

Honors Study Abroad Poster Honors 399: Keep Calm and Research On

The Politics Behind Turning the Museum of London, Docklands from an Abandoned Factory into a Green Space

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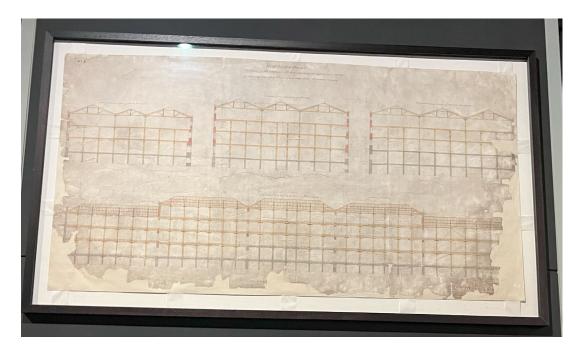
Overview

The LDDC supported the Development of the Docklands. There were several attempts to develop the Docklands that failed, as there were several protests from the Association of Island Communities. It was finally completed by the Museum of London (MoL), funded by the National Lottery Heritage Fund (NLH fund). This resulted in an abandoned slave sugar mill turning into a green space.

Key Findings

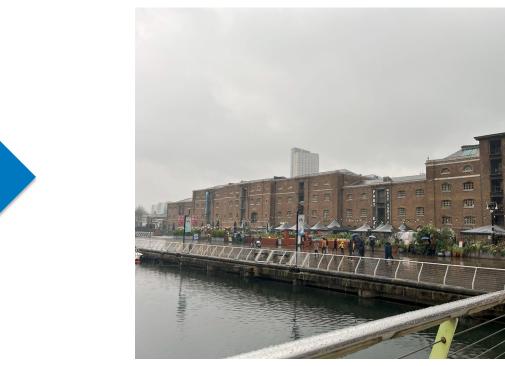
Impact

- Proposal to renovate was met with protests from locals who believed they would be pushed out
- The first attempt was by a US developer in 1985 but funding and support were lacking
- The MoL ran into legislative issues such as the MoL Act of 1965 did not allow for operation outside of London
- In 1997, the NLH funded the renovation, but AEA reported that management was inadequate and inexperienced, they were underprepared for the opening, and there were not enough resources, so it was delayed
- It finally opened in 2003

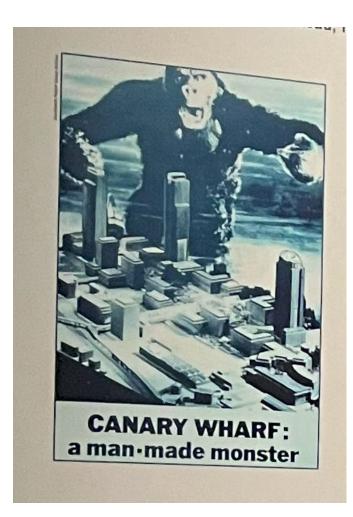


Internal Sections of Nos 1 and 9 Warehouses: This helps us to examine what the building looked like before renovation when it was still a sugar mill in 1827.





Museum of London, Docklands (external) as of March 10, 2024: After the transformation into a green space, the building looks drastically different than it did in the 19th century.



- Environmental organizations continue to attempt to convert abandoned spaces into green spaces and they run into bureaucratic pushback The MoL remains open and successful today
- It is important to look at how the community reacted to this change, as we see similar reactions today



planners fear that the structure of the building which stands on a permafrost created around its huge deep freeze basement, might collapse once refrigeration was switched off.

Last week the London Fish Merchants' Association held a press conference at which the chairman, Mr. Don Tyler warned of the disaster that could hit the fish industry if the market does not make the move.

'TOTALLY UNSUITABLE'

March Led by Peter Wade to the Island of Prince Charles: This was meant to signify the "death of the community" with the development of the Docklands, and reflects the feelings of the Community

Political Cartoon Made Because of the Proposal to Turn Canary Warf into A Business District: Demonstrates the discourse in the community surrounding the new development "It has now become common knowledge that the present site has become totally unsuitable for a fish market," he said. "For example it has an outdated building which could never conform to modern hygiene standards, a cold store supplying the necessary back-up storage of frozen goods, which is completely antiquated, and likely to give out at any time.

"Not only that, but on our doorstep is now one of the busiest roads in London, so parking areas for customers' vans are rapidly diminishing and the porters have to go through traffic all the time with barrow loads of fish which makes their job extremely dangerous.

"It could be better described by any porter, using his own special language. It is only because of a promised new market and excellent working relationships between merchants and the union that the whole work force has any incentive to stay on working here."

'THEY WOULD DIE'

Mr. Tyler said that Transport companies bringing fish to London would be affected if Billingsgate ceases to operate. "Without Billingsgate they would die," he said. "It must be quite clear that many livelihoods are at stake. What should be the Government's priority? Thousands of livelihoods or the preservation of an old delapidated building."

Hackney Advertiser Tower Hamlets: Describing how the development of the Docklands would put the citizens at risk as it is totally unsuitable.

Bibliography:

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- 4. Warway, Christine, "Billingsgate move plan in balance" Hackney Advertiser [Tower Hamlets], 18 April 1980, National Archives.
- 5. Internal Sections of Nos. 1 and 9 Warehouses. 1827, Museum of London, Docklands.

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