

From: [REDACTED]
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: [REDACTED]
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 <[REDACTED]>
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

[REDACTED]

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: [REDACTED]
To: [REDACTED]
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 [REDACTED]
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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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 <[REDACTED]>
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: [REDACTED]
To: [REDACTED]
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 [REDACTED]
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 //
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://ghr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fvimeo.com%2F121539712&data=01%7C001%7C%7C%616374907a47415c808480d4c4fb%7C9fa658c4b3c4405685193222f4a98ae8%7C1&data_pNYnDrikUd6eINtY5akwktDYhFe8%2Ba14SGBrnz1URSWo%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 [Redacted Signature]

Kathryn McDowell CBE DL

Managing Director, London Symphony Orchestra

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

From: Peter Murray [REDACTED]
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
Past Master The Worshipful Company of Chartered Architects

26 Store Street, London WC1E 7BT
www.nla.london

From: [REDACTED]
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 [REDACTED]
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: [REDACTED]
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
[REDACTED]
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

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64 Orchard Place

London, E14 0JW

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Project for excellence in Bengali arts, research and education

Swadhinata Trust
Brady Centre
192 Hanbury Street
London E1 5HU



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: [REDACTED]
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: [REDACTED]
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 [REDACTED]
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: [REDACTED]
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 <[REDACTED]>
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: [REDACTED]
To: [DBE - PLN Support](#) [REDACTED]
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 <[REDACTED]>
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

ASPIRATION | EQUALITY | EXCELLENCE



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

ASPIRATION | EQUALITY | EXCELLENCE



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From: [PLN - Comments](#)
To: [REDACTED]
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 [REDACTED]
Sent: 16 May 2020 09:23
To: Delves, Gemma [REDACTED]
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
[REDACTED]

Wells, Janet (Built Environment)

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

From: Polly Richards [REDACTED]
Sent: 16 May 2020 14:35
To: Delves, Gemma [REDACTED]
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 [REDACTED]
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: [REDACTED]
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: [REDACTED]
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 <[REDACTED]>

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 Frognal

London, NW3 6YA

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

From: Stuart Lipton [REDACTED]
Sent: 13 May 2020 18:55
To: Delves, Gemma [REDACTED]
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

[REDACTED]

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 [REDACTED]
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 [REDACTED]
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
[REDACTED]
[REDACTED]

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 of 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 <[REDACTED]>
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 [REDACTED]
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 [REDACTED]
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 [REDACTED]
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: [REDACTED]
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 [REDACTED]
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
[REDACTED]

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: [REDACTED]
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: [REDACTED]
To: [DBE - PLN Support](#); [REDACTED]
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 [REDACTED]
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
[REDACTED]
[REDACTED]
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: [REDACTED]
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

[REDACTED]

From: [REDACTED]
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: [REDACTED]
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: [REDACTED]
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: [REDACTED]
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: 
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: [REDACTED]
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

[REDACTED]



From: [REDACTED]
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 [REDACTED]
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: [REDACTED]
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: [REDACTED]
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: [REDACTED]
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: [REDACTED]
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: [REDACTED]
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

[REDACTED]

From: [REDACTED]
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: [REDACTED]
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: [REDACTED]
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
[REDACTED]

From: [REDACTED]
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: [REDACTED]
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
[REDACTED]

Sent from [Outlook](#)

From: [REDACTED]
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: [REDACTED]
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

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 [REDACTED] >
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: [REDACTED]
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

1 Priory Gardens, London W4 1TT
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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



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

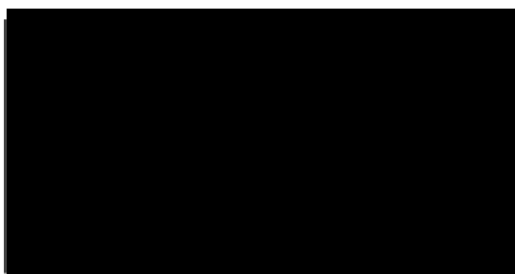
In summary, the SMTA is surprised by the substantial and significant gaps in the submitted detailed planning application, and the risk to both the Applicant, the City of London Corporation and indeed the market traders and associated businesses.

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 large black rectangular box redacting the signature of Greg Lawrence.

Greg Lawrence
Chairman



Gemma Delves
Planning Officer
The Department of the Built Environment
City of London
PO Box 270, Guildhall
London EC2P 2EJ

Via Email: [REDACTED]

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 enthrall 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 10 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 Musée 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
Department of the Built Environment
City of London
Guildhall
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: [REDACTED], telephone: 0207 222 5600.

Yours sincerely

[REDACTED]

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

27 April 2020

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 Farringdon/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.

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From: Sherlock, Mark [REDACTED]
Sent: 05 June 2020 11:13
To: Delves, Gemma [REDACTED]
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
London EC1A 9PQ Telephone 020 7332 3747 | [REDACTED]
www.cityoflondon.gov.uk



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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 Joseph Bailey

Address: 19 Percival Avenue Colindale London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This project will reposition the museum in a much more accessible location, providing a new and exciting venue for local and international visitors to learn about our city. It will also help guarantee the future preservation of the current market buildings with a carefully considered

regeneration. I hope that this application will be considered favourably as it will be wonderful to have a newly created public space.

Kind regards,
Joseph Bailey

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Case Officer: Gemma Delves

Customer Details

Name: Mr Sebastian Walker

Address: Flat 202 37 Cock Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I believe this scheme will greatly enhance the prospects for the area & would like it to progress as soon as possible. The buildings which I pass by daily in their current state look

dilapidated and are in dire need of a facelift. The proposed plans retain the charm & history of the area. I am very much in favour and strongly urge the council to approve this application and allow the developers to get on with the restoration.

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Case Officer: Gemma Delves

Customer Details

Name: Mr David Reddaway

Address: Goldsmiths' Hall Foster Lane London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment:As CEO and Clerk of the Goldsmiths' Company I write to express the Company's and my own strong support for this visionary and transformational project. An area of rundown and

largely redundant buildings will be given new life and value. The plans/designs have been produced by some of the finest architects in the country, and the new facilities will make an enormous social and economic difference to the area, drawing in visitors from across the world and bringing credit to the City and to London as a whole. It is hard to imagine another project that could combine so imaginatively the best of the old buildings that were previously on the site with the best of the new that is to come, and bring that unique combination and offering to so many people.

