

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 20 July 2021	Classification For General Release	
Report of Director of Place Shaping and Town Planning		Ward(s) involved West End	
Subject of Report	23-25 Brook Street, Mayfair, London, W1K 4HB		
Proposal	Reopening of the front lightwell and reinstatement of the railings at 25 Brook Street, with new access ramp to ground floor entrance.		
Agent	Handel and Hendrix in London		
On behalf of	Handel and Hendrix in London		
Registered Number	21/02709/FULL and 21/02710/LBC	Date amended/ completed	26 April 2021
Date Application Received	26 April 2021		
Historic Building Grade	I (No. 25), II (No. 23)		
Conservation Area	Mayfair		

1. RECOMMENDATION

1. Grant conditional permission.
2. Authorise the making of a draft Order pursuant to Section 247 of The Town and Country Planning Act (1990) (as amended) for the stopping up of parts of the public highway to enable this development to take place.
3. Authorise the Director of City Highways, Executive Director of City Management and Communities, or other such proper officer of the Council responsible for highway functions, to take all necessary procedural steps in conjunction with the making of the Order and to make the Order as proposed if there are no unresolved objections to the draft Order.
4. Grant conditional listed building consent.
5. Agree the reasons for granting listed building consent as set out in Informative 1 of the draft decision notice.

2. SUMMARY

25 Brook Street is located on the south side of the street, near its junction with New Bond Street, and

has rear access from Lancashire Court. Apart from a vacant retail shop on part basement and part ground floors, the building has been occupied by the Handel House Museum since November 2001, having been residence of the composer George Frideric Handel for more than 30 years. It is a fine example of an early Georgian building and is Grade I listed. The property is linked to 23 Brook Street, which is also in museum use on the upper floors, where a flat was once occupied by the musician Jimi Hendrix. The applicant thus goes by the name "Handel and Hendrix in London".

Planning permission and listed building consent were granted in February 2021 to convert the vacant shop to museum use enabling the applicant to recreate a complete Georgian house as it appeared when occupied by Handel. These approvals include the reinstatement of the ground floor front façade and restore the plan form to be as close to the original as possible. The facade restoration enables the primary museum entrance, which is currently tucked away in Lancashire Court, to be relocated to Brook Street. The rear access will be retained for use by larger groups and deliveries. These works underpin a comprehensive refurbishment and organisation of the museum which, the applicant hopes, will increase its profile.

The current proposal seeks to complete the restoration of the front of the building by reinstating the front basement lightwell and pavement level railings. Similar works were approved in 1998, as part of some of the initial museum proposals, but could not be carried out as the shop use was retained. The current scheme also includes the provision of a permanent ramp that provides level access into main entrance. Both the lightwell/railings and access ramp would be located on the public highway leaving approximately 2.1m of unobstructed highway beyond.

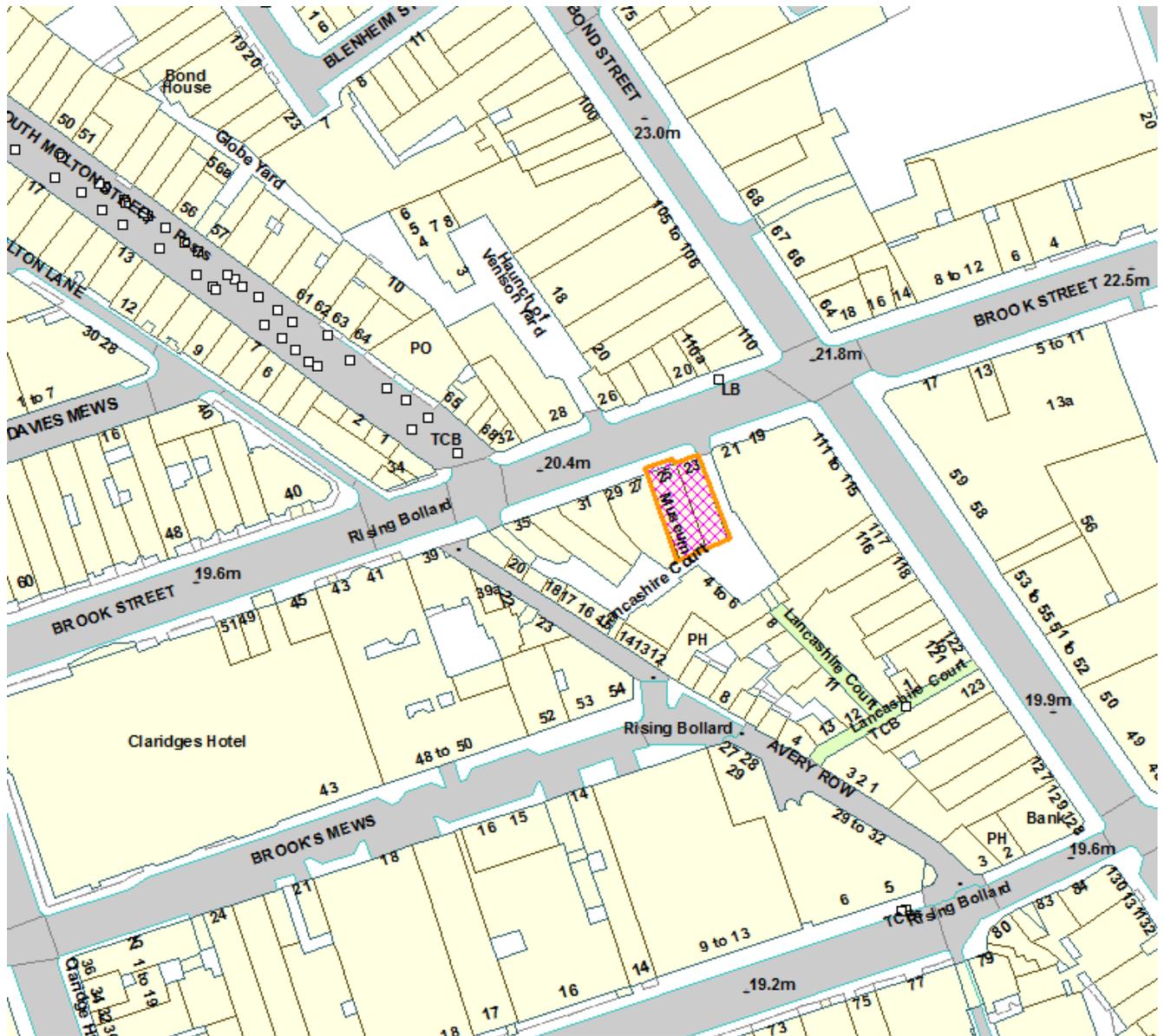
The key issues are:

