC4M 7DX	(i) Flexible use of the retail units at part ground floor, part lower ground and part basement levels for either shop (Class A1), Financial or professional service (Class A2), Restaurant and cafe (Class A3), Drinking establishment (Class A4) or Assembly or leisure (Class D2) use; ii) Minor external alterations including new retail glazing and reception entrance door to the eastern elevation, new louvres at ground floor level on the corner of Paternoster Square and	Mitsubishi Estates London Limited	Approved 19.05.2020

		White Hart Lane and alterations to the core at roof level, including the installation of a platform lift (level 8); iii) Refurbishment of existing terraces at levels 4 and 5; iv) Provision of new terraces at level 6 and roof level (level 8); v) installation of new rooftop plant; and vi) all associated ancillary and enabling works		
20/00340/MDC Candlewick	68 King William Street London EC4N 7HR	Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises pursuant to Condition 13 of planning permission 19/00607/FULL dated September 2019	King William St Limited	Approved 02.06.2020
20/00068/FULL Castle Baynard	10 Godliman Street London EC4V 5AJ	Extension to existing hotel bar at seventh floor level, installation of two green roofs and terrace planting (13sq.m).	Jurys Management (UK) ltd	Approved 26.05.2020
20/00268/FULL Coleman Street	3 Copthall Avenue London EC2R 7BH	Installation of a balcony/terrace to the fifth floor flat roof and installation of a condenser enclosure at roof level.	KanAm Grund KVG MbH For of Fund Leading Cities Investment	Approved 21.05.2020
20/00295/FULL Coleman Street	94 Moorgate London EC2M 6UR	Removal of one ATM from Moorgate elevation and reinstatement of the Portland stonework.	The Royal Bank of Scotland	Approved 21.05.2020
20/00296/LBC Coleman Street	94 Moorgate London EC2M 6UR	Removal of one ATM from Moorgate elevation and reinstatement of the Portland stonework.	The Royal Bank of Scotland	Approved 21.05.2020

19/01234/MDC Cornhill	19 Old Broad Street London EC2N 1DS	Submission of details of new windows pursuant to condition 4(c) (in part) of planning permission dated 08/11/2018 (app. no. 18/00902/FULL).	City of London Club	Approved 19.05.2020
19/01235/LDC Cornhill	19 Old Broad Street London EC2N 1DS	Submission of details of new windows, treatment of the Old Broad Street parapet, treatment of internal historic brickwork and works to the cast-iron beams pursuant to conditions 2(c) (in part), (d), (e) and (f) of listed building consent dated 14/05/2019 (app. no. 19/00235/LBC).	City of London Club	Approved 19.05.2020
20/00198/LDC Cornhill	19 Old Broad Street London EC2N 1DS	Details of new windows and doors to the internal courtyard pursuant to condition 2(c) (in part) of listed building consent dated 14/05/2019 (app. no. 19/00235/LBC).	City of London Club	Approved 19.05.2020
20/00199/MDC Cornhill	19 Old Broad Street London EC2N 1DS	Details of new windows and doors to the internal courtyard pursuant to condition 4(c) (in part) of planning permission dated 08/11/2018 (app. no. 18/00902/FULL).	City of London Club	Approved 19.05.2020
20/00283/MDC Cornhill	19 Old Broad Street London EC2N 1DS	Submission of particulars and samples of the materials to be used on all cladding and external finishes pursuant to condition 4(a) of planning permission dated 08/11/2018 (app. no. 18/00902/FULL).	City of London Club	Approved 19.05.2020
20/00284/LDC Cornhill	19 Old Broad Street London EC2N 1DS	Submission of particulars and samples of the materials to be used on all cladding and external	City of London Club	Approved 19.05.2020