Comments for Planning Application 19/01343/FULEIA

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Case Officer: Gemma Delves

Customer Details

Name: Mr Matthew Bell

Address: 41-42 Cloth Fair London

Comment Details

Commenter Type: Councillor/Ward Member

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

Comments for Planning Application 19/01343/FULEIA

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Case Officer: Gemma Delves

Customer Details

Name: Mr Alan Cohen

Address: London Diamond Bourse 100 Hatton Garden Londond

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:On behalf of the London Diamond Bourse, we believe this proposal to be good for the area and good for the location of The Museum of London.

Existing and new public transport links will help with visitors to the area, increasing footfall for existing businesses. Refurbishment will be much more visually pleasing than in its current condition, and with the addition of the new amenities suggested can only be deemed an improvement, for those working, living nearby, or visiting.

The project has our support

Comments for Planning Application 19/01343/FULEIA

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Case Officer: Gemma Delves

Customer Details

Name: Ms Reem Waines

Address: 44 Saffron Hill Flat 23 Da Vinci House London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:I have lived in Clerkenwell for two decades and nothing thrilled me more than hearing of the plans for transforming the beautiful market building into a spectacular museum celebrating

itself and the history, past and present, of London and its people.

The Farringdon area is changing and this derelict site has been there too long. I am in full support of this application.

Comments for Planning Application 19/01343/FULEIA

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Customer Details

Name: Mr David King

Address: Consulco Real Estate Ltd 22 Soho Square London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:I advise the owner of eight commercial and residential properties located on Cowcross Street, Long Lane, Charterhouse Street, St John Street and Farringdon Road.

We fully support this proposal which will bring life and animation back to these redundant buildings.

Comments for Planning Application 19/01343/FULEIA

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Customer Details

Name: Miss Nurjahan Julie Begum

Address: Weaver House Flat 11, Pedley Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:I am confident that changes the Museum of London are making do not materially alter the overall vision they have for the London Museum, which was initially approved by the City

Corporation's Planning and Transport Committee in June 2020. Instead, they are designed to ensure that the Museum of London are continuing to create an exemplar museum when it comes to performance and sustainability, by responding to the latest planning and environmental policies, and to get them ready for the main manufacturing and construction stages needed to proceed, I hope you pass the planning permission needed thanks.

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Case Officer: Gemma Delves

Customer Details

Name: Ms Kathryn McDowell

Address: London Symphony Orchestra Barbican Centre London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:The London Symphony Orchestra is extremely supportive of the Museum of London's application to establish a new museum in Smithfield. The collections and education it would

provide are of great importance both to Londoners and visitors coming to London from abroad.

Ms Kathryn McDowell
Managing Director
London Symphony Orchestra

Comments for Planning Application 19/01343/FULEIA

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Customer Details

Name: Mr NICHOLAS SHOTT

Address: Lazard & Co., Ltd. 50 Stratton Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: The amendments proposed make no material difference to the totality of this important development, which was approved in June 2020 - the amendments are intended to help achieve the highest standards of sustainability and respond accordingly to the latest planning and environmental policies. I am strongly supportive.

Comments for Planning Application 19/01344/LBC

Application Summary

Application Number: 19/01344/LBC

Address: Poultry Market Charterhouse Street London EC1A 9LH

Proposal: 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. (RECONSULTATION to reflect design revisions and updates to supporting documentation).

Case Officer: Gemma Delves

Customer Details

Name: Ms Reem Waines

Address: 44 Saffron Hill London

Comment Details

Commenter Type: Neighbour


Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I have been living in this area for nearly twenty years and have watched these beautiful buildings slowly close all previous trade shops and then lie derelict.

I have been waiting for this project to finally come to fruition. The artistic impressions of the new museum are detailed, thoughtful and exciting. What a inspiring location to house the new Museum of London.

My family and I are in full support of this proposal. Good luck.

From: 
To: [PLN - Comments](#)
Subject: Re: Material Consideration - Poultry Market Planning Application (ref 19/01344/LBC)
Date: 07 November 2022 19:00:48

THIS IS AN EXTERNAL EMAIL

Re: Material Consideration - Poultry Market Planning Application (ref 19/01344/LBC)

Dear Gemma,

I refer to your letter dated 14th October 2022 addressed to First Floor Flat, 6-7 West Smithfield, which didn't arrive until Friday 28th October 2022. No letter arrived addressed to the Second Floor flat. I am the owner of both flats and the resident of the Second Floor flat. Fortunately, my neighbor shared your letter with me, otherwise I may have missed the notice.

I would like to make a representation and request specific information in the application. I had difficulty finding relevant traffic management documents. I looked at <https://www.planning2.cityoflondon.gov.uk>, but the "traffic management" documents seem to be about architectural features, rather than the impact on the immediate neighbourhood and how it is dealt with during and after the works.

My concern is that the loss of market loading bays caused by the works at the new Museum of London is intensifying illegal use of the double yellow lines along No. 4 to 8 West Smithfield opposite the Central Market ("*the double yellow lines*") by large refrigerated Heavy Goods Vehicles (*RHGVs*). Regularly, parking and idling *RHGVs* go into "defrost" mode where the level of nuisance, equivalent to an HGV accelerating, is extreme for a sustained period. The situation is a clear breach of the Environmental Protection Act 1990 and this is a material consideration.

For clarification the abuse of *the double yellow lines* is demonstrably preventable if effective traffic management is in place to cope with the reduced number of market loading bays. Post lock-down Christmas 2020, as I further elaborate below, was an excellent example of the Market's traffic management where extra resource was deployed to proactively control loss of loading bays due to a series of incidents causing damage to the market buildings. It is imperative for a similar solution to be part of the proposed traffic management so that the necessary resource will be made

available.