- The heritage benefits of re-instating the lightwell and railings and providing improved building access as part of the restoration of this important grade I listed building
- The creation of an obstruction on the public highway and the consequent reduction in the width of footpath outside the property on a street frontage that is largely free of similar obstructions.

The proposals do raise significant highways issues and are contrary to highways policies. However, there are acknowledged benefits with regard to the restoration of this important listed building, the provision of improved disabled access and the enhancement of the cultural use, and associated economic benefits, which are considered to justify a departure for from highways policies in this case.

The proposals would require a separate Stopping-up Order and authorisation is also sought for the making of this Order.

3. LOCATION PLAN



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4. PHOTOGRAPHS





5. CONSULTATIONS

CLLR TIMOTHY BARNES, WARD COUNCILLOR FOR WEST END

Notes that the retained 2m unobstructed highway is the minimum acceptable and not the full extent of what might be desirable but supports the application given the context of the area, specific context of this public museum and the benefits to the area..

HISTORIC ENGLAND

Supports the application: Summary comments that “the Grade I listed Handel House at No. 25 Brook Street is highly significant for its well preserved early Georgian architecture and its close association with G.F. Handel. The consented proposal to remove the ground floor shopfront and restore the front elevation and reinstate the Georgian layout of the ground and lower ground floors complements the restoration work already carried out and will improve the visitor experience. The proposed reinstatement of the Georgian railings and lightwell is an important element of the overall restoration project.”

NATIONAL AMENITY SOCIETIES

Any response to be reported verbally

MAYFAIR RESIDENTS' GROUP

Any response to be reported verbally.

RESIDENTS' SOCIETY OF MAYFAIR & ST. JAMES'S

Support the proposals - The light well and railings are a reinstatement of the original Georgian arrangement which has to be the best outcome for the Listed building. The remaining pavement appears to be wide enough. This is an important cultural attraction for the area and these changes help with accessibility.

SAVE BRITAIN'S HERITAGE

- Support the proposals as a beneficial restoration of this Grade I listed building, strongly supported by national guidance for managing designated heritage assets;
- consider that the proposals carry “very significant public benefits”, enhance the building’s exceptional historic and architectural significance and allow for greatly improved public appreciation and access to it;
- the works will also positively enhance the surrounding Mayfair Conservation Area and help promote the international significance of this cultural landmark.

