

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 16 May 2023	Classification For General Release	
Report of Director of Town Planning & Building Control		Ward(s) involved Hyde Park	
Subject of Report	1-15 Portsea Mews And 8 Porchester Place, London, W2 2BN		
Proposal	<p>22/06901/FULL Demolition behind the retained facade and alterations to the existing buildings, replacement floorspace and extension at roof and ground floor level (through the introduction of glazed infills); excavation of a new basement, to create Office (Class E) accommodation and improved residential accommodation (Class C3) within Portsea Mews; creation of new internal link at ground floor to 8 Porchester Place, new shopfront to 8 Porchester Place, repair of facades and other associated works.</p> <p>22/06902/LBC Internal alterations to 8 Porchester Place including opening up works and new connection through to Portsea Mews at ground floor and opening works and damp proofing at basement floor; external alteration including installation of new shopfront; and other associated works.</p>		
Agent	Bethan Warwick		
On behalf of	The Church Commissioners		
Registered Number	22/06901/FULL & 22/6902/LBC	Date amended/ completed	12 October 2022; 11 April 2023
Date Application Received	12 October 2022		
Historic Building Grade	Adjoining buildings of Porchester Place, Kendal Street, Portsea Place and Connaught Street are Grade II		
Conservation Area	Bayswater		
Neighbourhood Plan	Not applicable		

1. RECOMMENDATION

1. Refuse planning permission – design and heritage and land use.
2. Refuse listed building consent – design and heritage.

2. SUMMARY & KEY CONSIDERATIONS

The application site is a cobbled mews with two to three storey buildings arranged largely around its perimeter. It is accessed through a narrow archway from Portsea Place and is located within the Bayswater Conservation Area. It is also surrounded larger Grade II Listed buildings on Portsea Place, Kendal Street, Porchester Place, Connaught Street and Connaught Square. 8 Porchester Place, is a Grade II listed mid-terraced building forming part of the Grade II listed terrace of 4-16 Porchester Place. Until recently, the mews was used as a car maintenance garage (Use Class B2) with residential flats above (Use Class C3). 8 Porchester Place is a retail unit at ground and lower ground floor with residential units above.

The applications propose the demolition behind the retained facade and alterations to the existing buildings, replacement floorspace and extension at roof and ground floor level (through the introduction of glazed infills); excavation of a new basement, to create Office (Class E) accommodation and improved residential accommodation (Class C3) within Portsea Mews; creation of new internal link at ground floor to 8 Porchester Place, new shopfront to 8 Porchester Place, repair of facades and other associated works.

The key considerations in this case are:

- The acceptability of the proposed residential accommodation in terms of its, size, mix and accessibility.
- The acceptability of the energy performance of the proposed building.
- The acceptability of the proposed buildings in design terms.
- The impact of the proposed buildings on the character and appearance of the Bayswater Conservation Area and the setting of other nearby designated heritage assets, such as the grade II listed buildings adjoining the site.
- The impact on the amenity of neighbouring residential properties.

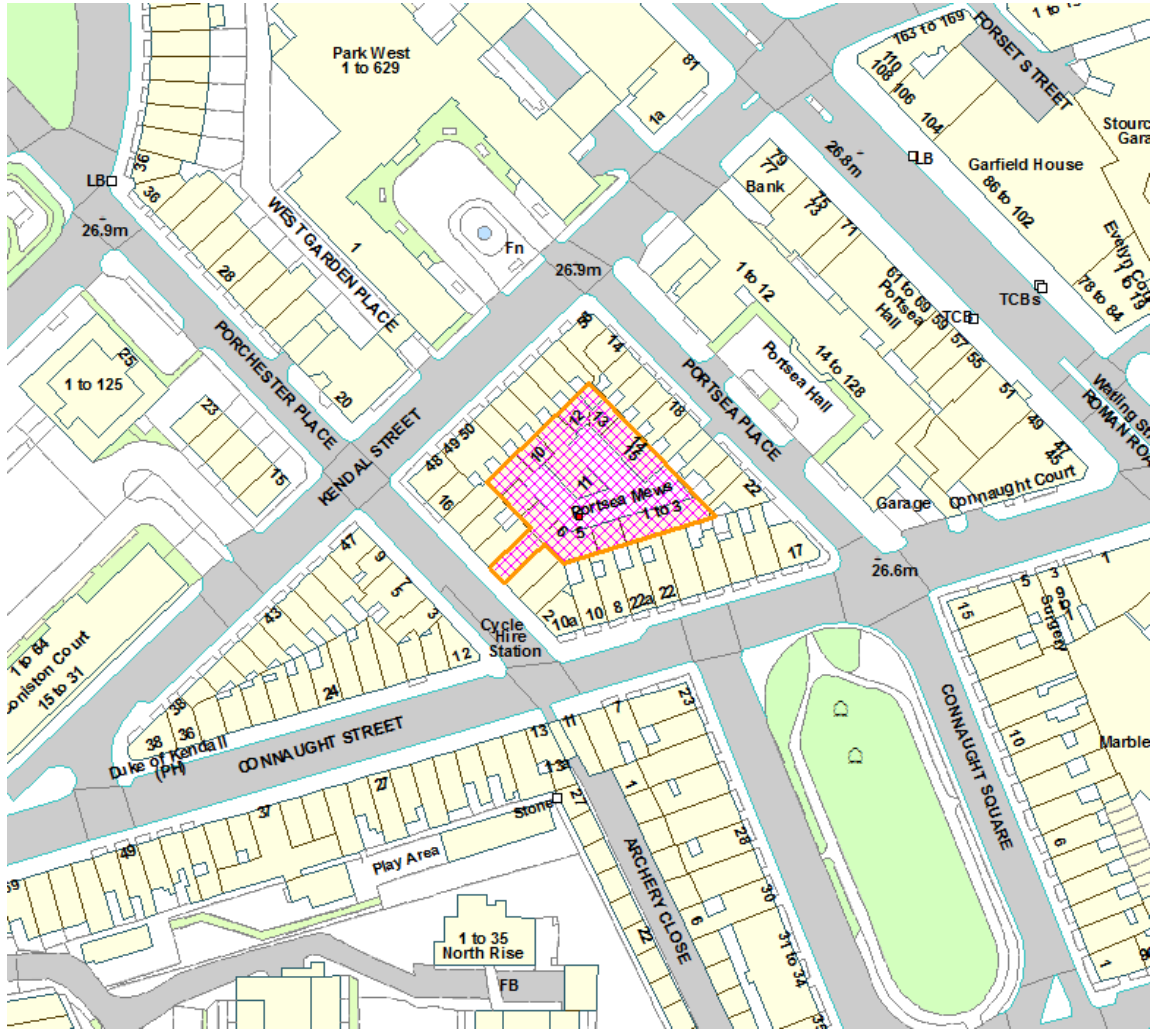
Substantial support has been given to the proposals from the local amenity society, neighbours and Ward Councillors. An objection have been received from Historic England on the grounds of the harm caused .

The proposals are unacceptable in land use terms as the proposals result in the loss of two residential units (50m² of residential floorspace) and do not meet the exceptions set out in Policy 8 of the City Plan. In addition, the glazed infills and associated demolition, and the alterations to 8 Connaught Place would result in less than substantial harm, on the moderate to high end to the Bayswater Conservation Area and upon the special architectural and historic significance of this grade II listed building. By reason of this harm, the proposed development does not meet policies 38, 39 and 40 of the City Plan (April 2021).

Whilst it is recognised that there are public benefits to the proposals in bringing the mews back to life, with the creation of office accommodation; the reprovision of good quality residential accommodation and wider economic benefits; this regrettably does not overcome the loss of the two residential units and the harm caused to the conservation area from the proposed extensions and extent of demolition.

It is therefore recommended that the applications for planning permission and listed building consent be refused.

3. LOCATION PLAN



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4. PHOTOGRAPHS

Aerial View



Photo of the mews



8 Porchester Place



5. CONSULTATIONS

5.1 Application Consultations

COUNCILLOR DIMOLDENBERG

Support given to the revised proposals at Portsea Mews. Concern raised however to the linked application to provide 2 residential units at Devonport, Southwick Street.

COUNCILLOR CHOWDHURY

Councillor Chowdhury copied the case officer in on an email to a local resident who is concerned about the anti-social behaviour in the mews

Request made to speak in support of the proposals should the application be recommended for refusal.

HISTORIC ENGLAND

Authorisation to determine the proposals in accordance with City Council policies.

HISTORIC ENGLAND – ARCHAEOLOGY

No objection subject to conditions.

LONDON AND MIDDLESEX ARCHAEOLOGICAL SOCIETY (LAMAS) – HISTORIC BUILDINGS

Whilst in support of the general principles of the proposals, objection is raised to the large glass infill extensions which will dominate the mews and significantly change the appearance of the mews. The committee conclude the proposals failed to appreciate the significance of Portsea Mews and its contribution to the Bayswater Conservation Area.

HYDE PARK ESTATE ASSOCIATION:

The Hyde Park Estate Association fully supports this redevelopment of Portsea Mews into office and improved residential accommodation, including the new access to the Mews via Porchester Place. They state that the current state and condition of the Mews is woeful and encourages drug dealing and prostitution.

Reservations and objections raised previously regarding the coupling of this redevelopment with the provision of two new residential units by redeveloping two garages situated in the shared gardens at the back of the houses at Devonport, Southwick Street are no longer relevant since the application has been split from these proposals.

WASTE PROJECTS OFFICER

No objection subject to a revised plan.

ENVIRONMENTAL SCIENCES

No objection.

BUILDING CONTROL

No objection.

DESIGNING OUT CRIME OFFICER

Comments for application 21/08899/FULL submitted in respect of this revised scheme.

Portsea Mews suffers from a high level of crime, anti-social behaviour and drug use. The site is not suitable for residential dwellings given that there is very little natural surveillance onto the proposed dwellings and when the office accommodation is closed, this will be reduced even further. In addition the design will not only enable but, encourage residential and commercial burglary because it is a dead end, dog leg design; there is no line of sight from the street to front doors and there are concealed recessed either side of the undercroft from Portsea Mews where criminal can hide and wait for victims or where groups can congregate. If permission were to be granted, it is recommended that a planning condition, requiring the development to achieve a Secured by Design accreditation prior to occupation is attached.

HIGHWAYS PLANNING MANAGER

No objections are raised to scheme in terms of car parking, cycle parking. The Highways Planning Manager does however go on to state the following:

“Stopping-Up

I think the most controversial issue from a highways point of view is that the applicant wants to stop-up part of the highway within the Mews.

As a Highway Authority we should not give up highway easily and to do so is also against Policy 28 A of the City Plan which states “Given the increasing demands on existing highway space, the council will resist the loss of highway land, particularly footways.”

Having said that I think the main issue is whether vehicles that can fit through the entrance arch should still be able to turn around within the Mews and to get in and out of the Mews in a forward gear. I would not want all the servicing of the development to have to happen outside of the Mews and think that if it is to happen within the Mews it should remain public highway.

There is a bit of a balancing act here. Our policy is that servicing should take place off-street but to insist on that in this case would be difficult I think and would lead to all servicing movements having to pass through the arch, together with any cars, pedestrians and cyclists. I think it is sensible in this case to allow larger vehicles to service from outside the Mews and smaller vehicles to be able to service from inside.

So, beyond that it is against policy, I don't have a problem with the bits they physically propose to build upon being stopped-up, as vehicle tracking has demonstrated that the vehicles that can currently get in and out will still be able to do so without having to reverse into or out of the Mews.”

LONDON FIRE SERVICES

No response received.

LONDON FIRE AND CIVIL DEFENCE AUTHORITY

No response received.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 220

Total No. of replies: 18

No. of objections: 1

No. in support: 18 (one letter of support contained 14 signatures of support)

One objection received on the grounds of noise and disruption during the course of works. In addition the development will lead to further antisocial behaviour taking place whilst the works are being carried out. The objector notes that a longer consultation period should take place for all local residents opinions to be taking into consideration.

18 letters of support (including from The Portman Estate, Marble Arch BID and HyPER) citing the following:

- Sensitive and sustainable investment
- Creation of commercial space which will support local employment and bring footfall to the area including Connaught Village
- Bringing back underused and vacant properties
- Proposals respect, with the sensitive restoration, the character and appearance of the area and the historic fabric of the existing buildings
- The applicant consultation will local residents, business's and stakeholders has been comprehensive and shows a dedication to the scheme
- A gate to the mews would be supported to stop antisocial behaviour.

PRESS NOTICE/ SITE NOTICE:

Yes

5.2 Applicant's Pre-Application Community Engagement

Engagement was carried out by the applicant with the local community and key stakeholders in the area during the course of the previously withdrawn applications (21/08899/FULL & 21/08901/LBC) with the local community and key stakeholders in the area and prior to the submission of the planning application in accordance with the principles set out in the Early Community Engagement guidance. The engagement activities undertaken by the applicant (as listed in the submitted Statement of Community Involvement) are summarised in the table below:

Engagement Method/Event/Activity	Date	Attendance	Summary of Discussions
Newsletter	12/21	Sent to 85 residents	Set out proposals. Gave direct email address and telephone number.
Meeting	2/8/22	Residents of Connaught Square	Members of the project team met with a representatives of residents on Connaught Square to discuss the revised proposals for the site.
Meeting	20/9/22	Residents of 19 and 20 Portsea Place	Members of the project team met with the occupiers of the neighbouring 19 and 20 Portsea Place to discuss the revised proposals for the site.
Meeting	21/9/22	Residents of 21 Connaught Square	Members of the project team met with the occupier of 21 Connaught Square to discuss the revised proposals for the site.