I had previously spoken with the Market Superintendent who called the corner of West Smithfield and East Poultry Avenue a “Pinch Point” for congestion, and gave me his assurance that the problem of *RHGVs* parking, idling and unloading on *the double yellow lines* would be dealt with by himself and his officers. However, after a short time of improvement the problem returned.

The Parking Enforcement Office (private contractor) and local parking wardens recently told me that they have been instructed by the Corporation Highways Department (their employer, *the “CHD”*) not to give tickets to *RHGVs* parking on *the double yellow lines* specifically, contrary to the *CHD’s* writing to me that parking on them for more than 10 minutes is a penalty offence if not unloading (which should not be longer than 40 minutes). I even recently witnessed a female warden being shouted at and harassed by both a market constable (insisting the contravention should not be ticketed) and an *RHGV* driver issued a ticket for such an offense. On many occasions I have been verbally abused and even threatened with violence. An *RHGV* driver deliberately spat into my face during the pandemic (no vaccine was yet available) when I politely asked him not to park on *the double-yellow lines*. In a separate instance, a forklift driver threatened to grab and smash my phone if I took a picture of him unloading on *the double-yellow lines*.

East Poultry Avenue’s part collapse in 2020 and pavement layout changes had already restricted loading bays. Now with the works for the new Museum of London, further loading bays are lost. Every market night/morning *the double yellow lines* are now used in heavy rotation by *RHGVs* to park and then unload, often for hours at a time each. Two or even three *RHGVs* park on *the double yellow lines* simultaneously and idle loudly (see “Defrost Mode” above) while the loading bay opposite is sometimes also double-parked by other *RHGVs*. A further *RHGV* often parks on other double yellow lines by Loading Gate 12 (opposite Ferarri’s Café). During peak market hours, these densely parked *RHGVs* cause congestion to the traffic maneuvering at the corner between West Smithfield and East Poultry Avenue. The resulting congestion makes it difficult for *RHGVs* to reverse into loading Gate 12 opposite, further intensifying the congestion and nuisance. The size of the *RHGVs* has increased in recent years, also adding to the problem. The aggregate noise, vibration and pollution is an extreme nuisance.

This severe situation occurs from as early as 2-3 pm, peaks around 4am, and eases from 6am Sunday to Thursday. An individual *RHGV* may park on the double yellow lines for up to eight hours. Even in my bedroom at the rear of the building with

double glazing, sleep is frequently interrupted, particularly by loud noise or strong vibrations (“Defrost Mode”).

It is unfortunate that the successful traffic management by an enforced row of cones along *the double yellow lines* during Christmas 2020 trade was short-lived, and that the market withdrew the security guards and discontinued the enforcement. It is simply wrong if enforcement occurs only during this busiest month, but contravention is knowingly encouraged almost all year round. A properly enforced line of cones on *the double yellow lines* can manage congestion and nuisance, whether it is the peak trading period or reduced loading bays caused by the works at question in this planning application.

This building 6/7 West Smithfield dates from 1898, a late Victorian structure as part of the West Smithfield Conservation Area. It is not structurally designed to deal with these large *RHGVs* revving as they arrive and leave and loudly idling in “*Defrost Mode*”. The vault lights on the pavement of 6/7 West Smithfield are becoming damaged and cracks have been appearing in the ground floor shop front’s large windows, despite no other apparent cause.

According to an official surveyor for the Smithfield Market and an engineer I spoke with, the recent part collapse of the East Poultry Avenue tunnel and glass panels falling onto the pavement from the canopy surrounding the Central Market were caused by *RHGV* vibrations. None of these structures were designed for such stresses either, as market trucks were not as gigantic and heavy as today. I strongly suspect that the collapse of the concrete ceiling tiles under the pedestrian bridge at the entrance to the Barbican station was also caused by market *RHGV* vibrations.

City View magazine (December 2019 issue) first alerted me to links between air pollution and health problems i.e. cancer, dementia, heart disease and asthma and other lung issues in children. More recently, researchers have linked air pollution to increased transmission and severity of Covid19. I also learned that Mr. Keith Bottomley, Chairman of Port Health and Environmental Services Committee was launching a campaign in 2020 to tackle air pollution caused by idling vehicles in the City of London. As the works to the new Museum of London are causing further loss of market loading bays, it is time for the Corporation to stop the problems with *the double yellow lines* and to honour the assurances I was given that it would be dealt with.

Finally, I would like to point out that the curb along *the double yellow lines* at No. 6 to

8 West Smithfield is marked with yellow "chevrons" which prohibits unloading at any time. I was told that these historical chevrons (now very faded) were not in the current traffic plan. I have tried to find out from *CHD* exactly when and how this decision was made, but have not had a response.

I would therefore appreciate the re-painting of the (fading) curb chevrons and proper enforcing of a row of cones during market hours on 6-7 West Smithfield. This will be a clear instruction to forklift drivers not to unload from *the double yellow line*, and together with cone enforcement, it would stop the problem.

In summary, the loss of loading bays due to works for the new Museum of London is causing unsustainable pressure on and illegal use of *the double yellow lines* by market *RHGVs*. This representation is urging that this material consideration is examined and a solution found and proposed for this planning application.

I thank you for giving this representation your attention and ask for your kind assistance. I look forward to hearing from you at your earliest convenience. Please do not hesitate to contact me if you require any clarification or further details.

Best regards

Benjamin Sturdy

Second Floor

6-7 West Smithfield

London EC1A 9JX



N.B: This is being sent by email and registered post. Also some photographs will also be emailed separately in connection with this representation.