HIGHWAYS PLANNING TEAM - CITY HIGHWAYS

Objection : the proposals will reduce the width and alignment of the footway, leading to a significantly adverse impact on ease and convenience of direct pedestrian movement; no improvement to pedestrian environment and does not support active travel in the area.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 11; Total No. of replies: 7 No. in support: 7

- the proposals are visually attractive/contribute to the townscape;
- heritage benefits including restoration of the building to how it was when occupied

- by Handel;
- although the railings do reduce the width of the pavement, this does not create a problematic obstruction;
- improvements to disabled access (through the front entrance, rather than the rear access in Lancashire Court)
- adds value to the museum, contributes to the cultural vibrancy of the area (including educational and outreach programmes) and attracts visitors

PRESS ADVERTISEMENT / SITE NOTICE:

Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

The building is situated within the West End International Centre, the Central Activities Zone, the West End Retail and Leisure Special Policy Area (WERLSPA), the Oxford Street District and the Mayfair Conservation Area (but outside of the West End Strategic Cultural Area). It is located on the south side of the street, near its junction with New Bond Street, and backs on to Lancashire Court, where there is a rear access. The property is Grade I listed, partly because it was the residence of the composer George Frideric Handel for more than 30 years and because it is a fine example of an early Georgian building. With the exception of parts of the basement and ground floor that were, until recently, in retail use, the remainder of the building has been occupied as the Handel House Museum since November 2001. The building is internally and operationally linked to the adjacent 23 Brook Street, (Grade II listed), also in museum use on the upper floors, where the musician Jimi Hendrix lived in a flat for a number of years. The applicant thus goes by the name of "Handel and Hendrix in London".

Permission was granted earlier this year for the conversion of the shop to provide additional museum accommodation. This permission has not yet been implemented.

6.2 Recent Relevant History

There is a long history of planning decisions relating to the property, the most relevant of which are as follows:

February 2021 –permission and listed building consent (20/08177/FULL and 20/08178/LBC) granted for use of the ground and lower ground floor for additional museum floorspace (Class F1) in connection with the existing museum in the rest of the building, and internal and external alterations including recreation of the original ground floor front facade to create a new entrance and an opening in the party wall at ground floor level with 23 Brook Street.

October 2018 –permission granted (18/03012/FULL) for continued use of part basement, part ground floor and first to fourth floors as a museum with amended opening hours until 20.30 hours Mondays to Saturdays and until 22.30 hours Mondays to Saturdays on a maximum of 25 times per calendar year, and 18.00 hours on Sundays and Bank Holidays.

October 2013 –permission and listed building consent (13/05345/FULL and 13/05346/LBC) granted for alterations including mansard roof extension, first floor rear addition, extension to rear lift shaft, installation of roof level plant and relocation of two air conditioning units at rear first floor level to 25 Brook Street; first floor rear extension to 23 Brook Street and new plant in rear internal lightwell; associated internal alterations all in connection with continued use of part basement, part ground and first to fourth floors as a museum (Class D1).

December 2010 –permission (10/09036/FULL) refused for planters in front of shop window (not fixed to the building) on heritage grounds. [However, the planters were installed at some point and are therefore unauthorised. They would be removed as part of the current proposals to re-instate the lightwell beyond the ground floor building line]

October 2001 –permission (01/05931/FULL) granted for use of part basement, part ground & first to fourth floors of 23 & 25 Brook Street as a museum, & associated alterations - variation of condition 3 of permission dated 7.12.99 to extend opening hours from 8pm to 11pm Mondays to Saturdays.

December 1999 –permission and listed building consent granted for use of part basement No. 25 (rear), part ground No. 25 (rear), ground floor Nos. 23 and 25 Brook Street (fire escapes to Brook Street only) and first to fourth floors of Nos. 23 and 25 Brook Street as a museum and associated alterations; including supports for air-conditioning equipment at rear on flat roofs at third floor level. [*This scheme appear to omit the opening up of the front lightwell and retains part of the ground floor and basement as a shop*].

April 1998 –permission and listed building consent (97/0A690 and 97/0A691) granted for the use of 25 Brook Street and front basement, part ground and all first to fourth floors of 23 Brook Street as a museum, second floor extension and alterations to ground floor front and basement rear elevations. [*This permission includes the opening up of the front lightwell and was a variation to the earlier permissions, with regard to alterations at the rear, but does not appear to have been implemented and was superseded by later permissions.*]

January 1998 –permission and listed building consent (97/06159 and 97/06160) granted for use of part basement, ground and all first, second and third floors of 25 Brook Street as a museum; second floor rear extension, internal and external alterations.

September 1996 –permission and listed building consent (95/06268 and 95/06263) granted for use of 25 Brook Street and front basement, part ground and entire first to fourth floor of 23 Brook Street as a museum; second floor rear extension and alterations to ground floor front elevation.

7. THE PROPOSAL

Planning permission and listed building consent are now sought to recreate the historic front basement lightwell and traditional pavement railings, set into a Portland stone plinth. The works also include a new ramp at the front entrance to improve disabled

access into the building. The lightwell/railings and ramp would be located on the public highway. The submitted drawings show a retained pavement width of 2080mm beyond the proposed railings and ramp.

8. DETAILED CONSIDERATIONS

8.1 Land Use

The use of the building for museum purposes has been approved by a series of permissions. The current application does not directly affect the use of the building but proposes an important enhancement of the museum by improving building accessibility. Policy 15 of the City Plan 2019-2040 (April 2021) 'Visitor economy' states that "All existing arts and cultural uses and uses of cultural significance will be protected and proposals for enhancement will be supported in principle". The supporting text notes that "Attractions, events, businesses and institutions in Westminster attract visitors from around the world and contribute to the appeal of the city. These include uses that represent a major part of the nation's cultural heritage".