Meeting	22/9/22	Hyde Park Ward Councillors	Members of the project team met with Hyde Park ward councillors to discuss the revised proposals for the site.
Email dialogue	No date given	54 Kendal Street	Set out of revised proposals.

In summary, across the range of engagement undertaken by the applicant the principal issues raised were the welcoming removal of the originally proposed mansard roof, construction concerns of the newly proposed; noise and disruption during works and anti-social behaviour within the mews.

The applicant's Statement of Community Involvement and other application documents identify that whilst the scheme has not been revised following discussions with local residents; local residents were made aware of the requirements of the application in terms of the basement excavation and construction of the whole development should permission be granted and the need for a structural methodology statement and the City Council policies regarding basements including the standard condition requirements of the Council's Code of Construction Practice.

6. WESTMINSTER'S DEVELOPMENT PLAN

6.1 City Plan 2019-2040 & London Plan

The City Plan 2019-2040 was adopted at Full Council on 21 April 2021. The policies in the City Plan 2019-2040 are consistent with national policy as set out in the National Planning Policy Framework (NPPF) (July 2021) and should be afforded full weight in accordance with paragraph 219 of the NPPF. Therefore, in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, it comprises the development plan for Westminster in combination with the London Plan, which was adopted by the Mayor of London in March 2021 and, where relevant, neighbourhood plans covering specific parts of the city (see further details in Section 6.2).

As set out in Section 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.

6.2 Neighbourhood Planning

The application site is not located within an area covered by a Neighbourhood Plan.

6.3 National Policy & Guidance

The City Plan 2019-2040 policies referred to in the consideration of this application have been examined and have been found to be sound in accordance with tests set out in Paragraph 35 of the NPPF. They are considered to remain consistent with the policies in the NPPF (July 2021) unless stated otherwise.

7. BACKGROUND INFORMATION

7.1 The Application Site

Portsea Mews comprises a group of fifteen mainly two-storey, early 19th century Mews. The mews buildings are not listed but are surrounded by predominately ground plus two storey Grade II Listed Georgian Terrace Buildings. The surrounding buildings on Kendal Street, Porchester Place, Portsea Place, Connaught Street and Connaught Square generally feature first floor rear extensions that abut the party wall boundary of Portsea Mews, with the upper floors set back. The Mews is a cobbled cul-de-sac that is accessed through a narrow access way from Portsea Place.

The Mews is located outside of the Central Activities Zone (CAZ) between the Connaught Village Local Centre in the Hyde Park Estate, and the commercial uses found in the Edgware Road Town Centre.

Until recently, it was used as a car maintenance garage (Use Class B2) with 7 residential flats above (Use Class C3).

8 Porchester Place is a Grade II Listed Georgian terraced building on Porchester Place which abuts the boundary of Portsea Mews and comprises commercial floorspace at ground and basement level and residential floorspace at upper floors. Porchester Place is located within the secondary frontage of Connaught Village Local Centre and is currently occupied by Connaught Cellars a fine wine shop (Class E) at ground and basement. The upper floors are not included within the application proposals.

7.2 Recent Relevant History

Portsea Mews

Applications 21/08899/FULL and 21/08901/LBC for “Demolition behind the retained facade and alterations to the existing buildings, replacement floorspace incorporating ground floor level glazed infills, extensions at roof levels incorporating terraces and roof plant to create Office (Class E) accommodation and improved residential accommodation (Class C3) within Portsea Mews; creation of new internal link at ground floor to 8 Porchester Place, new shopfront to 8 Porchester Place, repair of facades and other associated works” were withdrawn on 13 July 2022.

The applications were recommended for refusal of the grounds of the design and heritage impacts from the proposed glazed infill extensions and associated internal alterations, and on amenity grounds as the proposed mansard roof extensions were considered to result in loss of daylight and a sense of enclosure to the majority of the surrounding properties on Porchester Square, Kendal Street, Portsea Place and Connaught Street. Therefore the applicant withdrew the applications whilst further consideration was given to the proposals.

02/04424/FULL

Alterations and conversion to provide 11 self-contained residential units with integral garages.

Application refused on 13 March 2003 on the grounds that the loss of the garage and commercial floorspace as it provided a community service; and that the alterations

associated with the change of use were unacceptable on design and heritage grounds.

02/03565/CLOPUD

A certificate confirming that the change of use from a car garage to offices was permitted development and therefore lawful, was issued on 18 July 2002

8 Porchester Place

At 8 Porchester Place there is planning history relating to shopfront and internal alterations.

8. THE PROPOSAL

Planning permission and listed building are sought for the demolition behind the retained facade and alterations to the existing buildings, replacement floorspace and extension at roof and ground floor level (through the introduction of glazed infills); excavation of a new basement, to create Office (Class E) accommodation and 5 residential units improved residential accommodation (Class C3) within Portsea Mews. It is proposed to create a new internal link at ground floor to 8 Porchester Place, with a new shopfront to 8 Porchester Place, repair of facades and other associated works.

Table: Existing and proposed land uses.

Land Use	Existing GIA (sqm)	Proposed GIA (sqm)	+/-
Residential (Class C3)	459	409	-50
Car Garage (Light Industrial Class B2)	787	0	-787
Office (Class E)	87	1498	+1411
Total	1333	1750	+417

9. DETAILED CONSIDERATIONS

9.1 Land Use

The application site lies outside of the CAZ between the CAZ retail cluster of Edgware Road and Connaught Village. The commercial units of Porchester Place lie within the Connaught Street local centre.

The key considerations in land use terms are:

- The acceptability of office accommodation in the mews;
- The loss of retail floorspace to create an entrance to the office accommodation
- The provision of reconfigured residential accommodation resulting in the loss of 2 residential units (50m² floorspace).

Loss of Garage Use

There are no policies which seek to protect the (unoccupied) garage use, class B2 floorspace and therefore the proposed office accommodation use is to be assessed on its own merits.

It is noted that under application 02/04424/FULL, the change of use of the garage to a xx

was refused on the grounds that the existing garage provided a community facility. As the site is vacant, the City Council no longer takes this view and the principle of its loss is acceptable.

Commercial Uses

Policy 13 A states “New and improved office floorspace will be supported to provide capacity for at least 63,000 new jobs over the Plan period, enabling the continued growth and clustering of the creative, knowledge, and research-based sectors. Additional floorspace that meets the needs of modern working practices, including through the provision of co-working space and a range of Class E (commercial, business and service) uses on site, is supported in principle in the: 1. Parts of the Central Activities Zone (CAZ) with a commercial or mixed-use character, including the West End Retail and Leisure Special Policy Area (WERLSPA) and Opportunity Areas; 2. North West Economic Development Area (NWEDA) and Church Street / Edgware Road Housing Renewal Area; and 3. Town centre hierarchy”

Policy 14A states ‘The intensification of town centres, high streets and the CAZ to provide additional floorspace for main town centre uses is supported in principle, subject to impact on townscape and heritage. Proposals in existing town centres and high streets will enhance and diversify their offer as places to shop, work and spend leisure time. Part B states ‘Uses that provide active frontages and serve visiting members of the public will be required at the ground floor throughout the town centre hierarchy. Uses serving visiting members of the public will also be supported at first floor level within centres characterised by large format, multi-level stores. The use of upper floors for residential use is supported in principle across all parts of the town centre hierarchy except the International Centres. And Part C (3 & 4) goes onto states ‘All development within the town centre hierarchy will be of a scale, type and format that reflects and enhances the role and function of the centre within which it is proposed.In CAZ Retail Clusters will provide further large format retail and complementary town centre uses to meet the needs of residents, workers, and visitors and in Major, District and Local Centres will provide a mix of commercial and community uses to meet residents’ day to day shopping needs, provide local employment opportunities, and support opportunities for community interaction’.

New Office Accommodation

Whilst City Council policy seeks to direct office accommodation to the CAZ and within town centres, given the existing use of the site as a car repair garage and the location of the application site, sandwiched between the Edgware Road town centre and directly adjacent to the Connaught Street Local Centre it is considered that in this instance the proposals are acceptable in land use terms.

The applicant has submitted an in principle operational statement which sets out how the Church Commissioners wish to let the office accommodation and on what basis, including the following:

- Access to the office accommodation will be via 8 Porchester Place, with no formal access via Portsea Place (used only for cycle storage);
- Hours of operation 7am-7pm Monday to Friday
- Building manager on site 7am-7pm Monday to Friday and then managed remotely on weekends and bank holidays
- Capacity of offices is 100 workers

The proposed office accommodation in this location, operating in accordance with a plan as set out above, is considered to be far less noisy and intrusive compared to a car garage or other industrial uses and is very much supported by residents and local businesses. Matters arising from the proposed office use will be addressed in the amenity section of the report.

The use of 8 Porchester Place from traditional retail floorspace (Class E) to office accommodation (Class E), providing the new entrance to the office is acceptable in land use given the office use now falls within Class E, and the changes are permitted development under the Use Classes Order and planning permission is no longer required.

Had the application been considered acceptable in other regards, see below, agreement from the applicant on the restriction of the commercial floorspace to office use only would have been sought and a condition securing a revised operational management plan, likely once a tenant had been secured, would have been recommended.

Residential Use

Policy 8c of the City Plan states that all existing residential units, uses, floorspace and land will be protected, except where: 1. the reconfiguration or redevelopment of supported or affordable housing would better meet need; or 2. non-family sized housing is being reconfigured to create family sized housing.

The proposals results in the loss of 2 residential units, equating overall to 50m² of residential floorspace are lost (7units to 5, a 11% reduction) as a result of the reconfiguration of the residential floor area.

It was originally proposed that these 2 units would be provided off-site in a scheme at Somers Crescent Garages, 23 Southwick Street (22/07052/FULL), where permission is being sought for the 'demolition of the existing standalone garages and erection of two new dwellings (Class C3) over two storeys, landscaping works, air source heat pump equipment and other associated works'. The proposals are no longer to be linked and each application is being assessed on its own merits, however this does mean that there is a shortfall in residential accommodation in the current proposals for the Portsea Mews.

The following table sets out the proposed residential offer, versus the existing proposed residential accommodation (as set out by the applicant).

Existing residential units at Portsea Mews			Does it meet London Plan Space Standards?	Is it accessible?
Unit	Unit mix	GIA Size (sqm)		
4	1B / 2P	49	No (50sqm)	No
5	1B / 2P	41.7	No (50sqm)	No
6	Studio (but with bedroom on first floor)	21.6	No (39sqm)	Yes (Ground floor access but no step free access into first floor)
8	1B / 2P	55.9	Yes (50sqm)	No
9	3B / 5P duplex	110.9 (family sized accommodation)	Yes (86sqm)	Yes (Ground floor access but no step free access into first floor)
13	2B / 2P	67.2	Yes (although there is no standard for 2B2P – minimum standards are 61 sqm for 2B3P).	No
14/15	3B / 5P	95.5 (family sized accommodation)	Yes (86sqm)	No
Common area	N/A	16.9	N/A	N/A
Existing Residential Total	7 units total	459	N/A	N/A
Proposed residential units at Portsea Mews			Does it meet London Plan Space Standards?	Is it accessible?
Unit	Unit mix	GIA Size (sqm)		
1	1B / 2P	55.8	Yes (50sqm)	Yes (Ground floor access)
2	2B / 3P	61.1	Yes (61sqm)	Yes (Ground floor access)
3	2B / 4P duplex	103.5 (family sized accommodation)	Yes (84sqm for duplex units)	Yes (Ground floor access but no step free access into first floor)
4	1B / 2P	55.8	Yes (50sqm)	No
5	2B / 3P	61.1	Yes (61sqm)	No
Common area	N/A	71.9	N/A	N/A
Proposed Residential Total	5 units total	409	N/A	N/A

The applicant acknowledges that the proposals as submitted do not technically comply with Policy 8, in part because the earlier, withdrawn application which contained additional residential accommodation in the mansard roofs was unacceptable in amenity terms and the scheme had to be revised. Further to this the applicant argues that the proposed 5 residential units are far better in terms of their size and quality than the existing units to justify an exception to the policy in this instance.

Mix of Units

The proposed scheme includes 1 x 1bed and 4 x 2 bed (although one of these units is large at over 100m²).

Policy 10 B of the City Plan states that new build homes will be designed with growing

families in mind and 25% of all new homes across Westminster will be family sized units. The development is not considered new build and therefore this part of the policy is not relevant, however, part B goes onto say 'where two-bedroom units are provided, the majority should be large enough to accommodate two double bedrooms within a single development'.

Whilst, as existing, there are two family sized accommodation and only one family sized unit is being re-provided (although this will be configured as a 2 bed unit); this is primarily because there are existing spine walls which the design team has sought to retain, and which dictate the extent of the proposed duplex units. In addition, the only 2-bedroom unit in the existing Mews, is a 2 Bed 2 Person unit, which falls short of the London Plan Standards, which requires 2-bedroom units to at least accommodate 3 people.

In this instance therefore, the proposed mix, of primarily two bed units is considered to comply with Policy 10, Part B.

Quality of Accommodation

The site is a challenging one with respect to providing a good quality residential environment given the existing dilapidated state of the buildings and due to the orientation of the buildings, only providing single aspect units and its ability to receive light and air. As such, the flats have been designed as far as possible to provide the best possible environment in the circumstances and having regard to the existing units.