		finishes pursuant to condition 2(a) of listed building consent dated 14/05/2019 (app. no. 19/00235/LBC).		
20/00280/MDC Cordwainer	1 Bow Churchyard London EC4M 9DQ	Submission of lighting details pursuant to condition 3 (c) of planning permission 19/00944/FULL dated 17.12.19	Aviva Life and Pensions UK Limited	Approved 04.06.2020
20/00313/MDC Cordwainer	1 Bow Churchyard London EC4M 9DQ	Particulars and samples of the balustrades to the roof terraces pursuant condition (d) of planning permission 19/00944/FULL dated 17.12.19.	Aviva Life and Pensions UK Limited	Approved 04.06.2020
20/00270/LDC Cripplegate	1 Cullum Welch House Golden Lane Estate London EC1Y 0SQ	Details of the replacement concrete balustrades and concrete coatings pursuant to conditions 5 and 6 a - 6f of approved listed building consent LB14/00715/LBC dated 09.12.2014	Concrete Repairs Limited	Approved 28.05.2020
19/00858/MDC Farringdon Within	54 - 58 Bartholomew Close London EC1A 7HP	Submission of details: (a) particulars and samples of the materials to be used on the external faces of the building; (b) ground floor elevations; (c) ground floor office entrance(s); (d) windows, external joinery and architraves; (e) new dormer windows; (f) soffits, handrails and balustrades; (g) alterations to the existing facade; (h) junctions with adjoining premises pursuant to condition 4 (a-h) of planning permission 16/01017/FULL dated 29 January 2018.	DP9 Ltd	Approved 04.06.2020

20/00262/NMA Farringdon Within	Procession House 55 Ludgate Hill London EC4M 7JW	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 17/00897/FULL dated 3rd November 2017 to amend the approved plans to allow the installation of additional louvres on the Pilgrim Street elevation, behind the existing terracotta band, at second floor level.	Mr Adrian Twomey	Approved 04.06.2020
20/00289/TCA Farringdon Within	The Church of St Bartholomew The Great Churchyard Cloth Fair London EC1A 9DS	Pruning works to a Fig tree.	The Church of St Bartholomew The Great	No objections to tree works - TCA 21.05.2020
20/00332/TCA Farringdon Within	8 - 10 Half Moon Court London EC1A 7HH	Pruning works to London Plane tree.	Blue Moon Property Consulting Ltd	No objections to tree works - TCA 26.05.2020
19/00965/MDC Farringdon Without	Old Pathology Building & Residential Staff Quarters Building St Bartholomew's Hospital West Smithfield London EC1A 7BE	Details pursuant to conditions 2 (a, c, d and e) (in part) of planning permission 16/01311/FULL dated 11.06.2018, relating to materials, ground floor entrances, flank elevations of the Old Pathology Block and the Pathology Museum and other external facade details.	Nuffield Health	Approved 21.05.2020
19/01186/FULL Farringdon Without	Weddel House 13-21 West Smithfield London EC1A 9DW	Replacement of windows above ground floor level of front facade with double-glazed metal windows to match existing.	Project Horizon	Approved 26.05.2020

19/01315/LBC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BL	Openings to internal walls at ground floor level to facilitate a revision to the routing of ductwork approved under applications 17/00937/FULL and 17/00938/LBC.	The Honourable Society of The Middle Temple	Approved 28.05.2020
20/00191/MDC Farringdon Without	Barnards Inn 86 Fetter Lane London EC4A 1EQ	Submission of a Plant Noise Assessment Report pursuant to condition 4 of Planning Permission 18/00369/FULL.	Barnards Inn Unit Trust	Approved 19.05.2020
20/00306/FULL Farringdon Without	14 Hosier Lane London EC1A 9LQ	Minor alterations to the front elevation including (i) the removal of the existing front doors and replacement with glazing and (ii) installation of new glazed front doors to the post store adjacent to the existing front doors.	Spring 4	Approved 28.05.2020
20/00328/ADVT Farringdon Without	332 High Holborn London WC1V 7PS	Installation and display of one non-illuminated acrylic sign measuring 2.02m high by 1m wide at ground floor level.	Royal Bank of Scotland	Approved 04.06.2020
19/01329/LBC Lime Street	Lloyds Building 1 Lime Street London EC3M 7DQ	Replacement of all external building maintenance units on the roof of the building.	Lloyd's of London	Approved 19.05.2020
20/00072/FULL Lime Street	Lloyds Building 1 Lime Street London EC3M 7DQ	Replacement of all external building maintenance units.	Lloyd's of London	Approved 19.05.2020
20/00310/NMA Lime Street	22 - 24 Bishopsgate London EC2N 4BQ	Application for non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) to vary Condition 1 of planning permission 15/00968/FULL dated	22 Bishopsgate General Partner Ltd	Approved 28.05.2020