Additionally, the site is within the West End Retail and Leisure Special Policy Area (WERLSPA). Policy 2 of the City Plan seeks an "intensification of the WERLSPA over the Plan period...[through] the sensitive refurbishment and extension...of existing buildings across the WERLSPA", and "an improved retail and leisure experience that responds to innovation and change in the sector, including the transformation of the Oxford Street District".

Although the site is not within the West End Strategic Cultural Area, this is an important cultural attraction that contributes to the diversity and vitality of the area and the Council's ambitions to enhance the visitor experience, as set out in the Oxford Street District Framework (a Council initiative to transform the area around Oxford Street over the next 10 years). The restoration of this heritage asset and improved accessibility would make a welcome contribution to the Council's efforts to support the cultural and economic infrastructure of the area following the Covid-19 pandemic.

8.2 Townscape and Design

The key legislative requirements in respect to designated heritage assets are as follows:

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that "*In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*"

Section 66 of the same Act requires that "*In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*"

Section 72 of the same Act requires that "*In the exercise, with respect to any buildings or*

other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”

Furthermore Chapters 12 and 16 of the National Planning Policy Framework (NPPF) require great weight be placed on design quality and the preservation of designated heritage assets including their setting. Chapter 16 of the NPPF clarifies that harmful proposals should only be approved where the harm caused would be clearly outweighed by the public benefits of the scheme, taking into account the statutory duty to have special regard or pay special attention, as relevant. This should also take into account the relative significance of the affected asset and the severity of the harm caused.

25 Brook Street is an early Georgian town house and the former home of the composer G. F. Handel. For these reasons it is listed Grade I and is acknowledged as being an important heritage asset. It makes a positive contribution to the Mayfair Conservation Area and its character and appearance. The proposals form part of the on-going restoration of the front of the building, which was not carried out when the museum was first created some 20 years ago. Planning permission and listed building consent were granted for similar works in 1998 but the applicant appears unable to have implemented this permission as the basement and ground floor (front) remained in shop use.

Permission was granted earlier this year for the removal of the modern shopfront and the restoration of the ground floor façade to reflect the building’s appearance when it was occupied by Handel. This permission also enabled the conversion of the separate shop to form part of the museum, recreating the front parlour and basement kitchen. The recreation of the original ground floor façade also enables the relocation of the primary museum entrance, which is somewhat tucked away in Lancashire Court, to Brook Street.

The current proposals continue the phased restoration of the building by now including the recreation of the front area by opening-up the basement lightwell, which would be enclosed by traditional metal railings set into a stone plinth. The scheme also involves the installation of a new external, stone, access ramp to the Brook Street entrance. It is noted that there are a number of representations in support of the proposals, including those from Historic England and SAVE Britain’s Heritage.

The applicant confirms that the potential for locating the access ramp inside the building, and for providing a temporary ramp, were considered but were discounted on the basis that this did not present the best solution either for wheelchair users, or from a heritage perspective, for the following reasons:

- the creation of an internal ramp would require the alteration of ground floor joists and floorboards, the altering/lowering the lower ground floor ceiling and modifications to the interior ground floor panelling. Externally, the entrance step would need to be removed and the door would have to be reshaped. These alterations would not be sympathetic to the applicant’s ambitions to restore Handel’s House, nor would it be a sensitive approach in heritage terms. As the external stone ramp is guarded by the railings on one side, this would provide the best solution in terms of creating inclusive access, by giving wheelchair users the same experience as abled-bodied visitors.
- the use of a this would create barriers for wheelchair users, requiring them to

wait while the temporary ramp is deployed, and may cause them to feel that they are hindering other visitors who may be seeking access at the same time. As one of the key drivers behind the application is the provision of improved, fully inclusive, access this would not be achieved by the use of a temporary ramp.

These justifications are accepted in heritage asset and access terms. This is considered to be a high quality scheme which will preserve and enhance the special architectural and historic interest of the listed building and the character and appearance of the Mayfair Conservation Area. It complies with the City Council's urban design and conservation policies including 38, 39 and 40 of the City Plan. With respect to the NPPF test of balancing heritage harm and benefits, the restoration of the lightwell and railings is beneficial in heritage asset terms, whilst the new ramp is a benefit because it improves public access to this historic building.

8.3 Residential Amenity

There are not considered to be any implications for residential amenity arising from these proposals.

8.4 Highways

The site is located in a busy central location close to the junction with New Bond Street. Brook Street is the main pedestrian thoroughfare between New Bond Street and Grosvenor Square.