HARTS
OF
SMITHFIELD

HARTS OF SMITHFIELD

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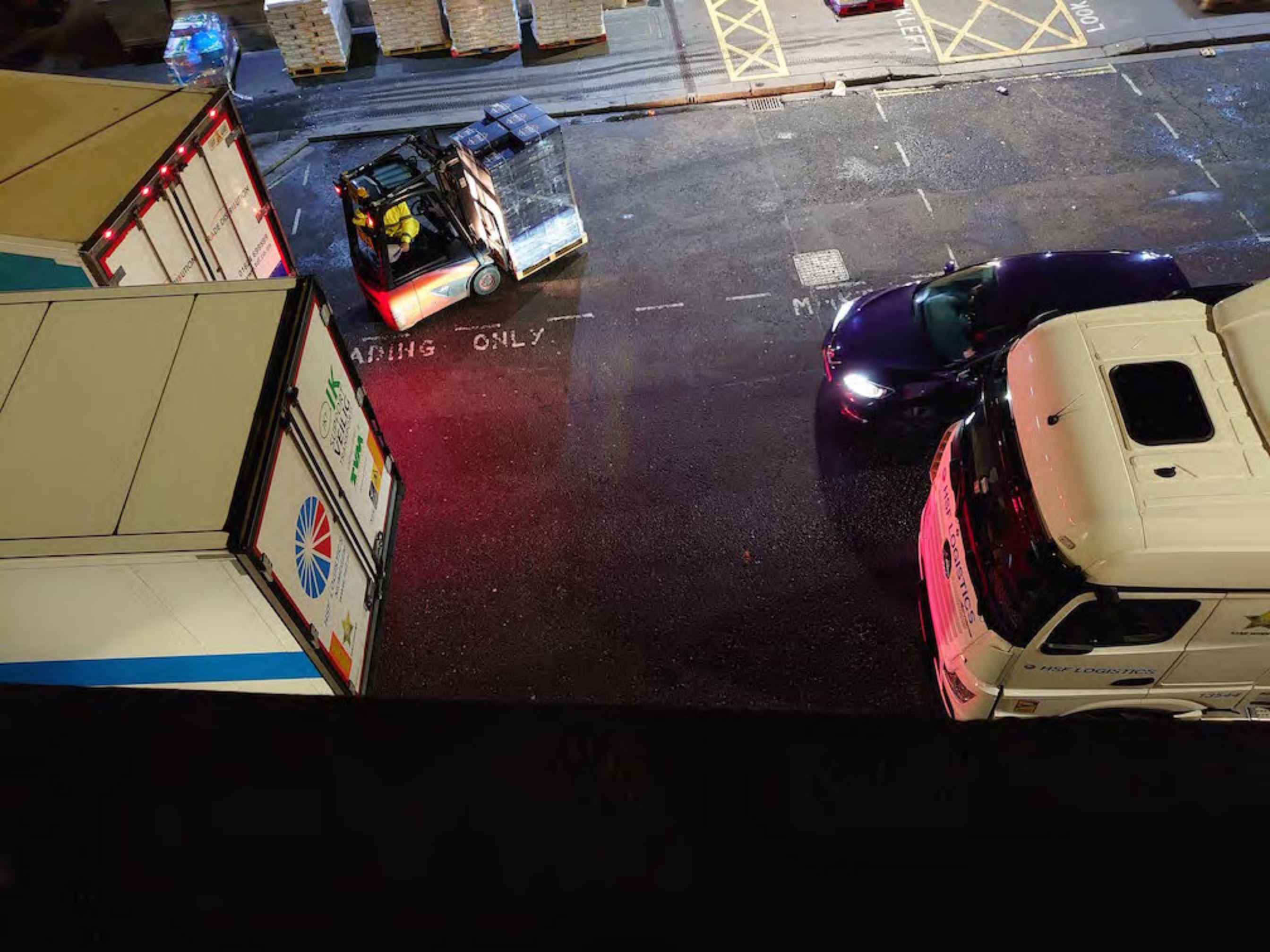
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ACKROYD

HSF LOGISTICS



HSF LOGISTICS
ALABAMA









From: [REDACTED]
To: [DBE - PLN Support](#)
Subject: FW: 2019/01343/FULEIA - MoL / Smithfield Market
Date: 21 June 2020 12:56:11

From: Stuart Baillie <[\[REDACTED\]](#)>
Sent: 19 June 2020 13:27
To: Delves, Gemma [REDACTED]
Cc: Kelly McCann [REDACTED] >; Lis Batteson [REDACTED] >
Subject: 2019/01343/FULEIA - MoL / Smithfield Market

Dear Gemma,

Following our recent tel con, the consideration of servicing arrangements, public realm and potential conflicts with Market operations remain a critical concern, particularly given the limited detail provided by the Applicant. Reference was made during our telephone conversation to the Applicant having consulted closely with the 'Markets Superintendent' to consider and in some instances modify delivery and servicing arrangements. I believe you may be working under the misapprehension that the Markets Superintendant is a representative of the SMTA and that the SMTA's views had been articulated in these discussions. The SMTA would like it placed on record that the Markets Superintendent is employed by and represents the City of London Corporation and **is not a representative of the SMTA.**

It is the SMTA's opinion that the details discussed and design developments considered with the Markets Superintendent will likely impact market operations and the Applicant's discussions should have been held directly with the SMTA. They have not been consulted in these matters and this is a major oversight by the Applicant and has put the SMTA at a significant disadvantage in trying to understand and inform the planning application.

It is respectfully requested that Planning Committee be informed of this position and that the Application's determination at Committee be deferred until the Applicant has properly engaged with the SMTA who should then have time to consider and inform the servicing arrangements and wider traffic/pedestrian management and public realm proposals.

The SMTA is also concerned about the potential conflict of interest for various Members of the Planning & Transport Committee who also sit on the Markets Committee and the Capital Buildings Committee and the City of London's Member representatives on the Museum of London's Board of Governors, all of whom would seem to have a vested interest in seeing the MoL proposals approved for Planning.

The SMTA remains concerned about other matters as set out in our letter of 27th February 2020. They have registered to speak at the Committee and will be making their concerns clear during that forum.

Also for your information, a letter is being sent to the GLA today in response to their Stage 1 Report which invited some clarification around certain market operations. You will receive a copy of this letter for your information.