		27.10.2016 to vary number and location of piles.		
20/00317/ADVT Tower	8 - 14 Cooper's Row London EC3N 2BQ	Installation and display of (i) one internally illuminated fascia sign measuring 0.65m high by 3m wide at a height above ground of 2.15m and (ii) two internally illuminated menu boxes measuring 0.57m high by 0.35m wide at a height above ground of 0.9m.	Astley Signs	Approved 28.05.2020
19/01349/DPAR Vintry	PNB House 77 Queen Victoria Street London EC4V 4AY	Determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether prior approval is required for the installation of telecommunications equipment and associated works at roof level.	CTIL and Telefonica Ltd	Prior approval required & refused 04.06.2020
20/00166/ADVT Vintry	Ormond House 63 Queen Victoria Street London EC4N 4UA	Installation and display of: (i) two internally illuminated fascia signs measuring 0.34m high by 2.59m wide at a height above ground of 2.7m; (ii) one non-illuminated fascia sign measuring 0.86m high by 0.4m wide at a height above ground of 1m; (iii) one non-illuminated fascia sign measuring 0.68m high by 0.23m wide at a height above ground of 0.9m; and (iv) one internally illuminated projecting sign measuring 0.5m high by 0.88m wide at a height above ground of 2.75m.	Sainsbury's Plc	Approved 28.05.2020

20/00282/FULL Vintry	44 Cannon Street London EC4N 6JJ	Change of use of the ground floor level and basement level from a betting shop (Use Class Sui Generis) to a restaurant (Use Class A3).	LaSalle Investment Management	Approved 04.06.2020
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Agenda Item 12

Committee(s)	Dated:
Planning and Transportation	23 rd June 2020
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development application received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/ Agent name
20/00271/FULL Aldersgate	The Turret, John Wesley, Highwalk, Barbican, London, EC1A 4LA	Conversion of podium level and upper floors of Turret to form one two bedroom residential dwelling (Use Class C3), including the insertion of windows. The proposals include the rescission of part of the City Walkway.	17/03/2020	City of London
20/00267/FULL Bassishaw	88 Wood Street, London, EC2V 7DA	Change of use of part of ground floor from Class B1 to Class A1 (shop), change of use of part of ground floor from Class B1 to flexible either Class D2 (gym) or Class B1 (office), change of use of part of	13/03/2020	Star Winner Enterprises Limited

		ground floor from Class A1 to flexible either Class B1 (office) or Class A1 (shop), creation of new ground floor entrance from Wood Street, installation of additional cycle parking, and associated external alterations and landscaping (705sq.m).		
20/00275/FULL Bishopsgate	1 Finsbury Avenue, London, EC2M 2PF	Addition of louvres at 3rd floor level of the inner stair core reveal and the addition of safety barriers at ground floor level adjacent to entrance doors.	20/04/2020	Bluebutton Properties UK Limited
20/00345/FULL Bishopsgate	9 Devonshire Square, London, EC2M 4YF	Installation of temporary louvres to windows at 2nd floor level on the eastern facade of 9 Devonshire Square.	21/04/2020	Cogent BC
20/00348/FULL Bishopsgate	100 Liverpool Street & 8-12 Broadgate, London, EC2M 2RH	Change of use of first floor unit U-17 from shop (Class A1) to flexible use for either a shop (Class A1) or office (Class B1) use (303sq.m) and alteration to existing louvre on external facade.	22/04/2020	Bluebutton Properties UK Limited
20/00373/FULL Bishopsgate	8 Devonshire Row, London, EC2M 4RH	Installation of an extract duct on the rear wall of the building.	06/05/2020	Humble Grape Group LTD