The Highways Planning Officer has objected to the proposals and has confirmed that, in this location, the building line constitutes the highway boundary. Whilst there are pavement lights outside the building (which are not maintained at public expense), they do form part of the public highway. The proposed lightwell/railings and ramp will reduce the available footway width from 3.30 metres, beyond the line of the unauthorised planters, to approximately 2.1 metres.

The relevant highways policies in the City Plan 2019 - 2040 (April 2021) are as follows:

- Policy 25A states “Development must promote sustainable transport by prioritising walking and cycling in the city.”
- Policy 25B states “Development must:
 1. Prioritise and improve the pedestrian environment and contribute towards achieving a first-class public realm particularly in areas of kerbside stress, including the provision of facilities for pedestrians to rest and relax (including seating) and high-quality and safe road environments and crossings, where needed...
 3. Be permeable, easy and safe to walk through, enhance existing routes which are adequately lit, creates step-free legible access and entrance points whilst providing direct links to other pedestrian movement corridors and desire lines.
 4. Facilitate the improvement of high-quality footpaths to Department for Transport minimum standards with regard to existing street furniture and layout including through the provision of land for adoption as highway.
 5. Enable footway widening, re-surfacing and de-cluttering where increased footfall

is expected, to be suitable for vulnerable road users including older people, people suffering from dementia and disabled people.”

- Policy 28A states “Given the increasing demands on existing highway space, the council will resist the loss of highway land, particularly footways.”
- Policy 43 is aimed at creating an improved public realm and environment for pedestrians and other users of an area, including to minimise obstruction to pedestrian movement.

The Council’s Supplementary Planning Document (SPD) ‘Westminster Way – Public realm strategy design principles and practice’ (2011), also strives to promote walking through design that aids, rather than disadvantages, pedestrians including by maintaining pedestrian desire lines.

The SPD includes a recommendation for a clear footway width of 2.0 metres as a minimum, but not a standard to reduce highway space to. It is accepted that when essential street furniture (e.g. signage, lighting etc) is present, there may be an impact on pedestrian movement but that this is the balance that needs to be struck between maintaining highway clearance and supporting primary highway functions.

It is noted that there is some street furniture further along the pavement and also some existing, historic, railings outside 31-33 Brook Street (which appear to be shielding pavement vents) and also at 35 Brook Street (where they protect pedestrians from a marked drop in the pavement at the point where pedestrian access slopes down into Lancashire Court). However, the proposed lightwell and ramp would introduce a new element for pedestrians to navigate around and would affect the natural pedestrian desire lines on this part of Brook Street, as well as reducing the footway width.

The Highways Planning Officer considers that existence of essential street furniture and the presence of historic (safety) railings elsewhere on this frontage should not be considered a precedent to permit new development, which reduces the footway width, when the railings and ramp are proposed for heritage and access reasons, rather than for safety reasons. On this basis, they consider that the proposals would be contrary to the Council’s continuing efforts to implement improvements to the pedestrian environment across the borough, particularly as a result of the Covid-19 pandemic and the need for social distancing, which includes widening footways by reducing carriageway space. However, this is not a programme designed to reduce available highway space by permitting development on the highway space through development.

The applicant has cited a number of examples of pavement railings, but these are in other locations and are not considered directly comparable to subject site and the adjacent highway layout. Although the Highways Planning Officer acknowledges that the historical nature of the city can affect the physical nature/layout of the highway, as acknowledged in the Westminster Way, he does not consider this justifies the proposed reduction in highway width and impact on pedestrian movement.

The concerns raised by the Highways Planning Officer are noted and it is accepted that the proposal is contrary to adopted highways policies and the Council objectives outlined

above. However, these needs to be balanced against the special circumstances in this case:

- the restoration of an Important grade I listed building;
- improved disabled access to a public building;
- enhancement of an important cultural use and the associated benefits in attracting more visitors to the locality, with contributions to the local economy;
- the fact that the recommended minimum width of footway will be retained and
- the fact that there are some existing obstructions on the pavement along this stretch of Brook Street that may already determine pedestrian desire lines.

On balance, it is considered that these factors constitute special circumstances that justify a departure from adopted highway policies. However, given the special circumstances of this case, any decision to grant planning permission should not be regarded as setting a precedent for other development on the highway..

Should the proposals be considered acceptable , the applicant will require a Stopping-up Order for the relevant parts of the public parts of the public highway pursuant to s247 of the Town and Country Planning Act 1990. It should be noted that the Highway Authority usually maintains an objection to the stopping up of highway where there is not a demonstrated need or highways benefit, and this will need to be assessed as part of this separate application. However, as part of the determination of these planning applications, authorisation is sought for the making of a draft Order pursuant to Section 247 of The Town and Country Planning Act (1990) (as amended) for the stopping up of parts of the public highway to enable this development to take place, and authorisation is also sought for the Director of City Highways, Executive Director of City Management and Communities, or other such proper officer of the Council responsible for highway functions, to take all necessary procedural steps in conjunction with the making of the Order and to make the Order as proposed if there are no unresolved objections to the draft Order.