Three of the existing units fall below the Nationally Prescribed Technical Standards, with the studio unit falling greatest at 17sqm short of current space standards and one of the one bed units falling 8sqm below current standards; and all the existing bedrooms falling short of internal room standards. 4 of the existing bedrooms within the units have no windows and rely on skylights only for natural light. In comparison, the proposed flats and all the habitable rooms meet the required space standards and all bedrooms in the proposed scheme have a window facing into the mews and offer a higher quality and a more energy efficient design. None of the units have any outside amenity space. As a point to note, in the earlier withdrawn application the mansard roof allowed a number of concealed terraces within the mansard roofs. Given the existing units have no amenity space, on balance, the reconfigured units with no amenity space is acceptable in this location.

Daylight

The British Research Establishment (BRE) Site layout planning for daylight and sunlight A guide to good practice (2022- Third edition) provides advice on checking that adequate daylight is provided in new rooms by calculating daylight factor or interior illuminance Target illuminance (ET) for bedrooms is 100 lx, for living rooms, 150 lx and kitchens, 200 lx. These levels should be achieved across at least 50% of the working plane in a daylit space for at least half of the possible daylight hours (4,380 hours).

A daylight illuminance assessment has been submitted with the application and indicate that 10 (77%) of the 13 habitable proposed rooms assessed meet or exceed the BRE target for Daylight Illuminance. Of the three rooms that do not meet the criteria, two of these are living room/ kitchens and one is a bedroom, and all are located at the ground floor level. The layout of these rooms are somewhat restricted by the arrangement of the existing building but will provide generous living accommodation for future residents. The

two living room/ kitchen which fall below the target are deep plan spaces with generous dining and kitchen areas that have been included within our assessment. Whilst the depth of the spaces reduces the level of light achieved, the rear portions of the room(s) will serve as the kitchen area and will benefit from additional task lighting such that the use of the spaces will not be adversely affected.

Sunlight

In general, a dwelling, or non-domestic building that has a particular requirement for sunlight, will appear reasonably sunlit provided: - at least one main window wall faces within 90° of due south and - a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March. This is assessed at the inside centre of the window(s); sunlight received by different windows can be added provided they occur at different times and sunlight hours are not double counted.

Two of the five units meet the sunlight targets, with both of these units meeting the targets in main living room. Whilst the BRE guide suggests that all units are tested, sunlight availability is orientation specific such that those units with a more northerly orientation will receive less sunlight particularly early in the year. The site layout means that all three of the units that do not comply with the BRE targets cannot be within 90 degrees of due south.

Overall, the site layout inevitably results in lower levels of direct sunlight to some units however the design seeks to maximise overall amenity. This is reflected in the good level of internal daylight compliance as well as the provision of rooflights to the living room/ kitchens at the first-floor level assisting in these spaces meeting the sunlight targets.

The Designing Out Crime Officer (DOCO) has commented on the proposals and state that Portsea Mews suffers from a high level of crime, anti-social behaviour and drug use and that the site is not suitable for residential dwellings given that there is very little natural surveillance onto the proposed dwellings and when the office accommodation is closed, this will be reduced even further. In addition the design will not only enable but, encourage residential and commercial burglary because it is a dead end, dog-leg design; there is no line of sight from the street to front doors and there are concealed recessed either side of the undercroft from Portsea Mews where criminal can hide and wait for victims or where groups can congregate. If permission were to be granted, it is recommended that a planning condition, requiring the development to achieve a Secured by Design accreditation prior to occupation is attached.

Whilst the DOCO comments are noted officers are aware that a large proportion of the anti social behaviour has occurred since the site was vacated a few years ago which allowed opportunity for rough sleeping, congregation and drug dealing. It is envisaged that with the redevelopment of this site that these problems would be overcome.

Given the existing use of the site as residential accommodation it is not considered reasonable that the reconfigured residential accommodation could be refused on its principle. It is also argued that commercial units directly opposite do allow for a level of surveillance

Loss of Residential Accommodation Conclusion

Whilst considering the benefits of the re-use of the building, and despite the standard of

accommodation proposed being better than the existing residential accommodation acknowledging the site constraints; the loss of 2 units on site; 50 m² of residential floorspace, in a time where there is an acute shortage of housing (para 8.8 of the City Plan) is considered contrary to Policy 8 of the City Plan and the arguments put forward by the applicant are not considered to pose exceptional circumstances to deviate from this policy. In addition, it must be acknowledged that the shortfall of residential accommodation could be re-provided in the office proposed albeit resulting in a reduction in the proposed office floor area.

Councillor Dimoldenberg supports the current proposals in principle and has commented with the de-coupling of the application from the Somers Crescent proposals whether a payment in lieu to offset the loss of the 2 units could be provided.

Under normal circumstances, a payment in lieu may be sought as a last resort when an application triggers the City Council's affordable housing policy. The scheme does not trigger on affordable housing payment as it's does not meet the threshold under policy 9.

It is therefore recommended that the application is recommended for refusal on the loss of residential units, contrary to Policy 8 of the City Plan

9.2 Environment & Sustainability

Sustainable Design

Policy 38 D of the City Plan seek to ensure a sustainably designed development and that measures have been incorporated into design in the following applications and as follows:

1. Non-domestic developments of 500 sq m of floorspace (GIA) or above will achieve at least BREEAM "Excellent" or equivalent standard.
2. Residential conversions and extensions of 500 sq m (GIA) of residential floorspace or above, or five or more dwellings will aim to achieve "Excellent" in BREEAM domestic refurbishment or equivalent standard.

A sustainability report has been submitted with the application and the key sustainability features of this development which include the refurbishment of the building primarily, will be designed to achieve a BREEAM 'Excellent'. As noted below the proposals are set to achieve carbon savings beyond minimum UK Building Regulation requirements and London Plan targets reaching a 47% reduction in carbon emissions.

It is understood that the existing loadbearing structures vary in quality and the structural report shows the extent of demolition, retention and remedial works. Considering the state of the existing timber and steel structure, the proposed improvements are welcomed. The proposals seek to retain 90% of the existing external fabric and where new development is proposed, the structure is CLT/steel hybrid, and also welcomed. There are repairs and redecoration proposed to the existing external walls. All the windows and doors that can be retained, will be. The building materials are selected based on their embodied impact and from responsible suppliers. Where possible local suppliers are favoured. The insulation to have a low or zero Global Warming Potential and external materials to have low albedo and high conductivity. Good thermal comfort conditions shall be maintained thorough out the year. Passive design measures such as solar coated glazing with low g value and recessed windows prevent overheating risk in the glazed extensions notably.

A large proportion of the office windows are openable for natural ventilation. All residential windows will be openable for natural ventilation. Potable water use is minimised by installing low control devices and water efficient fixtures. Residential properties are designed to target a maximum internal daily water consumption of 105 litres/person/day. Despite objections from the waste planning manager (discussed below), the waste and recycling facilities provided are designed inline BREEAM requirements.

Pollution is to be minimised in use as well as construction stages to the air and land to provide quality environment to live and work. The site is located on Flood Zone 1 and there will be no change on impermeable areas. Sustainable Drainage System (SuDS) is not required as there will be no increase in impermeable surface areas because of the refurbishment, alteration and extension works. The site already benefits from good public transport network. Other sustainable modes of transport are encouraged through provision of cycle storage spaces and direct pedestrian routes to the transport nodes and town centre.

The proposals are considered to comply with Policy 38D of the City Plan.

Energy Performance

Policy 36 of the City Plan relates to energy and promotes zero carbon; developments to reduce on-site energy demand and to maximise low carbon energy sources. Whilst the general aims of the policy are relevant here, as the application proposals are not considered 'major development' not all is applicable. The applicant has however provided an energy statement setting out their commitment to reducing energy demand CO2 emissions.

Table: Regulated carbon dioxide savings from each stage of the energy hierarchy.

	Regulated Carbon Dioxide Savings	
	Tonnes CO2 per Annum	%
Be Lean: Savings from energy demand reduction	13.4	38
Be Clean: Savings from heat network	0	0
Be Green: Savings from renewable energy	3.1	9
Cumulative on-site savings	16.5	47

The following measures are proposed to reach the above reductions:

Be Lean – Reduce Energy Demand

Good building design, notably to the glazed extensions and fabric performance, improving upon the GLA notional specification for existing buildings; mechanical ventilation with high efficiency heat recovery; low energy LED lighting throughout; lighting controls to offices and communal areas to include occupancy sensing and daylight dimming.

Be Clean – Supply Energy Efficiency

A building wide heat network is proposed to serve all dwellings. The offices will be served by dedicated VRF systems. There is an existing heat network within 1km of the site, however due to the challenging logistics of connecting to the it (crossing the A40 (Westway) and coming down the A5 (Edgware Road)) connection to the existing network is not proposed.

Be Green – Use Renewable Energy

An appraisal of available renewable energy solutions has been carried out, which has identified that PV panels and solar hot water for example are not suitable due to the roof being shaded by surrounding buildings, therefore only air source heat pumps are proposed.

Given the proposals are not 'major development' and therefore monitoring of the development to ensure that the commitments are being delivered is not formally required by the City Council, the applicant is still required under later RIBA stages of development.

The proposals comply with policy 36 of the City Plan.

Circular Economy

Policy 37(C) relates to waste management and circular economy and seeks the recycling, re-use, and responsible disposal of Construction, Demolition and Excavation waste in accordance with London Plan targets and the council's Code of Construction Practice (CoCP).

As the proposals are not major proposals the applicant will have to comply with this requirement as part of the COCP which they agree to in principle, through the submission of the required Draft Appendix A. In order to reduce the amount of demolition waste being exported and the need of new materials used and transported to the site, the potential to reuse on site demolition and excavation materials as secondary aggregates will sought. In addition as noted above the building materials are selected based on their embodied impact and from responsible suppliers and where possible local suppliers are favoured.

The proposals comply with policy 37 of the City Plan.

Air Quality

Policy 32 of the City Plan seeks to improve air quality throughout the borough.

The eastern part of the site falls within an Air Quality Focus Area as designated by the Council. The application includes an Air Quality Statement by Wardell Armstrong. The report details the results of long term air quality monitoring carried out at the development site. The results show that NO₂, PM₁₀ and PM_{2.5} levels are all well within air quality target values and comply with air quality objectives. Mechanical ventilation (MVHR) is proposed for the office and commercial areas. The residential units will have dedicated extract fans per apartment to provide mechanical ventilation.

The proposals are considered to comply with policy 32 of the City Plan

Flood Risk & Sustainable Drainage

The site is located within the Environmental Agency's Flood Zone 1, but not within a Surface Water Flood Risk Hotspot and therefore the overall risk of flooding including surface water to the site is considered to be very low. Measures to reduce the risk of surface water flooding include green roofs in accordance with policy 35 (Flood risk). Below ground drainage strategies are proposed and this too would aid in water run off.

Light Pollution

It is not considered that the proposed use of the site as office accommodation with the two glazed infill extensions would result in substantial light pollution. The majority of light generate would face out in the courtyard. To protect the amenity of the residential units directly opposite, had the application been considered acceptable agreement to hours of lighting to the office accommodation would have been sought. At roof level of the infill there are glazed elements. Given their siting away from neighbouring properties the level of light pollution is considered to be minimal.

The proposals are considered to comply with policy 33 (environmental impacts) of the City Plan.

Land Contamination

The applicant provided a Site Investigation Report from RSK Ground Engineering which indicates despite the historic car garage use, that there is no contaminated land. The City Council's Environmental Sciences officer has confirmed that this is satisfactory.

The proposals meet policy 33 (environmental impacts) of the City Plan.

9.3 Biodiversity & Greening

The existing site has no urban greening and a low ecology value. Given the site constraints and the nature of the proposals there are limited opportunities to improve this. Two green roofs are proposed to the glazed infills extensions and construction details of these provided. The green roofs would contribute to the greening of Westminster and improve biodiversity of the site in accordance with policy 34 (Green infrastructure).

Had the application been considered acceptable, a condition securing the green roofs would have been secured.

9.4 Townscape, Design & Heritage Impact

The Site and Its Significance

Whilst not listed, and not considered to be curtilage listed, the mews has a close visual, historical and partially physical relationship with the Grade II listed former townhouses which the mews formerly served and which surround the site on all sides. Having remained in largely commercial use until very recently, the mews has been spared the impacts that are seen in most London mews resulting from the near-ubiquitous residential conversions of the early to mid 20th centuries; they are in many respects a quite remarkable survival for Westminster and would certainly qualify them to be considered as 'non-designated heritage assets' in their own rights. Whilst there have been inevitable operational alterations carried out by the previous commercial tenants, the essential characteristics of a mews, of ranges of low-rise brick-built buildings set around a cobbled yard, remains intact and should remain the focus of our assessment of

these redevelopment proposals.

Within this top-level characteristic lies components such as the architectural 'vernacular roughness' of the buildings and yard surfacing, the E-shaped plan layout of the site, which is partly the result of the later addition of the central wing, the outward division of the site into bays with carriage doors predominating to the ground floor and traditional 'taking-in' doors and casement windows set functionally into the building's robust brickwork elevations. The roofs of the mews are largely not visible, with a tall parapet concealing in places a partial attic storey.

8 Porchester Place forms part of a terrace of early 19th century former houses with shops to the ground floor (and basement). The row features mostly traditional shopfronts, some of which are of historic interest including no.8, with brick-built upper floors to a flat parapet. The shopfront to no.8 includes elements of historic interest. Internally the ground floor is an altered single room occupying the bulk of the floor area, with a smaller room to the rear. The two affected floors (ground and basement) are not notable internally for their intactness.

Legislative & Policy Context

The key legislative, policy and guidance relevant to the designated and non-designated heritage assets affected by these applications 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."