Kind regards,

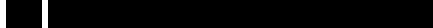
Stuart



Stuart Baillie

Partner, Head of Planning
Head of Planning

Knight Frank
55 Baker Street
London
W1U 8AN
United Kingdom



knightfrank.com

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Planning



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Ms Gemma Delves
Planning Department
PO Box 270
Guildhall
London
EC2P 2EJ

Date: 21 October 2022
Our reference: I1084582

Dear Gemma Delves,

Holding Objection to Planning Application ref: 19/01343/FULEIA

I write further to your email received yesterday (20/10/22) with reference to the re-consultation on the Museum of London's Planning Application for the Poultry Market, General Market and the Annexe Buildings (Application Ref: 19/01343/FULEIA). We understand that this application is currently being consulted upon.

My Client's position remains unchanged and we lodge this 'holding objection' whilst we allow SMTA more time to understand the nature of the changes and the implications for the Markets. We again find ourselves in a position where we have not been appropriately consulted by the Applicant with regard to the changes being made.

For reasons which we have set out previously and at length, our Client has significant concerns about the Museum proposals which will impact the commercial operations of the historic markets, putting jobs and livelihoods at risk and potentially give rise to health and safety problems during the development phases and longer term as an incongruous mix of uses is created in what has been a carefully operated and managed market trading complex for hundreds of years. This does not just affect the SMTA it affects 1,000s of customers and supply chain businesses who are reliant upon the efficient operation of the market. This is also coming at a time when many of these businesses are struggling to recover from the impact of the pandemic and loss of footfall / visitor numbers in central London.

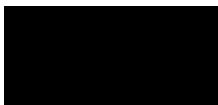
Issues that we have raised previously have not been addressed. There has been no dialogue with the market traders or their advisors in regard to this re-consultation and the details therein. There is still no Section 106 Agreement in place 28 months after the Committee's original resolution to grant planning permission, there has been no Stage 2 response from the GLA and no Listed Building Consent.

There is a huge amount of information to review with 18 substituted documents (including multiple new chapters of the Environmental Statement) and seven more entirely new documents plus associated drawings responding to policy changes since submission of the original application.

Given the volume of material and lack of engagement by the Applicants, we submit this letter as a 'holding objection' and will respond fully with further detailed comments in due course.

I would be grateful if you could please advise as to the expected Planning and Transportation Committee Meeting that will hear this latest iteration of the planning application so that we may attend and speak at Committee if necessary.

Yours sincerely,



Stuart Baillie

Knight Frank
55 Baker Street, London, W1U 8AN

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Head of Planning

(For and on behalf of Knight Frank LLP)

Memo

To Assistant Director (Development Management)
Department of the Built Environment

From District Surveyors Office
Department of the Built Environment
Telephone 020 7332 1953
Email [REDACTED]



Date 28 October 2022

Our Ref DS/FS22/0029

Your Ref PT_GD/19/01343/FULEIA

Subject Poultry Market And General Market And The Annexe Buildings West Smithfield London
EC1A 9PS *RE CONSULTATION*

In response to your request for comments in relation to the fire statement, the District Surveyors Office has the following comments to make:

The District Surveyors Office has reviewed the fire statement. In respect of the Mayor's policies D5 and D12, I have no comments.

From: [Sameem Bhatti](#)
To: [PLN - Comments](#)
Cc: [Asset Protection London South East; Town Planning Southern](#)
Subject: Network Rail Consultation Response: 19/01343/FULEIA - Poultry Market And General Market And The Annexe Buildings West Smithfield London EC1A 9PS
Date: 24 October 2022 15:14:12
Attachments: [image001.png](#)
[ASPRO Informatives 2022.pdf](#)

THIS IS AN EXTERNAL EMAIL

OFFICIAL

Dear Planning,

Thank you for consulting Network Rail on the above planning application. Please note the previous comments from 18th June 2020 still apply, wherein we requested the applicant engage with our Asset Protection team.

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works.

To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>). This website also provides more information about our Asset Protection team and the services they offer.

Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

I trust the above is clear, please do not hesitate to contact me if you require any additional information from Network Rail.

Kind regards,



Sam Bhatti
Graduate Surveyor
Network Rail Property (Southern)
A: 1 Puddle Dock, London, EC4V 3DS
M: [REDACTED]

E: [REDACTED]
W: www.networkrail.co.uk/property

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From: [REDACTED]
Subject: FW: Access Comments
Date: 11 November 2022 05:39:41

From: Morley, Lydia [REDACTED]
Sent: 09 November 2022 13:00
To: Delves, Gemma [REDACTED]
Subject: RE: Access Comments

Hi Gemma,

Most points have been justified, addressed or will be addressed at the next stage of the design. Below are additional comments to some of their responses;

- Comment 2: The proposal of step-free access into the Houses is welcomed. The existing gradients around the markets are relatively steep and there are concerns that some gradients may become steeper (illustrated by the sections on page 8 of the PDF). On page 7 it shows that the proposed steepest gradients would range between 1:13 to 1:19 (ramps are 1:20 or steeper and slopes are 1:21 or shallower). The gradients should be as shallow as possible.
- Comment 6: A lift has not been proposed in a prominent location at the East Poultry Avenue entrance due the heritage significance of the Buyer's Walk. As this will be a new museum, the public experience will be so important and people who require step-free access should be able to easily navigate and travel around the building. A lift in a prominent location next to the steps would aide legibility and avoid the separation of visitor routes. More details are required to justify this decision such as a feasibility study and CGI's to demonstrate potential impact. Maybe this could be conditioned?
- Comment 15: A wheelchair-accessible WC is proposed in the BOH area of the Poultry Market Basement, whereas only standard WC provision is proposed within the visitors facilities.
- Comment 20: *"Non-standard cycles to be shown on the Annexe Basement layout, and this will be amended at the next design stage"*. Due to the size required for larger cycles (up to 1.2m wide and 2.8m long) and the constrained space of the basement, it would be beneficial to demonstrate the feasibility of providing 5% storage for larger cycles.