8.5 Economic Considerations

The proposed works form part of the comprehensive refurbishment and reorganisation of the museum with new displays and interpretation throughout. The applicant hopes that this will increase the museum's profile, creating a highly visible heritage attraction that will encourage more visitors to the museum, and increase visitor footfall into the heart of the Oxford Street District, with the associated economic benefits. Any proposals which help in rebuilding the local economy after the difficulties experienced as a result of the Covid-19 pandemic are welcomed.

8.6 Access

Policy 38, Design principles, states that

“A. New development will incorporate exemplary standards of high quality, sustainable and inclusive urban design and architecture befitting Westminster's world-class status, environment and heritage and its diverse range of locally distinctive neighbourhoods”,

and

C. [People-centred Design] All development will place people at the heart of design, creating inclusive and accessible spaces and places, introducing measures that reduce the opportunity for crime and anti-social behaviour, promoting health, well-being and active lifestyles through design and ensuring a good standard of amenity for new and existing occupiers.”

The supporting text states that Westminster will

“promote a city that works for everyone, a city for all. Placing people at the heart of the design process means that the users of the buildings and spaces are considered throughout all design stages. We encourage applicants to engage with local communities early in the design process and will support collaborative and participatory design approaches.

Buildings and the spaces which adjoin them should be fully accessible and inclusive for all, including people of all ages and those with mobility and sensory impairment or other health concerns or disabilities. In addition to physical access to buildings and places, this will include improving wayfinding, to making the public realm easier, more pleasant and safe. Access to existing buildings, especially historic buildings, may present additional challenges, but there will almost always be scope to make improvements. In some locations this may not just be about physical access but should also consider the ways in which services and information can be managed and provided to meet the needs of all users. In all cases, applicants will be required to demonstrate that access provision has been considered effectively.”

The proposed access ramp will improve disabled access as part of the creation of the principal museum access at the front of the building which must be balanced against the concerns expressed by the Highways Planning Officer.

8.7 Westminster City Plan

The City Plan 2019 - 2040 was adopted at Full Council on 21 April 2021. Therefore, in accordance with s.38 of the Planning and Compulsory Purchase Act 2004, it comprises the development plan for Westminster in combination with the London Plan adopted in March 2021. In this case The Mayfair Neighbourhood Plan is also relevant (see further details in Section 8.9). As set out in s.38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 49 of the NPPF, the application must be determined in accordance with the development plan, unless material considerations indicate otherwise.

8.8 Neighbourhood Plans

The Mayfair Neighbourhood Plan (MNP) includes policies on a range of matters including heritage, community uses, retail, offices, housing, cultural uses, transport and the environment. The Plan forms part of Westminster’s statutory development plan and is used alongside the council’s own planning documents and the Mayor’s London Plan in determining planning applications in the Mayfair Neighbourhood Area. Where any matters relevant to the application subject of this report are directly affected by the policies contained within the neighbourhood plan, these are discussed elsewhere in this

report.

It is noted that Handel House Museum is specifically identified in supporting text in the MNP with regard to policy MSC1 (Community uses) as one of several key cultural and community uses whose existence, both through their use and built form, is intrinsic to the character, culture, and sustainable development of Mayfair, providing facilities for residents, workers, and tourists. The MNP also seeks to ensure there is more space for pedestrians, by supporting public realm schemes that improve pedestrian comfort levels, especially on the most congested pavements, as part of its Public Realm Strategy (Appendix 3)

In this case the heritage and access improvements to the building are considered to be in accordance with the MNP.

8.9 London Plan

This application raises no strategic issues.

8.10 National Policy/Guidance Considerations

The City Plan 2019 - 2040 (April 2021) policies referred to in the consideration of this application are considered to be consistent with the NPPF 2019 unless stated otherwise.

Further to the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the City Council cannot impose a pre-commencement condition (a condition which must be discharged before works can start on site) on a planning permission without the written agreement of the applicant, unless the applicant fails to provide a substantive response within a 10 day period following notification of the proposed condition, the reason for the condition and justification for the condition by the City Council. However, there are no pre-commencement conditions in this case.

8.11 Planning Obligations

Planning obligations are not relevant in the determination of this application.

8.13 Conclusion

The significance of this cultural institution is acknowledged and, in heritage and accessibility terms, the proposals are very welcome and will enhance the museum's contribution to the local economy and its cultural network. Whilst it is acknowledged that the proposals will have an impact on the operation of the highway, in this case, these concerns are considered to be outweighed by the heritage, accessibility, cultural and economic benefits of the scheme and the application is therefore recommended for approval.

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

Item No.