Policy 39 of the Westminster City Plan 2019-2040 (April 2021) requires development to conserve features that contribute positively to the settings of conservation areas and take opportunities taken to enhance their settings, wherever possible.

Chapters 12 and 16 of the NPPF require great weight be placed on design quality and the preservation of designated heritage assets including their setting. This applies whether or not a site is formally designated.

Chapter 16 of the NPPF clarifies that harmful proposals affecting listed buildings and conservation areas (and other designated heritage assets) 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.

Where non-designated heritage assets are concerned, the NPPF clarifies that, where harm would be caused, a balanced judgement is required taking into account the level of harm caused and the relative significance of the asset.

The Proposals and their Impacts

It is proposed to redevelop the mews, converting them into a mixed-use office and residential uses. This would include the following principal interventions:

- The demolition of internal walls and partitions to enable a new layout of units and rooms;
- The erection of two large glazed walled and part-solid roof single-storey extensions, partially infilling the courtyards each side of the central wing;
- The partial demolition of external walls at ground and first floor levels to open out the interior to the proposed courtyard infills;
- The formation of an internal link through from the western wing of the mews through to the existing shop unit of 8 Porchester Place (Grade II listed);
- Internal and shopfront alterations to 8 Porchester Place (Grade II listed) to enable its use as an entrance to the new offices within the converted mews;
- Replacement of windows and doors throughout, including double-glazing;
- Replacement and slight raised height of the roof to the central projecting wing;
- Installation of conservation rooflights to all roof slopes, and replacement of two existing roof lanterns;
- Alteration of one roof (to western wing) to create new concealed plant area behind false pitched roofs, plus adjacent lift overrun;
- General refurbishment of the building envelopes, including re-roofing of the existing roofs and refurbishment of the cobbled yard surfaces.

The proposals have been revised during the course of the application to partly respond to objections received, and concerns raised by officers. In design terms, these revisions include a reduction in the amount of demolition proposed to the original courtyard walls; this demolition is now proposed at ground floor level, whereas previously it was also proposed to first floor level.

The conversions on the whole, including the internal demolitions and new layouts, replacement windows, new rooflights and roof lanterns and new rooftop plant, would have a neutral to only slightly harmful impact on the significance of the mews. The redevelopment will have a slight sterilising effect on the rough character of the mews, including a unified set of windows and doors (in place of what is currently quite a characterful variable set of elevations) and this will lose something of what makes the site a rare survivor. However, this is arguably what would be necessary for the building's conservation in any case (some of this roughness is due to a need for repairs), and it can be substantially mitigated by a conservation-led approach of avoiding over-restoration; this can be secured through conditions.

The proposal to connect the mews to the current shop unit in 8 Porchester Place, which would become the main reception entrance to the new office units, would include some minor removals of both modern and older fabric, principally from the original back wall of no.8 which divides it from the mews. This is however minimal, and in the scope of the listed terrace would cause no harm to the listed building's significance.

The proposed alterations to 8 Porchester Place, the listed building, would include some

minor alterations to what is likely to include some historic fabric. The proposed alterations to the shopfront would lead to some loss of fabric from the existing shopfront in order to replace the existing shop door with a new accessible (wider) entrance door which would also include a slight change in the proportions of the shopfront, such that the new wider door would be a little unbalanced with the retained righthand entrance to the upstairs residential units. To the rear of the shop unit there would be some alterations to the rear wall to form the link into the mews, and to the floor structure and to remove a modern staircase down to the basement, so that a new transition of levels between the shop and mews can be formed, including a half-level platform lift. The spatial connection between the listed building and the mews behind could also be described as causing some loss of planform definition. It is considered that these works would cause a low level of less than substantial harm to the listed building, including its shopfront, but that this has been significantly mitigated by the quality of the design work to alter the shopfront. Nevertheless, the interventions proposed are only justifiable on the basis of the wider scheme and as such a decision on the listed building consent should follow that on the planning permission.

The proposed new lift for the new office units would sit directly behind no.8, so with the new accessible entrance providing full level access to all floors of the development. The main impact of this lift would be a low over-run to the roof of the western wing of the mews. This would be slightly visible from the mews street level, and would be widely visible from the upper floor windows of the surrounding taller buildings. However, its design and size have significantly mitigated this impact, such that it would not look unduly prominent nor out of place. It would still be described as harmful, but at the very lowest end of 'less than substantial'.

The main area of concern regarding the application proposals relates to the proposed two-storey courtyard infills. The open character of these yards is a fundamental component of the mews' character, and how it informs the historic function and activities of the area. Whilst the yards are large, and the main length from the entrance/exit to Portsea Place would remain open and preserved, the two arms which help define the form of the yards and the mews would be almost entirely internalised to the full height of the two-storey mews. Whilst the visuals submitted with the application show the glazing as apparently invisible, in reality glazing of this nature would be highly reflective rather than entirely transparent as shown, and would in fact be visually quite 'hard' when compared to the soft textures of the mews brickwork. The sort of visual continuity implied by the visuals would not be generally the case. This would divorce the relationship between those elevations and the open courtyards of the mews, and would of course fundamentally delete the character of the open yard areas in those two arms of the mews, including the loss of the cobbled surface.

Also of concern, although reduced during the course of this application, is the substantive removal of the external walls at the back of the two side-yards at ground floor level in order to open up the main office floor areas in the mews buildings to the courtyard infills. This would result in not only a significant loss of historic fabric / character, but also of the architectural definition of the buildings which form the back wall of the yards spaces in front. The large voids which would be created would fundamentally blur the definition between the original mews and the courtyard infills, so notably exacerbating the visual impacts of those infills.

Design & Heritage Conclusion

Despite the design measures shown to minimise the physical abutments of the roof and glazed walls with the mew elevations, and to include light slots around the edges of the infill roofs, these impacts are significant and dominant and would harm the appearance of the buildings, and the character and appearance of the conservation area. Whilst this harm would remain within the realm of less than substantial', it is considered that this would be at the moderate to high end, and is adequate to lead to a recommendation to refuse permission.

Landscaping

Given the site constraints and that it is not proposed to alter the cobbled mews for heritage reasons, there are limited opportunities to improve the landscaping of the mews.

Archaeology

The application site is located in an area of archaeological interest, Watling Street. Policy 39 (O) is concerned with archaeology in the borough. An archaeological desk based assessment has been submitted and concludes that the site exhibited a moderate potential for Roman agricultural remain being on site and high potential for late post-medieval development. Historic England were consulted on the proposals and have no objections to the proposals. The proposals comply with policy 39 of the City Plan. Had the application been considered acceptable archaeology conditions would have been recommended.

9.5 Residential Amenity

Development that could result in a change to the amenity of neighbouring residents such as that of the proposals here must be found to be in accordance with policy 7 of the City Plan 2019 - 2040. The policy seeks to prevent unacceptable impacts in terms of losses of daylight and sunlight, privacy and increases in sense of enclosure and overshadowing. Policy 33 is also relevant which seeks to make sure that quality of life and health and wellbeing of existing and future occupiers.

Roof works

The existing roof is structurally unsound, with according to the application water damage, sinking, and general aging, most of the existing roofs therefore sagging and bowing. The existing roof also does not meet current insulation, airtightness, resistance to fire spread expectations. Ans, therefore the applicant proposed to remove the existing roof and replace it, in such a way that maintains the varied character of the existing roof. Heights for the ridges, eaves, and angles of the pitches have been closely matched to the survey, although the proposed profile will not match exactly that of the existing, as attention has been paid to buildability and reducing material usage.

Works include:

- To the west corner of the mews (No's 1-5 Portsea Mews) has been simplified, and the parapets and chimney have been aligned to the straightened structure below. There is no real increase in height.
- The roof to No. 6 Portsea Mews is to be rebuilt but with less bulk as the roof doesn't rise to a central pitch, in order to allow a recessed area for plant. This is to the rear of 8 Porchester Place.
- The roof to the central section of the mews is to be rebuilt and includes a minor increase in height and bulk but follows the same form as existing.

- A build up of the party wall between 12 Portsea Mews and 54/55 Kendal Street of 0.9m in order to create suitable head height to the offices below. This build up is required given the existing shallow head height and roof slope of this part of the existing property.

The only element of roof works to potentially impact upon the amenity of neighbouring properties is the building up of the boundary wall between 12 Portsea Mews and 54/55 Kendall Street. It is proposed to increase the height of the party wall by 0.9m and this is to overcome an anomaly of the mews where the height of this mews and party wall is much lower than the rest of the northern mews buildings. The increase in boundary wall is some 3.4m away from the rear windows in 54/55 Kendal Street and although close, is not considered to result in any detrimental or harmful amenity implications in terms of sense of enclosure. A sunlight and daylight assessment has been submitted with the application and demonstrates that this change results in little or no change to the properties to the rear.

A sunlight and daylight assessment demonstrates that all other roof works result in no losses of daylight or sunlight. Again, the works proposed also raise no concerns regarding sense of enclosure.

Glazed Infills

The glazed infills are sited between the middle section of the northern part of the mews and only impacts the development itself in terms of daylight/ sunlight and given that they are glazed raise no concerns of enclosure.

Light spill from Glazed Infills

The two storey infills to the mews building will have a fully glazed front elevation and a partly glazed roof, the remainder being a green roof. The roof heights are set slightly lower than the parapets of the existing facades. Given the siting of the extensions, directly opposite the newly reconfigured residential accommodation, whilst the principle is acceptable, agreement to the hours of lighting within the office accommodation would have been sought. In relation to the surrounding residential units, as the extensions are set well within the existing mews fabric and substantially far away it is not considered that these extensions would result in unacceptable levels of light spill.

Privacy

The outlook from the proposed office accommodation and the reconfigured residential accommodation is solely to within the mews and is not considered to result in any worse a situation from the existing garage use and existing residential units.

Noise & Vibration

Plant is proposed at roof level adjacent 8 Porchester Place set within a cut out of the new mews roof; and within the newly excavated basement adjacent properties in Portsea Place. At this time the applicant advises that the plant is likely to include four heat pumps for the residential proposals at roof level and four heat pumps and a air handling unit at basement level to serve the office. Ventilation systems and extract grilles are all to terminate at roof level.

Environmental Health officers have assessed the acoustic report submitted with the proposals and subject to conditions regarding the submission of a finalised plant selection and hours of operation for the commercial plant proposed, had the application

been considered acceptable, raise no objections.

Amenity Implications from Proposed Office Accommodation

The primary entrance for pedestrians to the office accommodation is to be via 8 Porchester Place, however there are two entrances in the mews itself should you be using a bicycle or approaching from the west. In comparison to the existing garage, the proposed comings and goings to the office accommodation is considered to be far less intrusive to the surrounding neighbouring properties in terms of noise and activity and therefore raises no significant amenity concerns.

Amenity Conclusions

The proposals raise very few amenity concerns given the proposals are in general utilising the existing bulk and make up of the buildings and does not seek to alter any of the party/ boundary walls in terms of height and bulk with the adjoining properties of Porchester Place, Kendal Street, Portsea Place and Connaught Street. The proposals are considered to comply with policies 7 and 33 of the City Plan.

9.6 Transportation, Accessibility & Servicing

Stopping-Up of the Highway

The most controversial issue from a highways point of view is that by virtue of building the glazed infills, the applicants would be stopping-up part of the highway within the Mews.

Policy 28 A of the City plan says “Given the increasing demands on existing highway space, the council will resist the loss of highway land, particularly footways”.

Whilst technically the proposals are contrary to this policy, it is important to consider the particular circumstances around the proposals and the harm that the stopping up of this ‘dead-end’ mews would have upon the mews, its occupiers and the surrounding highway network. This is therefore a two-fold issue when considering the servicing arrangements proposed.

The applicant advises that deliveries in small vans and cars can take place on Portsea Mews as these would be able to fit through the arch from Portsea Place, in a forward gear and manoeuvre within the mews to also exit in a forward gear (as demonstrated by vehicle tracking). There are single yellow line restrictions in the mews to prevent parking, however loading is permitted to take place. Larger vehicles, not able to enter the Mews will stop on Porchester Place, when delivering to the offices or Portsea Place when delivering to the residential units. There are sections of single and double yellow lines where servicing is permitted. Deliveries would then be transferred on foot, either carried or using trolleys.

The highways planning manager confirms that there whilst council policy is that servicing should take place off-street, to insist on that in this case would be difficult as the proposals could be considered similar to the historic garage use in terms of the numbers of vehicles coming and going; it would lead to all servicing movements having to pass through the arch, together with any cars, pedestrians and cyclists potentially causing a hazard; and that technically this would all still be servicing from the highway, the mews itself. In this exceptional circumstance therefore, it is sensible to allow larger vehicles to service from outside the Mews and smaller vehicles to be able to service from inside.

The proposals are, on balance considered acceptable in highways terms.

Servicing

In terms of the extent of servicing, not the logistics of servicing as discussed above, given the scale of development, the number of deliveries vehicles is expected to be low and a TRICS assessment set out in the following section predicts only two servicing trips per day.

The proposals are considered acceptable and comply with Policy 29 of the City Plan and had the application been considered acceptable in other regards, a servicing management plan would have been secured via condition.

Cycling & Cycle Storage

The London Plan 2021 requires 13 long stay spaces and 4 short stay spaces for the office accommodation and 9 long stay spaces and 2 visitor spaces for the residential proposals.

The 6 short stay spaces are proposed within the mews itself adjacent the undercroft entrance. Whilst these are on the highway, the Highways Planning Manager raises no objection to their siting.

The required 18 office long stay spaces will be provided at basement level in a dedicated cycle store. There is level access from the street with dedicated stairs leading to a cycle store with changing facilities. The required 11 residential long stay spaces will be provided at ground floor in a separate cycle store to the offices. There is level access from the street.