Many thanks,

Lydia

From: [REDACTED]
Subject: [PLN - Comments](#)
Application Ref: 19/01343/FULEIA - Poultry Market And General Market And The Annexe Buildings, West Smithfield, London EC1A 9PS
Date: 19 October 2022 12:09:23

THIS IS AN EXTERNAL EMAIL

FAO: Gemma Delves

Address: Poultry Market And General Market And The Annexe Buildings, West Smithfield, London EC1A 9PS
Application Ref: 19/01343/FULEIA

Proposal: Further re-consultation: Updated information on the partial demolition, repair, refurbishment and extension of the Poultry Market, General Market, The Annexe Buildings.

Statutory Remit: Historic Buildings & Places (HB&P) is the working name of the Ancient Monuments Society, a registered charity in England and Wales (no. 209605). It is one of the National Amenity Societies and, as such, is a consultee on all Listed Building Consent applications involving an element of demolition as required by the *Arrangements for handling heritage applications – notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2021*. We are concerned with historic assets of all types and all ages, including planning applications affecting historic buildings in conservation areas and undesignated heritage.

Comments: Thank you for consulting HB&P on this application. I apologise for the delay in responding. HB&P continues to have concerns with the proposals for the Red House which harm its historic appearance.

While we do not object to the proposed change of use, the interior alterations, or the extension, our key concern continues to be the treatment of the main historic elevations to Smithfield Street and West Smithfield. The decorative blind arched façade is an important and prominent architectural feature that contributes to the character of the Victorian market buildings, while reflecting its past use as a refrigeration facility. We find the proposed opening of the blind arches to be excessive and the changes are harmful to the appearance of the building. Given the opportunity to introduce light to the building via the other, less important elevations, we recommend that more modest openings – perhaps within the bull's eyes – should be considered for the main elevation to better retain its historic appearance.

Likewise, we do not support the unnecessary changes to the lower Smithfield Street elevation. The relocation of the doors do not achieve any benefit other than to introduce an element of symmetry in every second bay. We also object to the changes to the Snow Hill end bay. This corresponds with the refuse store and there is no reasonable justification provided why the existing decorative stone door and window formation cannot be retained and adapted with ventilation grills, rather than replaced with a full height opening.

These unnecessary changes would greatly harm the historic and architectural interest of the Red House by altering and concealing the original purpose and form of the building and such changes should be avoided. I would be grateful if we could be informed of the outcome when this becomes available.

Regards

Ross Anthony

Case Work



www.hbap.org.uk



St Ann's Vestry Hall
2 Church Entry
London, EC4V 5HB

Historic Buildings & Places is the working name of the Ancient Monuments Society, a registered charity in England and Wales (no. 209605). It is one of the National Amenity Societies and, as such, is a consultee on all Listed Building Consent applications involving an element of demolition as required by the *Arrangements for handling heritage applications – notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2021*. We are concerned with historic assets of all types and all ages, including planning applications affecting historic buildings in conservation areas and undesignated heritage.

Devlia, Neel

From: BCTAdmin@thameswater.co.uk
Sent: 11 October 2022 14:45
To: PLN - Comments
Subject: 3rd Party Planning Application - 19/01343/FULEIA - Sept22

THIS IS AN EXTERNAL EMAIL

Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
London
EC2P 2EJ

Our DTS Ref: 64506
Your Ref: 19/01343/FULEIA - Sept22

11 October 2022

Dear Sir/Madam

Re: POULTRY MARKET AND GENERAL MARKET, AND THE ANNEXE BUILDINGS, WEST SMITHFIELD , LONDON, EC1A 9PS

Waste Comments

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=NPbZ0Gfa7LN7kyxhD2YTSyK2D%2FLyVTGVCwT4f8UbzAo%3D&reserved=0>

Connecting directly into a trunk or chemical sewer can be complex and dangerous, therefore they should only be considered where no alternative points of connection to local sewers are available. We don't allow connections to trunk sewers in greater London - instead, you will need to choose an alternative point of connection to a non-trunk sewer or requisition a new connection and associated pipe laying from us. If you apply for a requisition we'll select a suitable connection point, which may not be your preferred connection point. Where a connection into a trunk or chemical sewer is necessary, we will insist on carrying out the work ourselves and recharge you under Section 107 of the Water Industry Act 1991. An application to connect must be submitted to Thames Water developer services as early as possible to allow time to conduct technical reviews and surveys as required - costs will apply. Please see more information on the application process for connecting into a trunk or chemical sewer

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDomestic-and-small-commercial%2FWastewater%2FConnecting-to-a-trunk-or-chemical-sewer&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=G81qRN1NPOcEaVyZxnXsTDz3tN2KrkBqJ37W3uwm4FA%3D&reserved=0>

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=NPbZ0Gfa7LN7kyxhD2YTSyK2D%2FLyVTGVCwT4f8UbzAo%3D&reserved=0>

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 our website for further information :

<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2Fhelp&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=%2BFyv3XRQGQiUz24fDo bSuyz7rNALu6i0NYAhECWsORk%3D&reserved=0>

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. Applications should be made at

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwholesale.thameswater.co.uk%2FWholesale-services%2FBusiness-customers%2FTrade-effluent&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=UpV13DZYSsf2VOcc4FXaP14YTmAbYop%2F14%2FiCLxZ07M%3D&reserved=0> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

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.

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=NPbZ0Gfa7LN7kyxhD2YTSyK2D%2FLyVTGVCwT4f8UzbAo%3D&reserved=0> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

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.

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=NPbZ0Gfa7LN7kyxhD2YTSyK2D%2FLyVTGVCwT4f8UzbAo%3D&reserved=0>

Supplementary Comments

Wastewater: Thames Water would expect to see Surface Water discharge rates reduced further to either greenfield or very close to them.