19/01338/FULL Bridge And Bridge Without	Adelaide House, London Bridge, London, EC4R 9HA	Alterations and extension of the building including: (i) reconfiguration of main entrance including new centrally located external ramp; (ii) alterations to eastern lightwell including extension into existing service riser with new windows and refurbishment of external fire escape stairs/lift; (iii) replacement of rooftop plant rooms, lowering of south eastern corner rooftop wall and erection of roof top lobby with associated landscaped amenity terrace; and (iv) removal of cycle shelter and car parking on riverside terrace and replacement with landscaped amenity area.	18/03/2020	St Martins Property Investments Ltd
20/00361/FULL Broad Street	New Broad Street House, 35 New Broad Street, London, EC2M 1NH	Retention of an existing roller shutter and installation of a new roller shutter to the service exits on the rear elevation.	05/05/2020	Base Build Services Ltd
20/00265/FULL Castle Baynard	5 Pemberton Row, London, EC4A 3BA	The replacement of existing front steps	13/03/2020	Mr Andrew Weisz
20/00311/FULMAJ Cheap	81 Newgate Street, London, EC1A 7AJ	Part refurbishment and part demolition, excavation and	01/04/2020	NG Devco Limited

		<p>redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at lower basement levels, gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level, retail (A1-A5) at ground floor level with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13, roof top restaurant (Use Class A3) and publicly and privately accessible roof terraces, landscaping and other associated works.</p>		
20/00325/FULEIA Coleman Street	101 Moorgate, London, EC2M 6SL	<p>Erection of a new building for office (Class B1) and retail/cafe (Class A1/A3) uses comprising part basement, ground, mezzanine and eight upper floors plus rooftop plant enclosure and roof terrace. Creation of new public thoroughfare.</p>	08/04/2020	Aviva Life and Pensions

		<p>(The total proposed floor area of the building is 10,162sq.m GEA, comprising 9,867sq.m of office floorspace and 295sq.m of retail (Class A1) floorspace.)</p> <p>This application is accompanied by an Environmental Impact Assessment which is available for inspection with the planning application. Copies of the Update to the EIA may be obtained from Savills, 33 Margaret Street, London W1G 0JD at a cost of 120GBP.</p>		
20/00339/FULL Coleman Street	64 Moorgate, London, EC2M 5TB	Use of part of the ground floor and part of the basement for flexible use for either shop (Class A1) or deposit taker (Class A2) or restaurant (Class A3) (425sq.m).	15/04/2020	Lloyds Bank PLC
20/00343/FULL Coleman Street	City Point, 1 Ropemaker Street, London, EC2Y 9AW	Temporary use of part of City Point Plaza as an open-air market for four days per week, erection of an LED screen and associated outdoor seating arrangements for a temporary period between 6th July	20/04/2020	Wavegrange Ltd

		2020 and 6th September 2020.		
20/00366/FULL Coleman Street	Retail Unit 7, 1 Ropemaker Street, London, EC2Y 9AW	Change of use of ground floor lobby and basement from nightclub (sui generis) to flexible medical clinic/gym use (sui generis) and associated works, including relocating the entrance door (1,235sq.m).	07/05/2020	Wavegrange Ltd
20/00302/FULL Cripplegate	Barbican Arts And Conference Centre, Silk Street, London, EC2Y 8DS	Removal of three sets of automated sliding doors and replacement with three pairs automated swing doors to existing openings, facing the Lakeside Terrace.	25/03/2020	City of London Corporation
20/00258/FULL Farringdon Within	8 - 10 Half Moon Court, London, EC1A 7HE	Application under S.73 of the Town and Country Planning Act 1990 (as amended) to allow variation of conditions 2 and 9 of planning permission 09/00800/FULL dated 18/02/10 to make minor material amendments to the external appearance of the building.	10/03/2020	HDG Ltd
20/00299/FULL Farringdon Within	The Penthouse, Amen Lodge, Warwick Lane, London, EC4M 7BY	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 7 (approved drawings) of	30/03/2020	Mr Motasim Abdellatif

		<p>planning permission 17/00612/FULL dated 15.10.2019 to enable minor material amendments to the approved scheme, including (i) changes to the fenestration on the west elevation at sixth floor level; (ii) increase in the height of the roof by 0.4m at the south east corner of the building; (iii) the installation of a rooftop plant enclosure.</p>		
20/00201/FULL Farringdon Within	33 Black Friars Lane, London, EC4V 6EP	Alterations to ground floor elevations, including the removal and revised door openings, new louvred gate and new canopy and alterations to existing glazing.	29/04/2020	E&A Securities
20/00371/FULMAJ Farringdon Within	150 Aldersgate Street, 3-4 Bartholomew Place, London, EC1A	(i) Demolition of roof top plant enclosure, rear service ramp and removal of cladding to facilitate the refurbishment, recladding and extension of the existing Office (Class B1(a)) building at 150 Aldersgate Street to create a basement, ground plus nine storey building, including rear and roof top	01/05/2020	Arindel Properties Limited