The cycle parking complies with policy 25 of the City Plan and had the application been considered acceptable in other regards, the provision of these spaces would have been secured via condition.

Parking

There are currently seven residential units in the mews, with no car parking. Five units are proposed as a result of the reconfiguration, with no car parking.

The reduced demand in parking from the reduced residential units site is welcomed. The newly reconfigured units are in a very accessible location, within a controlled parking zone where future residents can apply for a parking permit as previous existing residents would have been eligible for to apply for a permit and in close proximity to numerous car parks and car club provision. The proposals therefore comply with policy 27 of the City Plan. Despite the reduction in units, the applicant offered car club membership to the 5 units and this would have been welcomed had the application been considered acceptable.

Waste & Recycling Storage

Waste provision for both the office accommodation and the residential flats are proposed in one location at ground floor of the commercial area of the mews and accessed from the mews, adjacent the undercroft entrance. Whilst the capacity provision of the waste storage is acceptable, the waste projects officer objects to the proposals on the grounds

that the residential and commercial units are sharing the space and this is contrary to policy 37 of the City Plan. Had the application been considered acceptable, a condition securing a revised plan would have been recommended.

9.7 Economy including Employment & Skills

Policy 18 (Education and Skills) of the City Plan sets the policy framework for ensuring new developments help facilitate improved employment prospects for local residents.

The development is of insufficient scale to require an employment and skills plan, but it will contribute positively to the local economy during the construction phase through the generation of increased opportunities for local employment, procurement and spending.

The new residential accommodation proposed will support the local economy through increased local spending, thereby supporting local employment and services.

The new office floorspace proposed is expected to generate numerous jobs, likely to be far more than compared to the existing industrial uses. The increase in jobs supported by this site will help to promote opportunities for local employment and will lead to increased spending in existing nearby shops and services and other town centre uses.

Under Policy 18, as has been the case since the introduction of the council's Inclusive Economy and Employment guidance note in May 2019, recently updated in November 2021, financial contributions towards initiatives that provide employment, training and skills development for local residents will be sought from development proposals where there is a net uplift of over 1,000sqm of commercial floorspace.

Had the application been considered acceptable the applicant had agreed to the financial contribution and this is calculated at £42,471.

9.8 Other Considerations

Basement Excavation

Given this revised scheme no longer proposes a second-floor extension, a basement measuring 130 sqm² is proposed to the north-east wing of the mews, to the rear of the Portsea Mews properties and houses services such as cycle storage and showers for the office users. There is also space for plant equipment allowing the removal of this from roof level.

Policy 45 of the City Plan refers to basement development. Part A states that basement developments should 1) incorporate measures recommended in the structural statement or flood risk assessment to safeguard structural stability, and address surface water and sewerage flooding; 2) be designed and constructed to minimise the impact at construction and occupation stages on the surrounding area; 3) protect heritage assets, and in the case of listed buildings, not unbalance the building's original hierarchy of spaces where this contributes to its significance; and 4) conserve the character and appearance of the existing building, garden setting and the surrounding area, ensuring lightwells, plant, vents, skylights and means of escape are sensitively designed and discreetly located.

The site is not within a surface water flooding hotspot and is therefore at low risk of

flooding. An objection has been received on the grounds of concern from the basement excavation works to neighbouring building. A structural methodology statement has been submitted and this has been assessed and is considered acceptable by the Council's Building Control Officer. As the structural method is approved for information only in this instance, the details submitted for the assessment of the application are applicable. There are no external manifestation of this basement, sited all underneath the existing ground floor fabric and therefore the proposals do not harm the heritage asset and the works are considered to be acceptable in conservation and design terms. The proposals comply with part A of the policy.

Part B of the policy states that basement developments will be supported where they: 1) do not extend beneath more than 50% of the garden land - on small sites where the garden is 8m or less at its longest point, basements may extend up to 4m from the original building in that direction; 2) leave a margin of undeveloped garden land proportionate to the scale of the development and the size of the garden around the entire site boundary; 3) not comprise more than one storey beneath the lowest original floor level - exceptions may be made on large sites with high levels of accessibility for construction; 4) provide a minimum of one metre of soil depth (plus minimum 200mm drainage layer) and adequate overall soil volume above the top cover of the basement; and 5) not encroach more than 1.8m under any part of the adjacent highway and retain a minimum vertical depth below the footway or carriageway of 900mm between the highway surface and vault structure.

The basement is solely under the footprint of the existing building and single storey and therefore complies wholly with Part B of the policy.

Noise and Disruption During Works

An objection has been received to unnecessary construction and disruption to amenity, presumably from noise and disturbance.

The applicant has submitted a draft Appendix A indicating that they are to sign up to the Council's Code of Construction Practice. The CoCP has been set up to help reduce the impact of developments on neighbouring occupiers and provides the council with funding to help to inspect construction sites and address issues should they arise.

In addition, a condition is recommended to protect the amenity of the surrounding area by ensuring that core working hours are kept to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturday. The condition states that noisy work must not take place outside these hours except as may be exceptionally agreed by other regulatory regimes such as the police, by the highway's authority or by the local authority under the Control of Pollution Act 1974. An informative is also recommended to advise the applicant to join the considerate constructor's scheme. Through the use of the above conditions and informative, it is considered that the impact of the development on surrounding occupiers is being suitably controlled and mitigated as far as practicable under planning legislation.

9.9 Environmental Impact Assessment

The proposed development is not of sufficient scale or impact to require an Environmental Impact Assessment.

9.10 Planning Obligations & Pre-Commencement Conditions

Had the application been considered acceptable, in accordance with the Planning Obligations and Affordable Housing SPD, Draft March 2022, the following would have been sought:

- Economy and Skills contribution of £42, 471
- Car club membership for the 5 residential units, as offered by the applicant.

Given the application is not considered a major proposal; and the nature of the proposals for office accommodation and where existing residential accommodation is being replaced, planning obligations such as carbon-off set contribution are not relevant in the determination of this application.

A CIL contribution would have also been sought.

10. Conclusion

The proposals are unacceptable in land use terms and do not meet the exceptions set out in Policy 8 of the City Plan. In addition, the glazed infills and associated demolition, and the alterations to 8 Connaught Place would result in less than substantial harm, on the moderate to high end to the Bayswater Conservation Area and upon the special architectural and historic significance of this grade II listed building.

Whilst it is recognised that there are public benefits to the proposals in bringing the mews back to life, with the creation of office accommodation; the reprovision of good quality residential accommodation and wider economic benefits; these would not outweigh the less than substantial harm that would be caused to the designated heritage asset of the Bayswater Conservation Area.

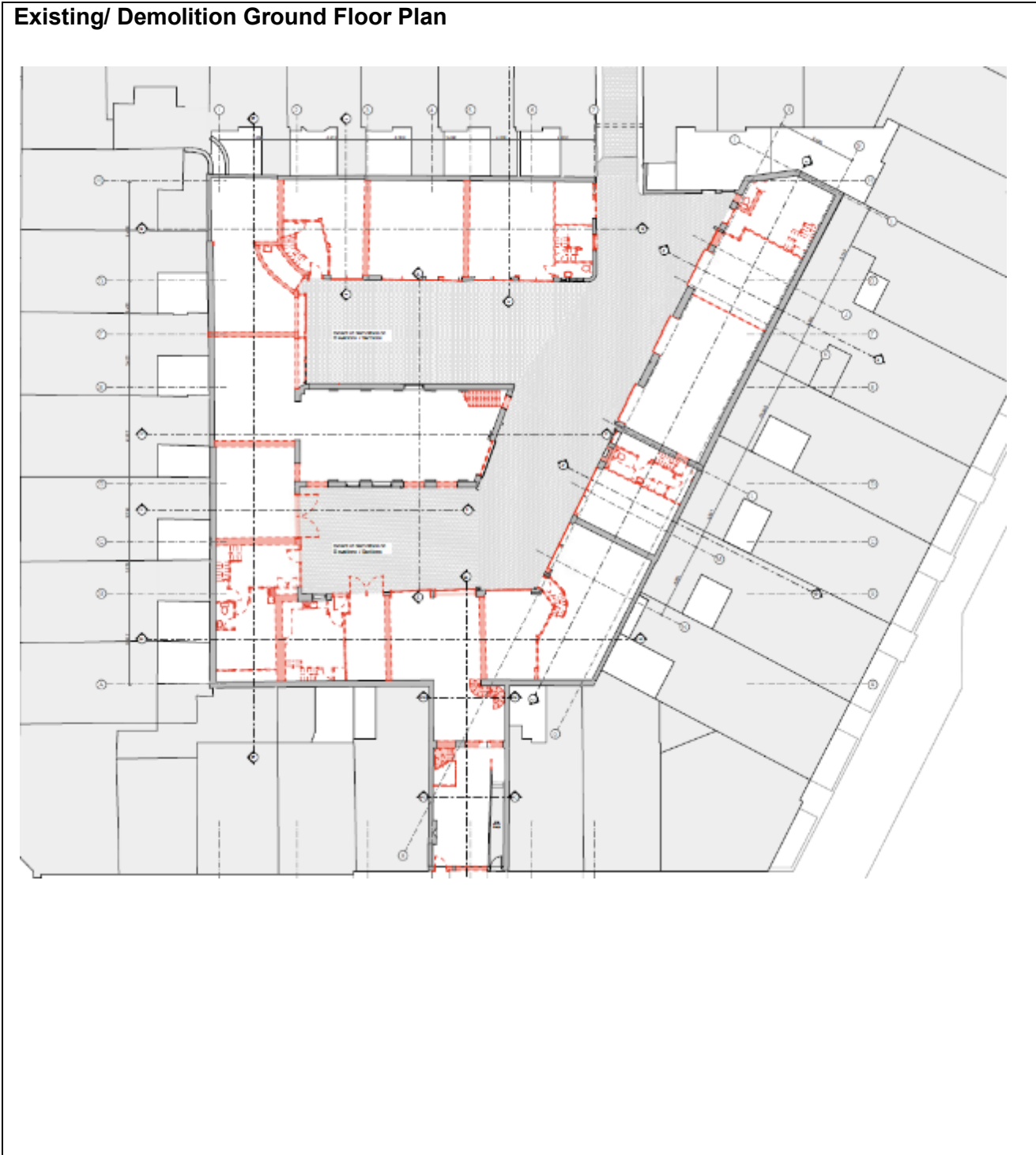
Therefore, the recommendation to refuse permission and consent is compliant with the requirements of the NPPF and the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

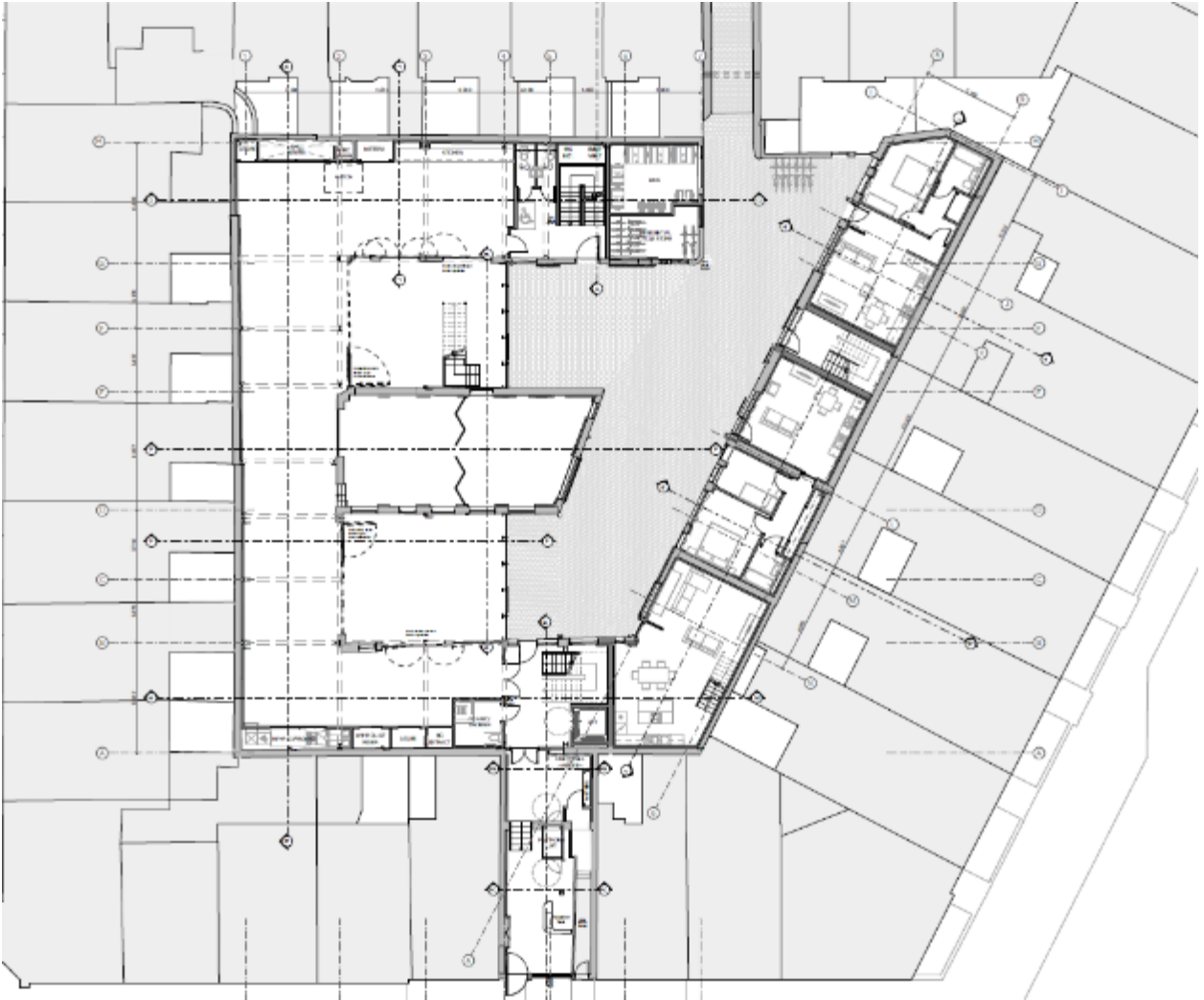
IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: KIMBERLEY DAVIES BY EMAIL AT kdavies1@westminster.gov.uk