Yours faithfully
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ
Tel:020 3577 9998
Email: devcon.team@thameswater.co.uk

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<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123629476%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=NPbZ0Gfa7LN7kyxhD2YTSyK2D%2FLyVTGVCwT4f8UzbAo%3D&reserved=0>

CJQIjoiV2luMzliLCJBtIl6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=0DUcJVraPy0FDIgl3DxCklhLa
bpFppVXfa8ngseQig8%3D&reserved=0 , follow us on twitter
<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.twitter.com%2Fthameswater&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123785748%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBtIl6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=esMogZhYLFEBdfbdrZrefHjCS0JDsdqzEaY9ieFPQ%2BE%3D&reserved=0> or find us on
<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.facebook.com%2Fthameswater&data=05%7C01%7CPLNComments%40cityoflondon.gov.uk%7C20e7efac5cca42ae276308daab8ed038%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638010927123785748%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBtIl6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=vJkyaHdkHIYKzWAJLIHhM9YA0wbxrDw0bABMDjmQypg%3D&reserved=0>. We're happy to help you 24/7.

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Memo

To Assistant Director (Development Management)
Department of the Built Environment

From Lead Local Flood Authority
Department of the Built Environment

Telephone 020 7332 1949

Email [REDACTED]



Date 4 October 2022

Our Ref DS/SUDS22/0034

Your Ref PT_GD/19/01343/FULEIA

Subject Poultry Market and General Market and The Annexe Buildings West
Smithfield London EC1A 9PS

In response to your request for comments in relation to SUDS/drainage the Lead Local Flood Authority has the following comments to make:

The Lead Local Flood Authority has reviewed the relevant information for the above application and would recommend the following conditions should the application be approved:

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 47.5 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.

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.

From: [Location Enquiries](#)
To: [PLN - Comments](#)
Subject: RE: Planning Application Consultation: 19/01343/FULEIA
Date: 03 October 2022 08:41:16

THIS IS AN EXTERNAL EMAIL

FAO Gemma Delves

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

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 32,864sq.m of Museum floorspace (Class D1), 4,079 sq.m of flexible A1/A2/A3/A4/B1/D1 & D2 floorspace, 2,377sq.m of flexible B1/D1 floorspace, 870sq.m of flexible A3/A4/D1 & D2 floorspace, 18sq.m of flexible A1/D1 floorspace and 82sq.m of flexible A1/A3/A4/D1 floorspace.)

Thank you for your consultation.

I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted.

This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.

Kind regards

Shahina Inayathusein MAPM MIAM

Safeguarding Engineer (LU+DLR)

Infrastructure Protection

Email: SMBLocationEnquiries@tfl.gov.uk

TfL Engineering | 5 Endeavour Square, Stratford, London E20 1JN



Find out more about Infrastructure Protection - <https://youtu.be/0hGoJMTBOEg>

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

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>

Sent: 20 September 2022 15:55

To: Location Enquiries <SMBLocationEnquiries@tfl.gov.uk>

Subject: Planning Application Consultation: 19/01343/FULEIA

Dear Sir/Madam

Please see attached consultation under Article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 for Poultry Market And General Market And The Annexe Buildings West Smithfield London EC1A 9PS .

Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Gemma Delves

Environment Department

City of London

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Begum, Shupi

From: Joanna Leguen de Lacroix [REDACTED]
Sent: 23 September 2022 18:43
To: PLN - Comments
Subject: Museum of London West Smithfield

THIS IS AN EXTERNAL EMAIL

Thank you for sending information on the proposal by the museum of London for the West Smithfield site. I have reviewed the drawings and the application. I think that the concepts and detail are exemplary, and I write to confirm my support for the project.

Stuart Lipton

Sir Stuart Lipton | Partner
Lipton Rogers Developments LLP

33 Cavendish Square, London, W1G 0PW

Mobile [REDACTED]

PA: Jo Leguen de Lacroix pat@StuartLipton@liptonrogers.com ([REDACTED])
www.liptonrogers.com

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Coronavirus (COVID-19) Message to those planning to attend LRD offices: If you have travelled from or through COVID-19 affected areas, or have reason to believe you may have come into contact with COVID-19, please in the first instance advise Lipton Rogers Developments LLP and if necessary avoid visiting our office. We will of course make every effort to offer alternative video or conference call arrangements. In order to further reduce the risks of the virus entering the LRD office, visitors and LRD team members will be asked to wash their hands prior to each entry to the office.

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For more information please visit <http://www.symanteccloud.com>



PLNComments@cityoflondon.gov.uk

23 September 2022
Crossrail Ref: CRL-IP-2537

Transport for London
Crossrail Safeguarding
5 Endeavour Square
LONDON
E20 1JN

Dear Gemma Delves,

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

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.

Transport for London (TfL) administers the Crossrail Safeguarding Direction made by the Secretary of State for Transport on 24 January 2008.

Thank you for your letter date 20 September 2022, requesting the views of CRL_Safeguarding on the above application. I confirm that the application relates to land within the limits of land subject to consultation by the Crossrail Safeguarding Direction.

I have no comment on the application.

If you require any further information, please contact:
CRL_Safeguarding@tfl.gov.uk

Yours sincerely,

Will Orlik

Safeguarding Officer (Elizabeth line)
CRL_Safeguarding@tfl.gov.uk

TfL Infrastructure Protection Team
Floor 7 B5 : 5 Endeavour Square : London : E20 1JN

.....
Please send, by email, all planning application consultations that are captured by the SoS Crossrail Safeguarding Direction to CRL_Safeguarding@tfl.gov.uk
.....

The Elizabeth line (Crossrail) is a new railway that links Heathrow, Maidenhead and Reading in the west to Shenfield and Abbey Wood in the east, using existing Network Rail tracks and new stations and tunnels under Central London.

Transport for London (TfL) administers the Crossrail Safeguarding Direction made by the Secretary of State for Transport on 24 January 2008. The Direction was extended on 29 April 2009 (Maidenhead to Reading) and 14 October 2009 (Abbey Wood to Gravesend and Hoo Junction).

Memo

To Assistant Director (Development Management)
Environment Department
Email plncomments@cityoflondon.gov.uk



From Ruth Calderwood
Air Quality Manager
Telephone 0207 332 1162
Email [REDACTED]

Date 21/09/2022

Your Ref 19/01343/FULEIA

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

Conditions

Condition M28C

Prior to the installation of any generator. A report shall be submitted to show what alternatives have been considered including a secondary electrical power supply, battery backup or alternatively fuelled generators such as gas fired or hydrogen. The details of the proposed generator shall be submitted for approval. The generator shall be used solely on brief intermittent and exceptional occasions when required in response to a life-threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time.