		<p>extensions, infill extensions to the rear courtyard (ground plus two storeys) to link with 3-4 Bartholomew Place;</p> <p>(ii) a part change of use at ground floor from Office (Class B1) to Cafe (Class A1) (41sq.m GIA);</p> <p>(iii) erection of a new building Office (Class B1(a)) at 3-4 Bartholomew Place comprised of basement, ground plus three storeys;</p> <p>(iv) the amalgamation of the two buildings;</p> <p>(v) the creation of new accessible and inaccessible terraces, green roofs, hard and soft landscaping, and creation of external courtyards;</p> <p>(vi) upgrade works to Braidwood Passage, including new lighting; and</p> <p>(vii) reconfiguration of the loading bay and associated works.</p>		
20/00320/FULL Farringdon Without	40 Holborn Viaduct, London, EC1N 2PB	Alterations to the Charterhouse Street elevation at ground floor level to provide a secondary entrance and entrance canopy; and installation of glazing on the north-eastern corner with Shoe Lane.	06/04/2020	HV Freehold Sarl

20/00288/FULL Langbourn	20 Gracechurch Street, London, EC3V 0BG	Alterations at 4th floor level to provide 5 sets of doors in place of glazing and the creation of a terrace with structures on existing flat roof.	28/04/2020	Aviva Investors
20/00356/FULL Portsoken	St Botolph Without Aldgate, Aldgate High Street, London, EC3N 1AB	Relocation of the Naomi Blake sculpture 'Sanctuary' to the northern Churchyard.	24/04/2020	St Botolph Without Aldgate
20/00377/FULL Tower	76-78 Fenchurch Street, 1-7 Northumberland Alley, 1&1A Carlisle Avenue, London, EC3N 2ES	Use of part lower ground and part ground floors as a gym (Class D2) in lieu of the approved retail (Class A1-A3) uses.	07/05/2020	Partners Group Fenchurch IC Limited (Guernsey)

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Committee(s) Planning and Transportation Committee	Date(s): 23 June 2020
Subject: Report of Action Taken	Public
Report of: Town Clerk	For Information
Report author: Gemma Stokley, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk since the last formal meeting of the Planning and Transportation Committee, in consultation with the Chair and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and (b).

Recommendation:

- That Members note the report.

Main Report

1. Since the last formal meeting of the Committee, approval was given by the Town Clerk, in consultation with the Chair and Deputy Chairman, for the following decision to be made under urgency procedures, Standing Order No. 41:

Urgent Authority – Parking Enforcement – Resuming Normal Practices [5 June 2020]

2. As a direct result of the COVID-19 pandemic and national lockdown, parking enforcement was wound down to approximately 5% service levels. However, as of 13 May, Officers began to receive reports of high volumes of traffic in the City and, for safety and congestion purposes, Public Services Silver group agreed a set of proposals to changes to parking and traffic enforcement. These proposals were also approved by Members under urgency procedures on 14 May and came into force immediately, moving from 5% to approximately 55% service levels, which was proportionate in the circumstances.
3. London Councils went on to advise that many retail premises/shops would be re-opening on 15 June 2020 and it was expected that this date would also align with an increase in business activity in the City. Approval was therefore sought, at the beginning of June, for the normal, full service level, enforcement of parking and moving traffic contraventions to be resumed on this same date (15 June 2020).
4. In consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee, the Town Clerk approved the recommendations around the resumption of the normal enforcement of parking and moving traffic contraventions from 15 June 2020.
5. Bronze and Silver Group were consulted on and also approved the recommended way forward and changes were communicated via the City of

London Corporation's website and directly to business contacts through CPAT (The City Property Advisory Team).

Conclusion

6. Background papers for Members are available from Gemma Stokley on the email address provided below.

Gemma Stokley

Town Clerk's Department

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