11. KEY DRAWINGS

Existing/ Demolition Ground Floor Plan



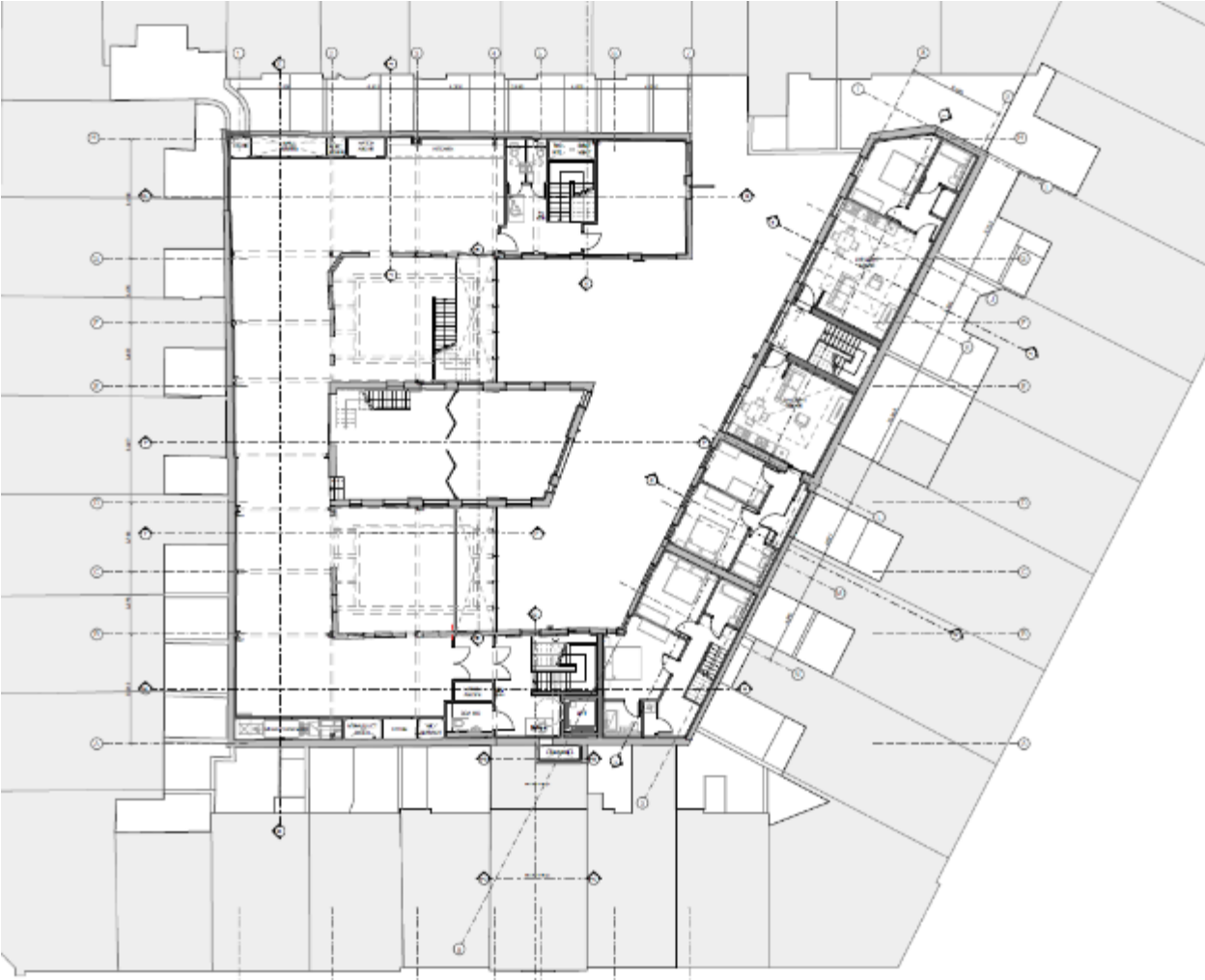
Proposed Ground Floor Plan



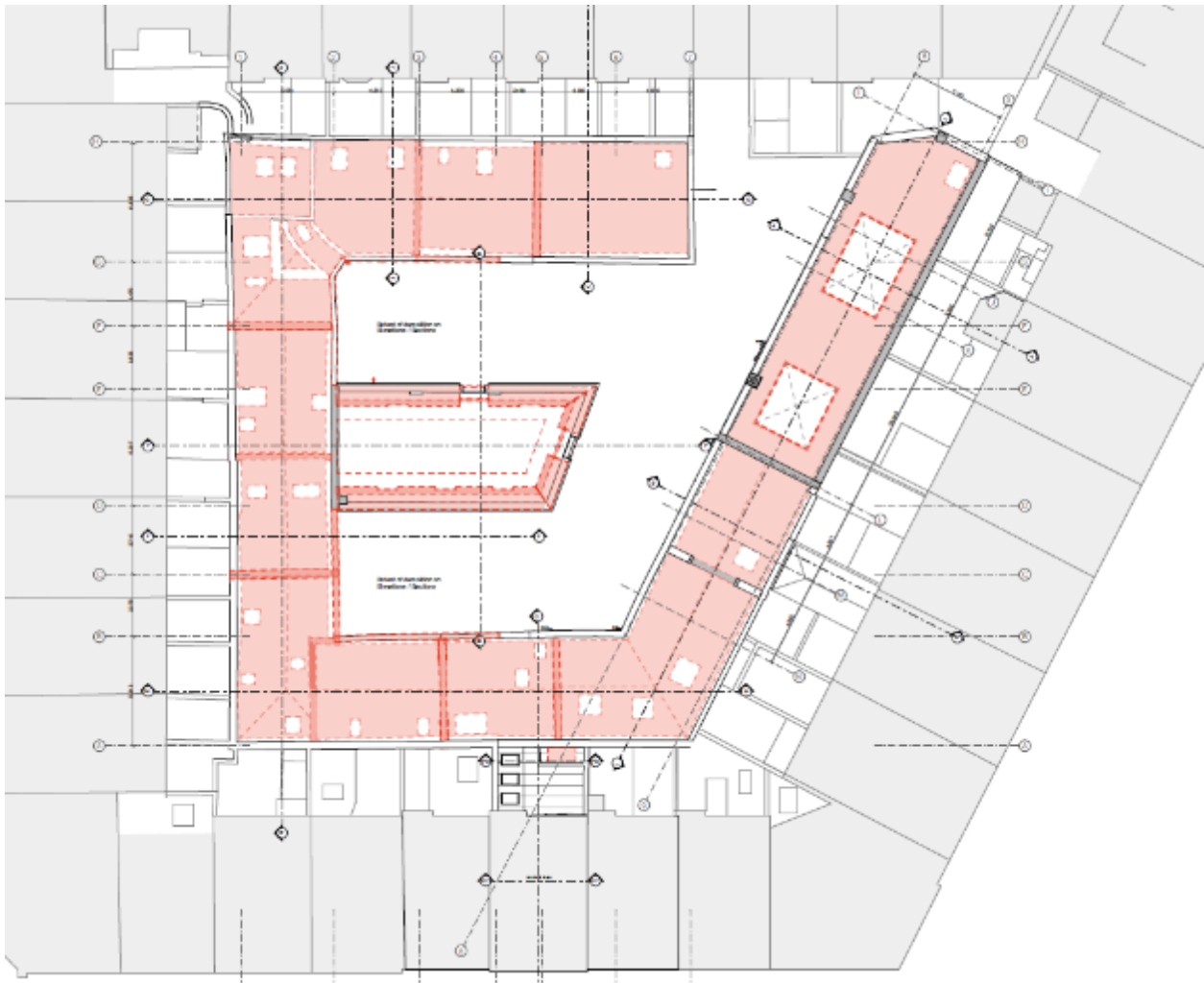
Existing/Demolition First Floor Plan



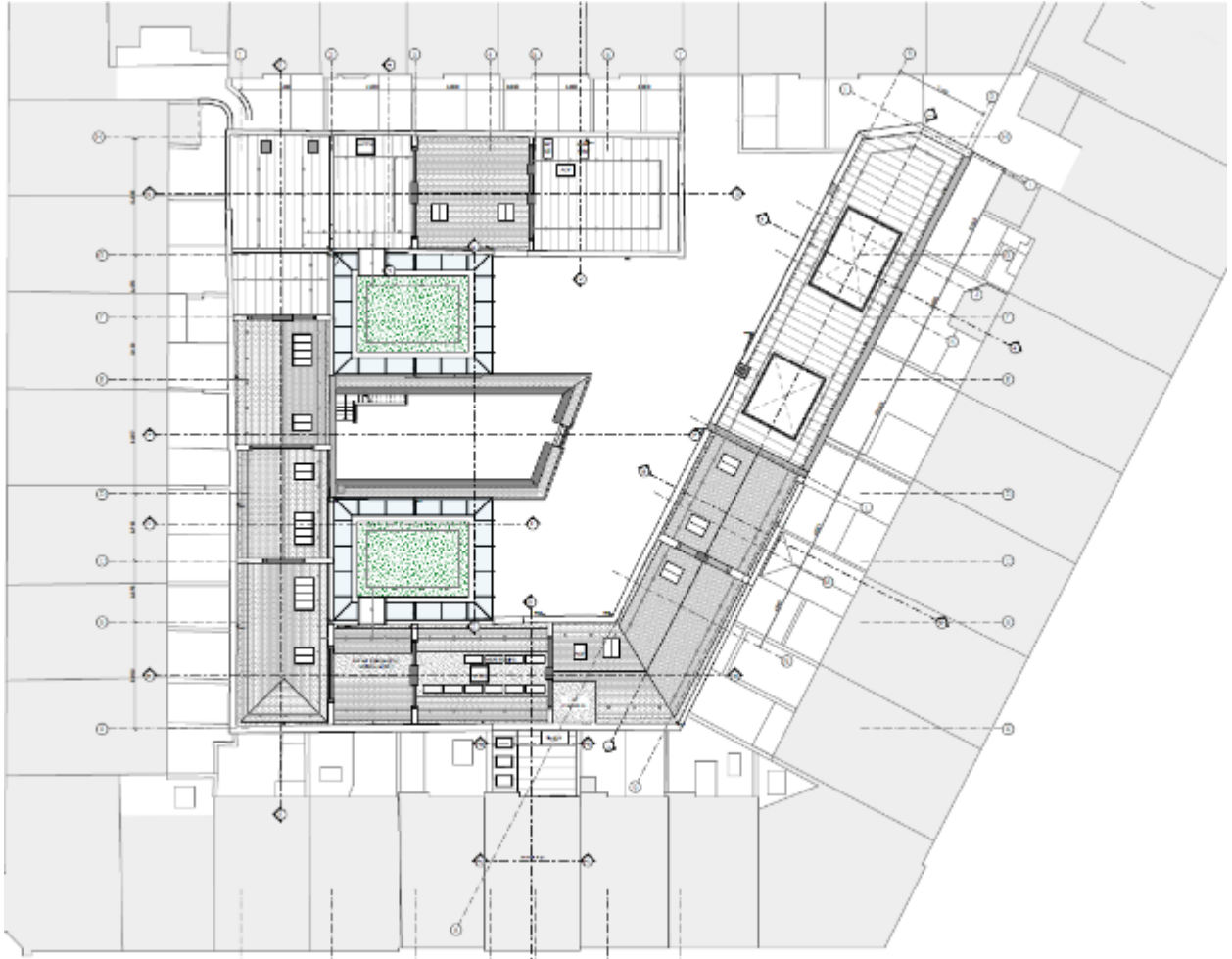
Proposed First Floor Plan



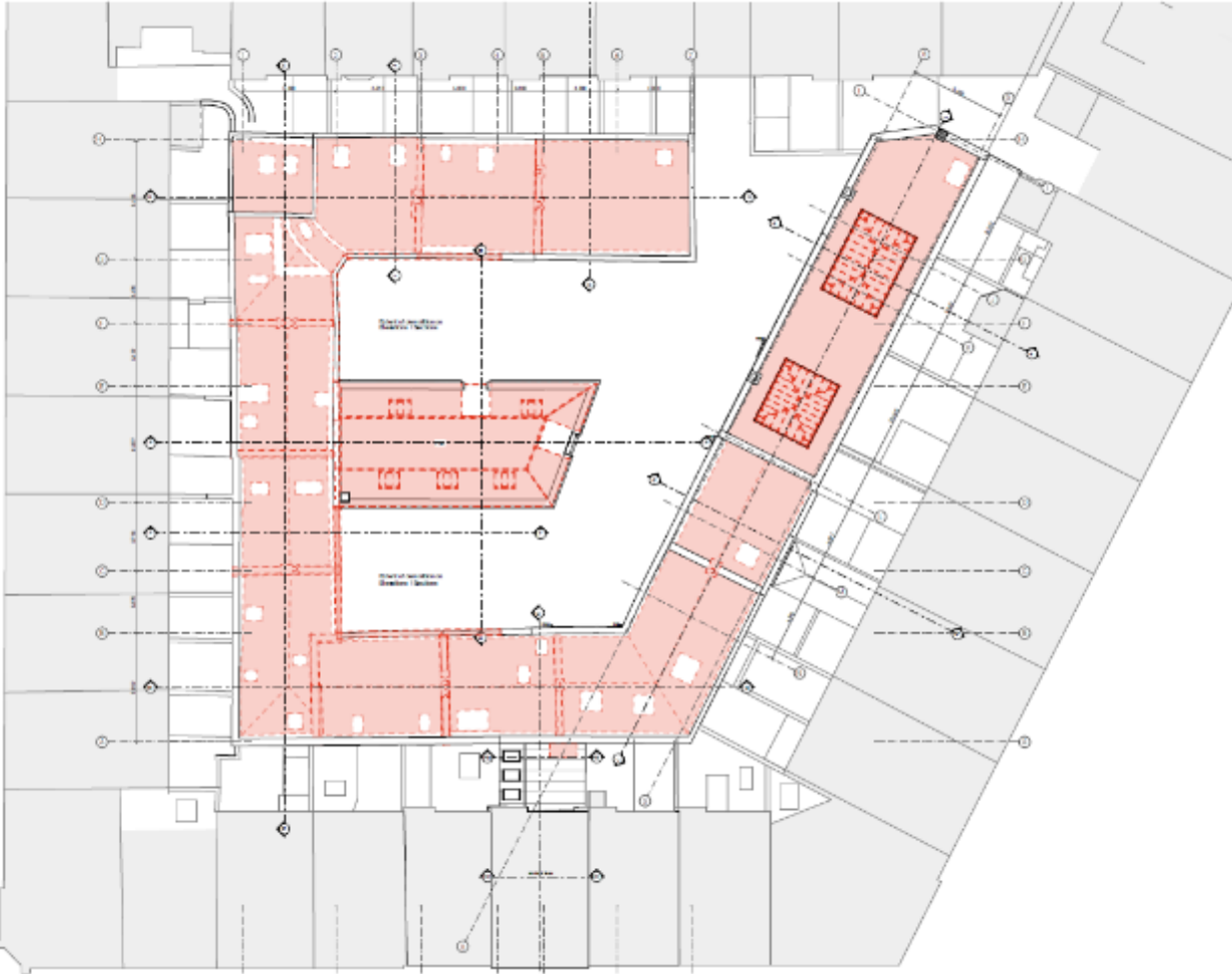
Existing/Demolition Second Floor Plan



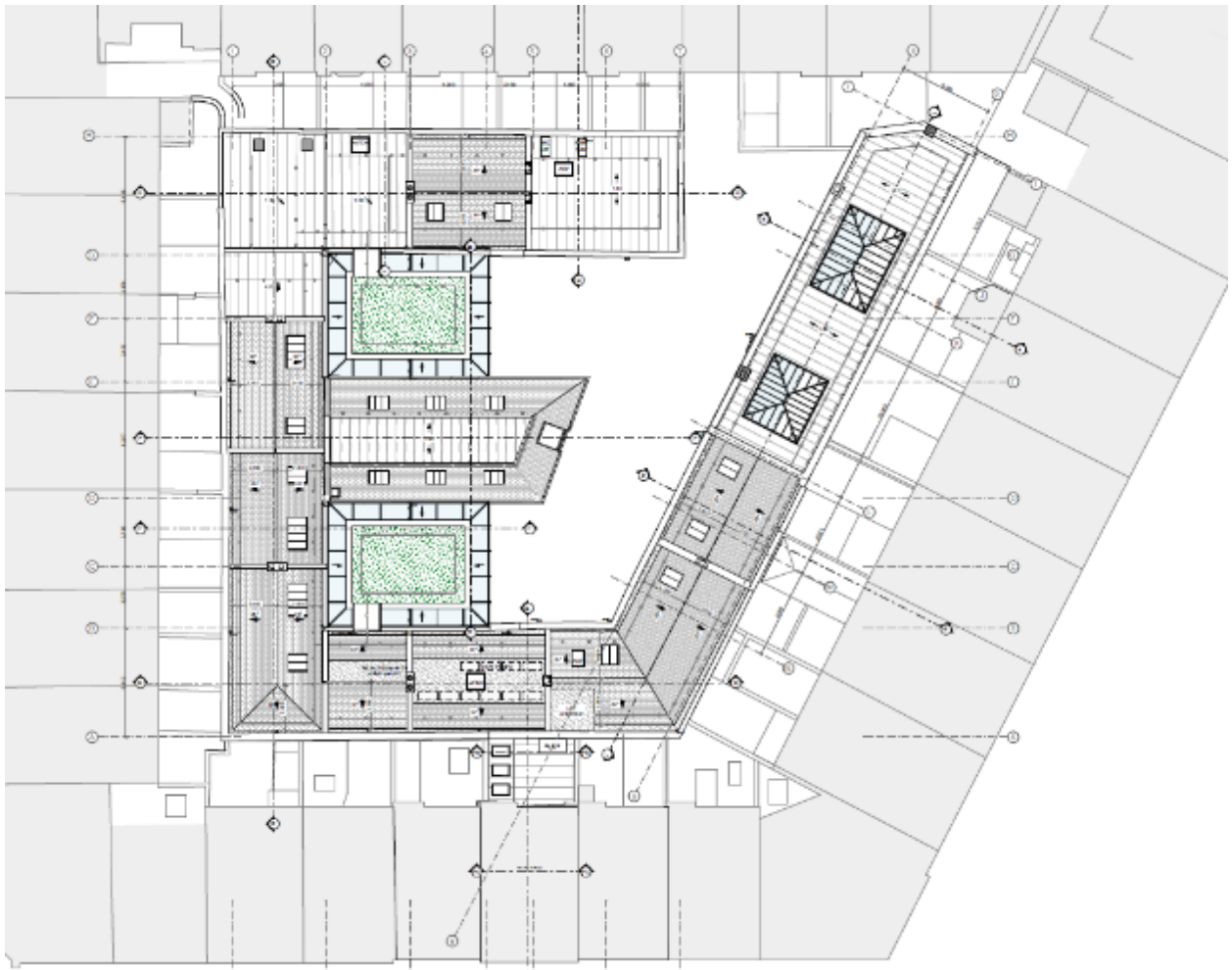
Proposed Second Floor Plan



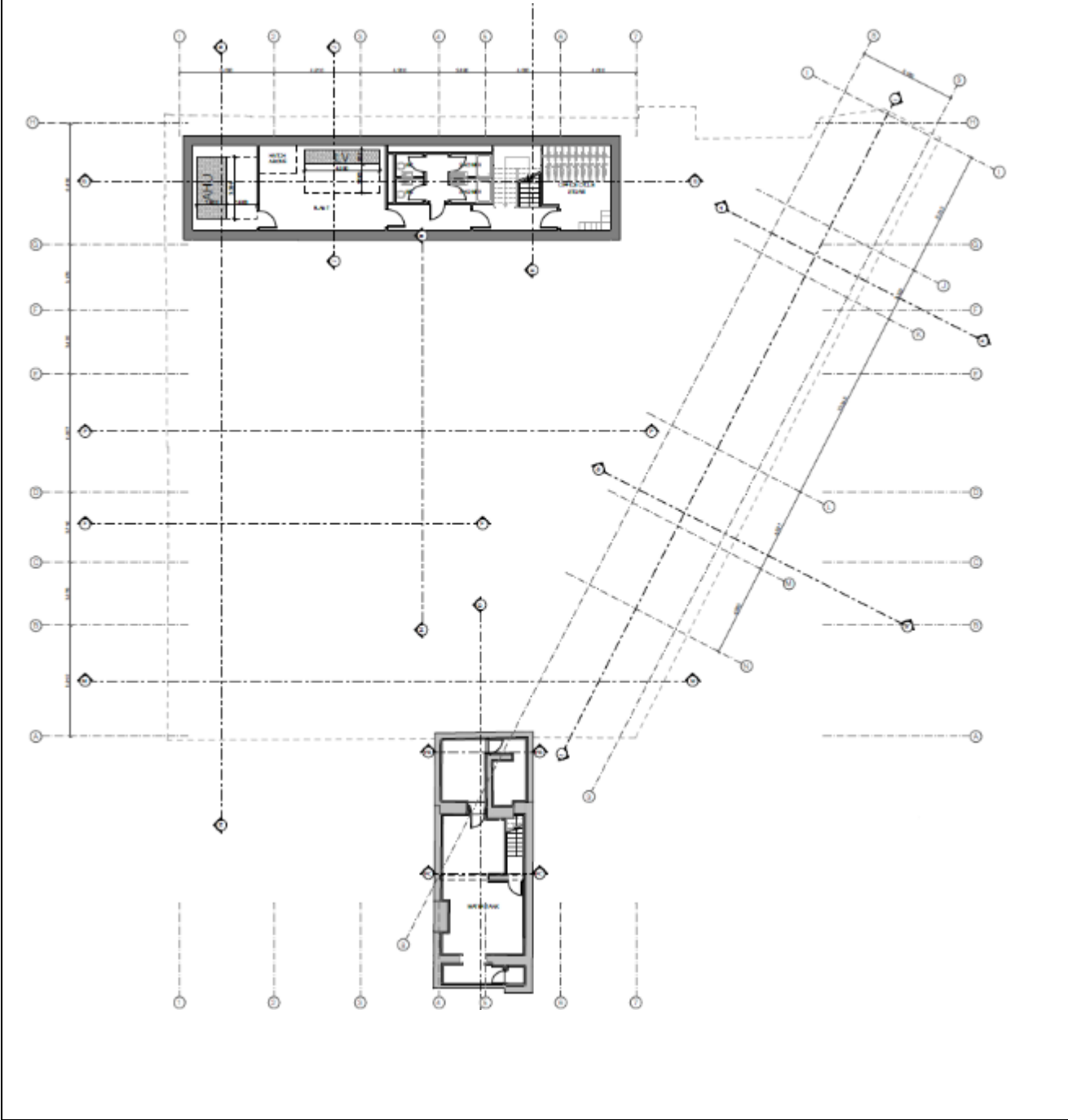
Existing/Demolition Roof Plan



Proposed Roof Plan



Proposed Basement Floor Plan



Existing/Demolition Office Elevations in the 'E' of the mews, Kendal Street properties to rear



Proposed Office Elevations in the 'E' of the mews, Kendal Street properties to rear