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IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: SARA SPURRIER BY EMAIL AT SSPURRIER@WESTMINSTER.GOV.UK

9. KEY DRAWINGS



EXISTING NORTH ELEVATION

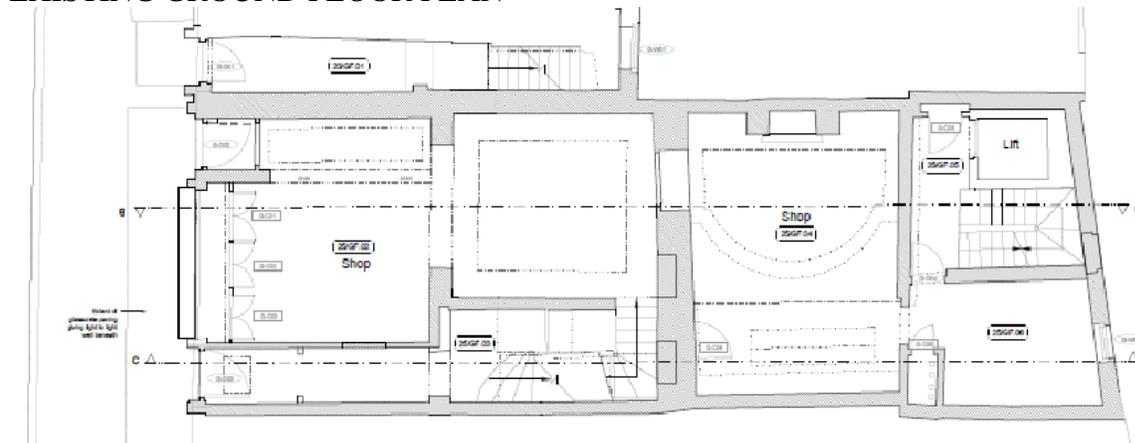


APPROVED NORTH ELEVATION

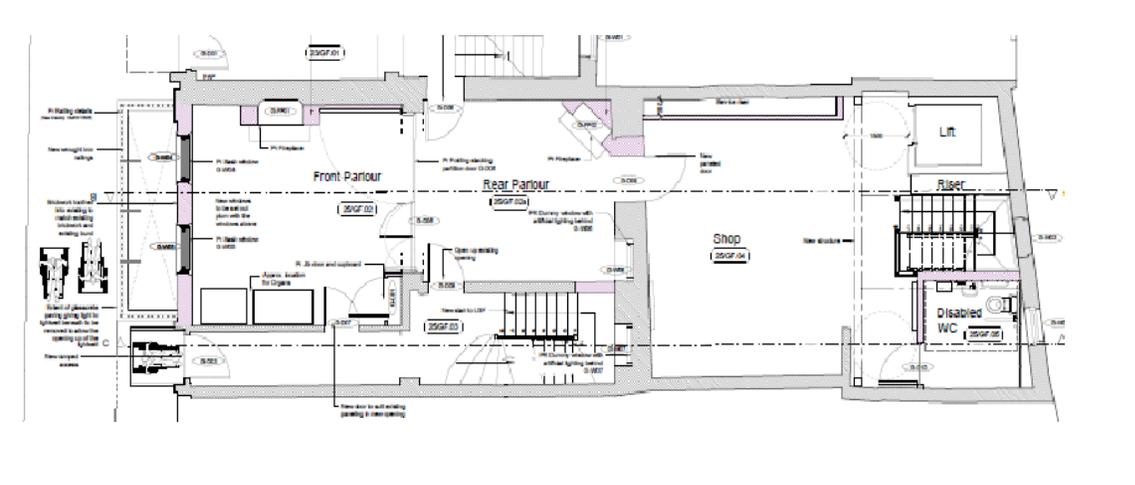
PROPOSED NORTH ELEVATION



EXISTING GROUND FLOOR PLAN



PROPOSED GROUND FLOOR PLAN



DRAFT DECISION LETTER

Address: 23-25 Brook Street, Mayfair, London, W1K 4HB

Proposal: Reopening of the lightwell and reinstatement of the railings at 25 Brook Street, with new access ramp to ground floor entrance.

Reference: 21/02709/FULL

Plan Nos: 184/HHT/001 Rev A, 184/HHT/109 P Rev I, 184/HHT/110 P Rev J, 184/HHT/117 P Rev C, 184/HHT/121 P Rev D, 184/HHT/ 122 P Rev D, 184/HHT/203 Rev B, HHT/184/305, and HHT/184/306 Rev C.

Case Officer: Paul Quayle **Direct Tel. No.** 020 7641 07866039895

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 Except for piling, excavation and demolition work, you must carry out any building work which can be heard at the boundary of the site only:
 - o between 08.00 and 18.00 Monday to Friday;
 - o between 08.00 and 13.00 on Saturday; and
 - o not at all on Sundays, bank holidays and public holidays.