Reason

In order to ensure that the generator 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 2019 and the London Plan Policies SI1 and SD4 D.

Condition M32

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 Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (Or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An 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 (or any updates thereof), Local Plan Policy DM15.6 and London Plan Policy SI1D. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction

Condition M29

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, and must be located away from ventilation intakes and accessible roof gardens and terraces.

Reason

In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10 and 2.5, in accordance with the City of London Air Quality Strategy 2019, Local Plan Policy DM15.6 and London Plan policy SI1.



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

By email to [REDACTED] & PLNComments@cityoflondon.gov.uk

Our reference: 22076

10th November 2022

Dear Ms Delves,

Re-consultation on Planning Application 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 amended planning application for works to transform the General Market, Poultry Market and Annexe Buildings in West Smithfield into the new home of the Museum of London. Further to our letter on this application dated 3rd April 2020, we wish to offer the following additional comments on the amended documentation submitted in August 2022. Broadly speaking we wish to re-emphasise 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 below.

Cocoa Rooms

Significance: The Cocoa Rooms are recognised as being of special significance to the General Market buildings. The significance of the corner treatment is particularly grand and enhances its special former use as the custodian of the morale of the Victorian market traders. The building is of added importance due to its recent and remarkable 're-discovery' complete with decorative tiles and other original features. The recognition of the significance of the Cocoa Rooms was exemplified by the special visit of King Charles III in April 2021. We consider this building to be of listable quality, and we strongly recommend that it is treated as such by the Museum of London in their approach to its refurbishment and re-purpose. The original interiors are part of a newly discovered chapter of London's history – possibly unique to the capital. They 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.

Shop fronts: We consider the treatment of the shop front to be integral to the completeness of the theatre of the interiors. We recommend that the current proposed approach of a single sheet

of glass at ground floor level is re-considered. We feel that a large single pane of glass conflicts with the vertical architectural rhythm of this building. We recommend that the Museum re-visit the original Horace Jones designs which include a variety of approaches to the shop front design. We re-iterate the point made in our previous letter that we consider it important to preserve existing historic fabric and woodwork and to establish a consistent pattern running all round the building exteriors – including fabric awnings. Within a disciplined framework it is possible to have a range of treatments from traditional to modern. In terms of detailed information submitted with the application, we do not consider that the drawings submitted are sufficiently detailed given the buildings high significance.

Interiors: This unique four storey element deserves clear and careful consideration. Given the very high significance of the interiors of the Cocoa Rooms, we consider the proposed renderings lack sufficient details of the retained tiled interiors. We are pleased to see the original ground floor to first floor staircase retained. This could be used for private events.

We have also not seen sufficient justification for the loss of the timber room adjacent to the staircase which we consider could be a quirky and characterful feature of the proposed café – ideal for an independent operator. Given that a plank of the Museum's case is to encourage relevant and where possible non-chain operators in this location, the interior should not be left to be left to one size fits all branding. The largely intact original scheme of tiled decoration must be protected and celebrated as part of any scheme for these rooms.

Verified view of the Engine House and Red House

We note there appears to be a lack of clarity with the certified proposed view of the Engine House and Red House that forms part of the application (Environmental Statement, Vol 3 Townscape and Visual Impact Assessment). It would seem that some elements such as the lift over-run "boxes" on the Engine House have been omitted from the view. There appears to be a lack of architectural expression of what is needed in terms of mechanical engineering. We also query whether the greenery as proposed would sufficiently hide the roof top plant.

Similarly we consider that the rendering of the Red House roof silhouette needs re-appraisal. It does not show the proposed lift tower which would in reality disturb the important symmetry of this architectural set piece.

General Market

We continue to 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. As generally agreed, the roofscape of the entire range of buildings is an important fifth elevation. It would appear from the supporting material that there is insufficient information with the regards to the proposed alterations to the roof, in particular the amount, type, and method of supporting the M&E plant for officers to determine the application. We are concerned that the roof does not become a conduit for undesigned services for the hall beneath. We consider that the roof top plant and machinery needs careful management – to ensure it is designed into the scheme and the visual impact not unintentionally overlooked. It is important that the full visual impact of the services and plant on the roof is understood and communicated to decision makers and the public for approval.

Associated with this point there appears to be a lack of information on the use of the hall and other exhibition spaces and therefore a lack of supporting case for the need for a very costly level of climate control. We consider it important for the museum to set out its plans to

repopulate the space to accommodate exhibitions, and to give an indication of the placement of cameras and lights and how visitors will view the dome from inside the great market hall. We understand that the Museum of London has very few very fragile artifacts in the collection and those that might exist could be protected in specific areas. We would suggest that as part of the examination of the application, a more searching review of need should be undertaken. It may be for example that the proposed (very heavy and expensive) multi-layer high level glazing could be rethought.

Poultry Market

We attach importance to the axial Buyer's walk through the whole length of the market buildings from Charter House to Farringdon, and we consider it is important to acknowledge the significance of this central access. We consider the most sympathetic approach to adaptation of the Poultry Market is to take the view that in the longer term, the gallery would be removable if the Museum desires. It is important that the main axis continues to run through the new gallery even if it diverted at different times as exhibitions occupy the central space.

The lack of information on potential use also might bring into question some non reversible interventions such as the removal of the sloping floor in the Poultry Market. The many tons of concrete that would be removed and then replaced to produce a flat floor could be reconsidered with, if required, a lighter weight over floor in the areas that absolutely do require a large flat space. This would also save the considerable expense of demolishing and rebuilding the ceiling of the basement beneath.

Signage

We note a large steel frame, suitable for wind loading is required as part of the external sky signage proposals. This needs to be clearly shown and articulated in the drawings and renderings. We note that the lighting as currently proposed would obscure the delicate carving on the Farringdon Road pediment.

Our wish remains that this project proceeds with support and as soon as possible. I trust these comments are useful to you.

Your sincerely,



Henrietta Billings MRTPI
Director