Elevation 05

05

1:50

Existing/ Demolition drawings showing north eastern part of the mews, Portsea Place properties to rear



Existing/demolition drawings showing middle section of the 'E' of the mews



Proposed drawings showing middle section of the 'E' of the mews, showing glazed infills



Existing/ demolition drawings showing western side of mews, Porchester Place properties to rear



Elevation 04

04

1:50

Proposed drawings of western side of mews, Porchester Place properties to rear



Elevation 04

04

1:50

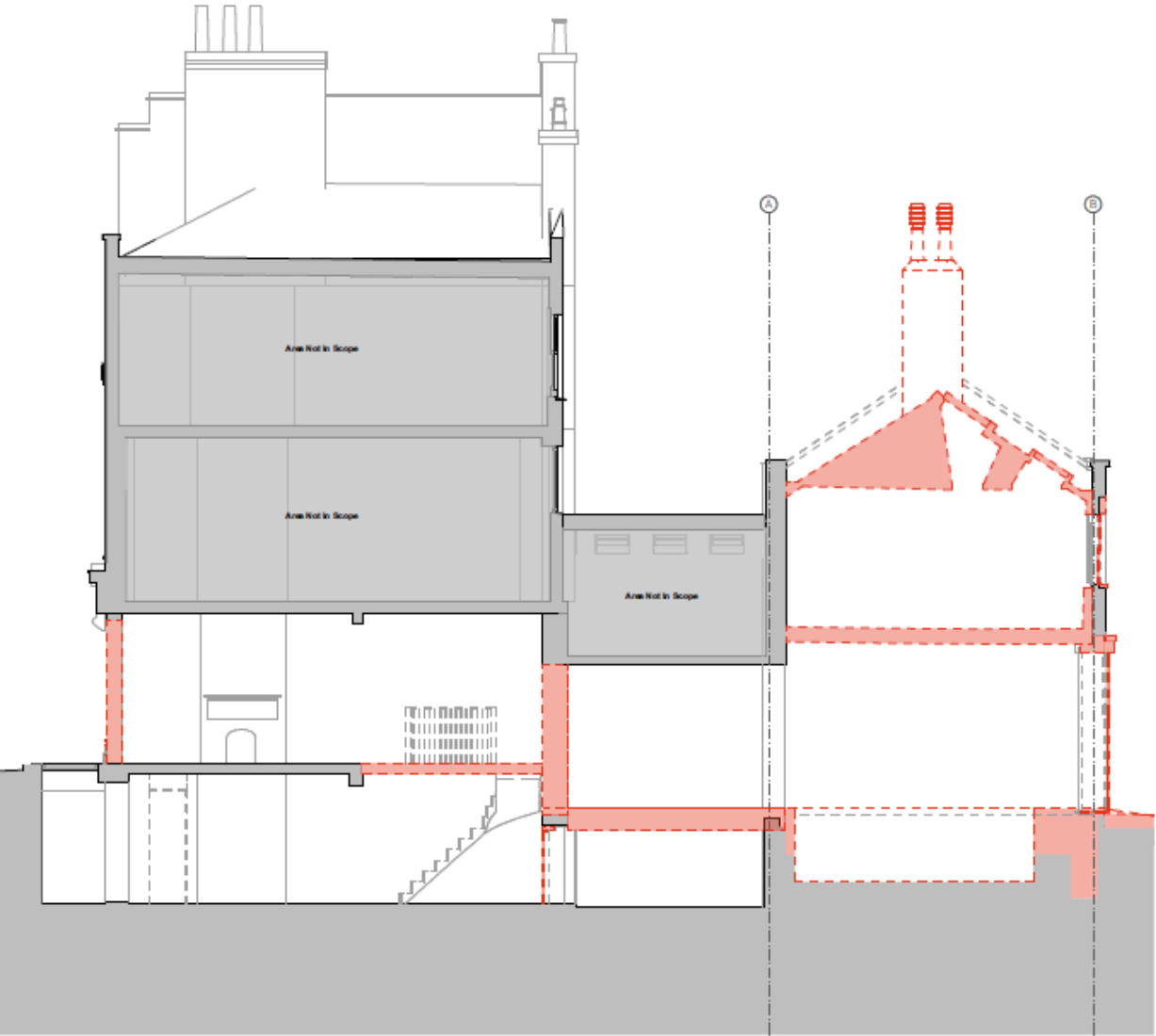
Existing/ Demolition drawings of the southern side of the mews, Connaught Street properties to the rear