You must carry out piling, excavation and demolition work only:

- o between 08.00 and 18.00 Monday to Friday; and
- o not at all on Saturdays, Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R11AD)

- 3 All new work to the outside of the building must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by

conditions to this permission. (C26AA)

Reason:

To protect the special architectural or historic interest of this building and to make sure the development contributes to the character and appearance of the Mayfair Conservation Area. This is as set out in Policies 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R27AC)

- 4 You must apply to us for approval of detailed drawings (plans and elevations at scale 1:10 and sections at 1:5) showing the new railings and associated plinth in context [of the pavement and the building façade], and photographs of samples of the railings. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work according to these detailed drawings and photographs. (C26DB)

Reason:

To protect the special architectural or historic interest of this building and to make sure the development contributes to the character and appearance of the Mayfair Conservation Area. This is as set out in Policies 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R27AC)

- 5 For the avoidance of doubt this permission only relates to the reopening of the lightwell, reinstatement of railings around the lightwell and the construction of the new access ramp, and not to any of the other works shown on the drawings hereby approved.

Reason:

The other works shown on the drawings hereby approved do not form part of the current application and have been approved separately and are subject to separate conditions.

- 6 The reinstatement of the lightwell, installation of the railings and the installation of the access ramp must be completed in full accordance with the details shown on the plans hereby approved.

Reason:

To make sure that you carry out the development in full and to make sure that we are satisfied with the appearance of the development and that the benefits of the improved disabled access are provided, as set out in Policies 38 of the City Plan 2019 - 2040 (April 2021). (R02DC)

- 7 You must paint the new railings black and keep them that colour.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Mayfair Conservation Area. This is as set out in Policies 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021). (R26DE)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available

detailed advice in the form of our statutory policies in the City Plan 2019 - 2040 (April 2021), neighbourhood plan (where relevant), supplementary planning documents, the London Plan (March 2021), planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.

- 2 Prior to the commencement of the development, the highway will need to be Stopped Up under s247 of the Planning Act. You must contact the City Council in writing: Jeff Perkins (jperkingns@westminster.gov.uk) to progress the Stopping Up Order..

You may require technical approval for the works to the highway (supporting structure) prior to the commencement of development. Please contact Louisa Augustine (laugustine@westminster.gov.uk), Westminster Highways and Infrastructure and Public Realm to progress the application for works to the highway.

DRAFT DECISION LETTER

Address: 23-25 Brook Street, Mayfair, London, W1K 4HB

Proposal: Reopening of the lightwell and reinstatement of the railings at 25 Brook Street, with new access ramp to ground floor entrance.

Reference: 21/02710/LBC

Plan Nos: 184/HHT/001 Rev A, 184/HHT/109 P Rev I, 184/HHT/110 P Rev J, 184/HHT/117 P Rev C, 184/HHT/121 P Rev D, 184/HHT/ 122 P Rev D, 184/HHT/203 Rev B, HHT/184/305, and HHT/184/306 Rev C.

Case Officer: Paul Quayle

Direct Tel. No. 020 7641 07866039895

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 All new work and improvements inside and outside the building must match existing original adjacent work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the approved drawings or are required in conditions to this permission. (C27AA)

Reason:

To protect the special architectural or historic interest of this building and to make sure the development contributes to the character and appearance of the Mayfair

Conservation Area. This is as set out in Policies 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R27AC)

- 3 You must apply to us for approval of detailed drawings (plans and elevations at scale 1:10 and sections at 1:5) showing the new railings and associated plinth in context [of the pavement and the building façade], and photographs of samples of the railings. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work according to these detailed drawings and photographs. (C26DB)

Reason:

To protect the special architectural or historic interest of this building and to make sure the development contributes to the character and appearance of the Mayfair Conservation Area. This is as set out in Policies 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R27AC)

- 4 For the avoidance of doubt this consent only relates to the reopening of the lightwell, reinstatement of railings around the lightwell and the construction of the new access ramp, and not to any of the other works shown on the drawings hereby approved.

Reason:

The other works shown on the drawings hereby approved do not form part of the current application and have been approved separately and are subject to separate conditions.

- 5 You must paint the new railings black and keep them that colour.

Reason:

To protect the special architectural or historic interest of this building and to make sure the development contributes to the character and appearance of the Mayfair Conservation Area. This is as set out in Policies 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R27AC)

Informative(s):

- 1 SUMMARY OF REASONS FOR GRANTING CONDITIONAL LISTED BUILDING CONSENT - In reaching the decision to grant listed building consent with conditions, the City Council has had regard to the relevant policies in the National Planning Policy Framework, the London Plan (March 2021), the City Plan (April 2021), as well as relevant supplementary planning guidance, representations received and all other material considerations.

The City Council decided that the proposed works would not harm the special architectural and historic interest of this listed building.

In reaching this decision the following were of particular relevance: Policies 38, 39 and 40 of the City Plan 2019 - 2040 adopted in April 2021 and paragraph 2.4 of our Supplementary Planning Guidance: Repairs and Alterations to Listed Buildings.

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.