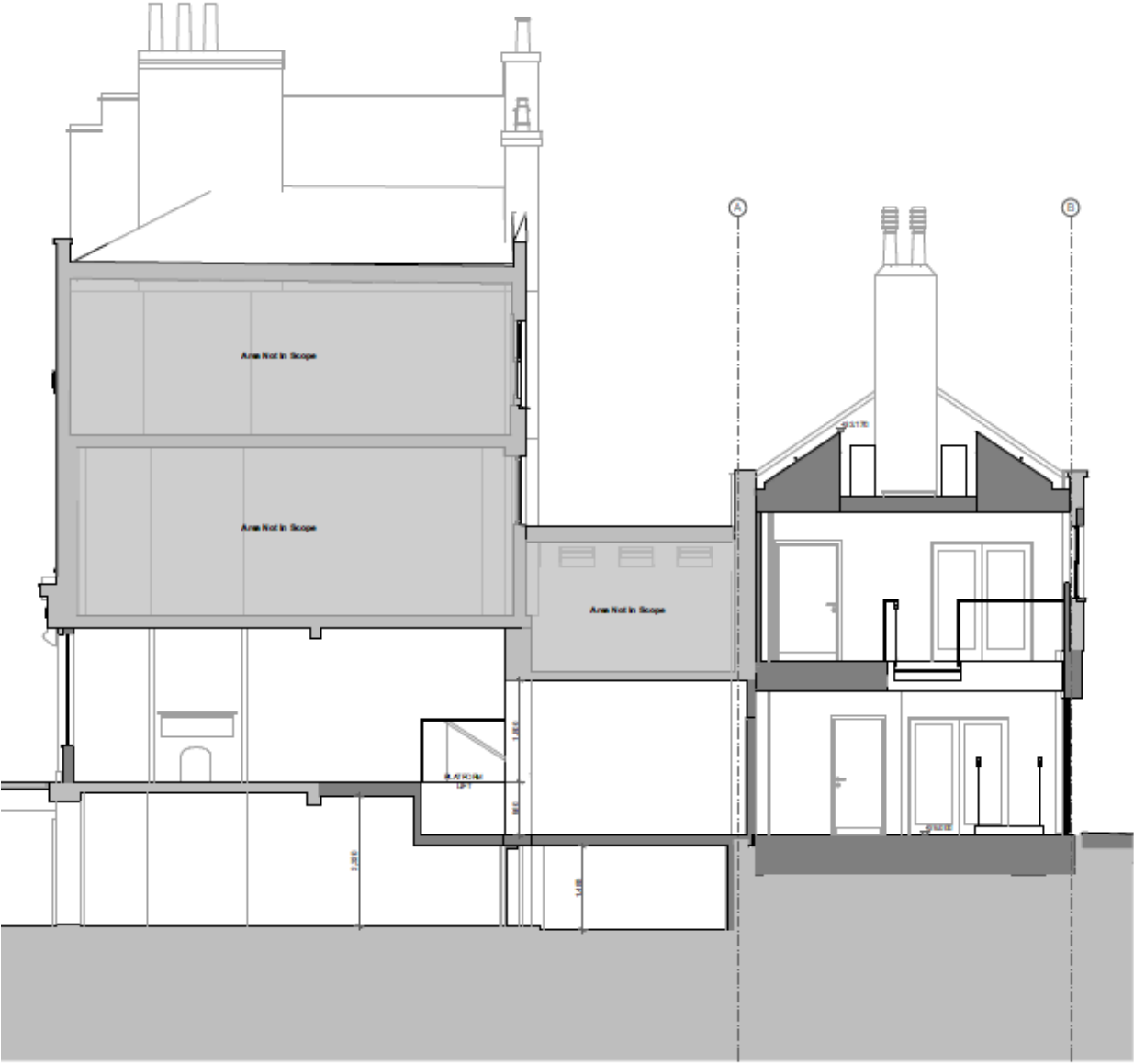
Proposed drawings of the southern side of the mews (residential element), Connaught Street properties to the rear



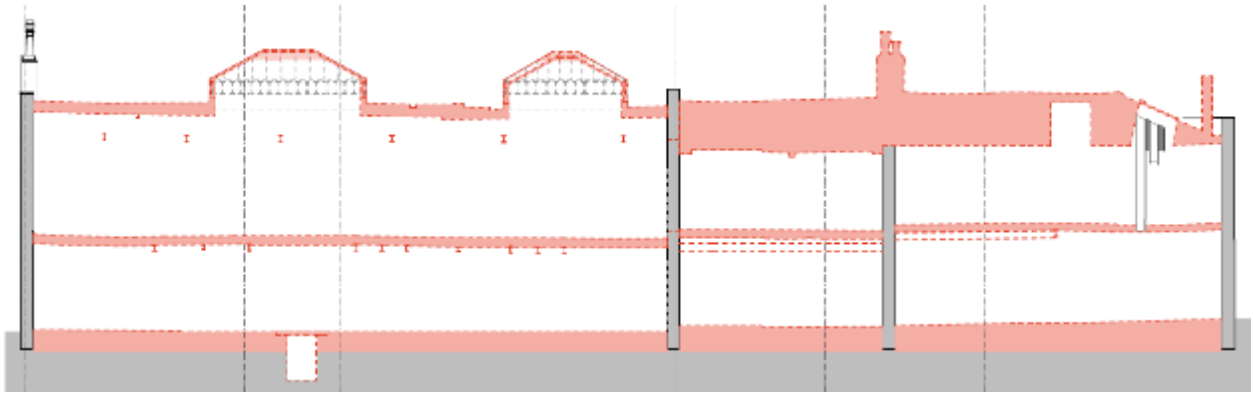
Existing/ Demolition section drawings to show roof changes (for plant) adjacent 8 Porchester Place



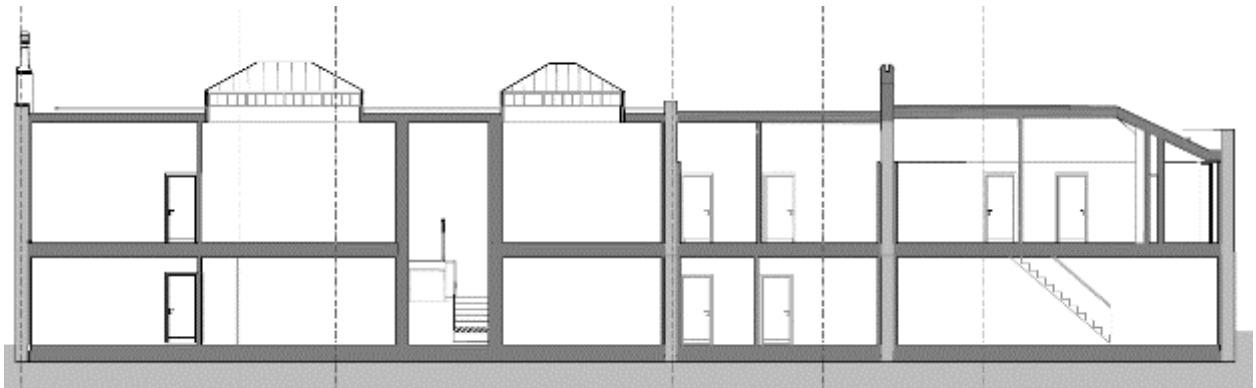
Proposed section drawings to show roof changes (for plant) adjacent 8 Porchester Place



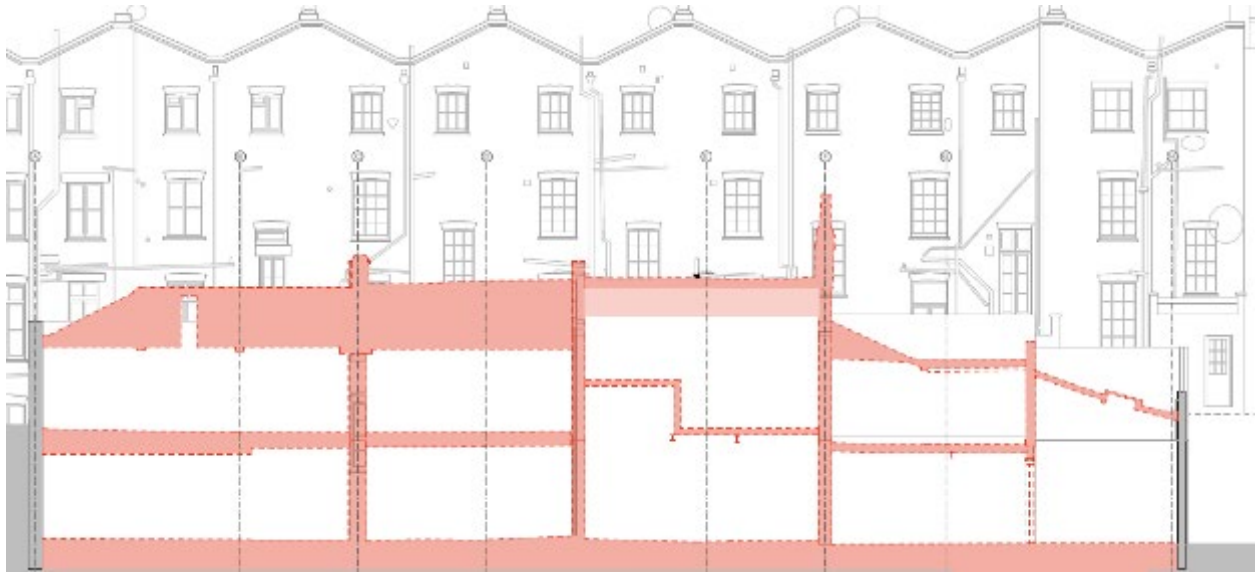
Existing/ Demolition section drawings showing southern side of mews, to rear of Connaught Street properties to show aligning of roof



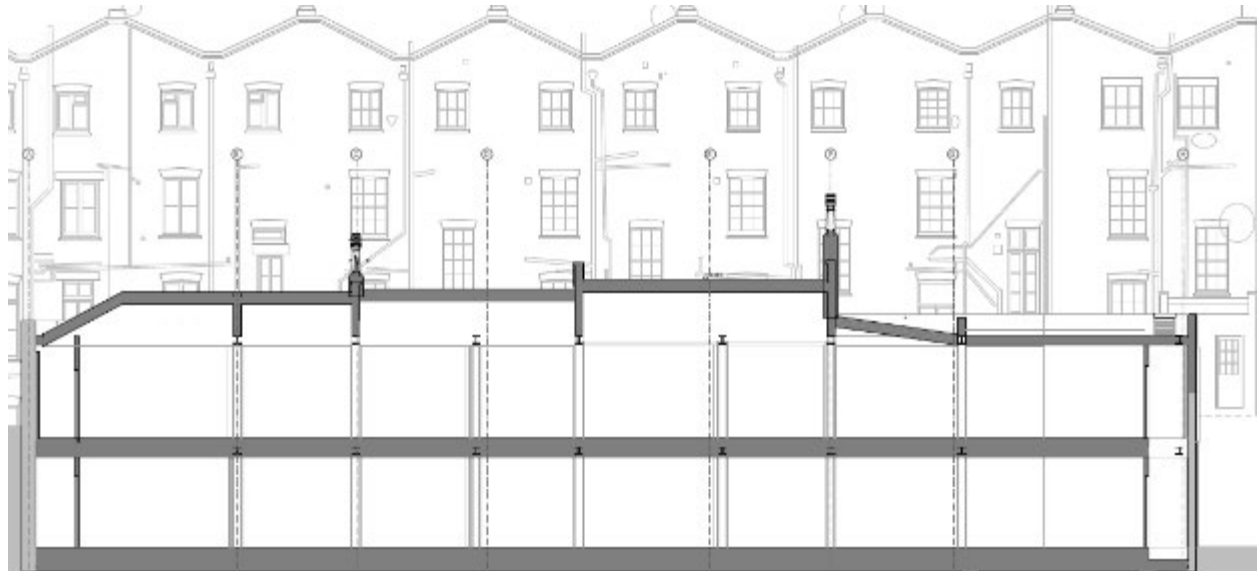
Proposed section drawings showing southern side of mews, to rear of Connaught Street properties to show aligning of roof



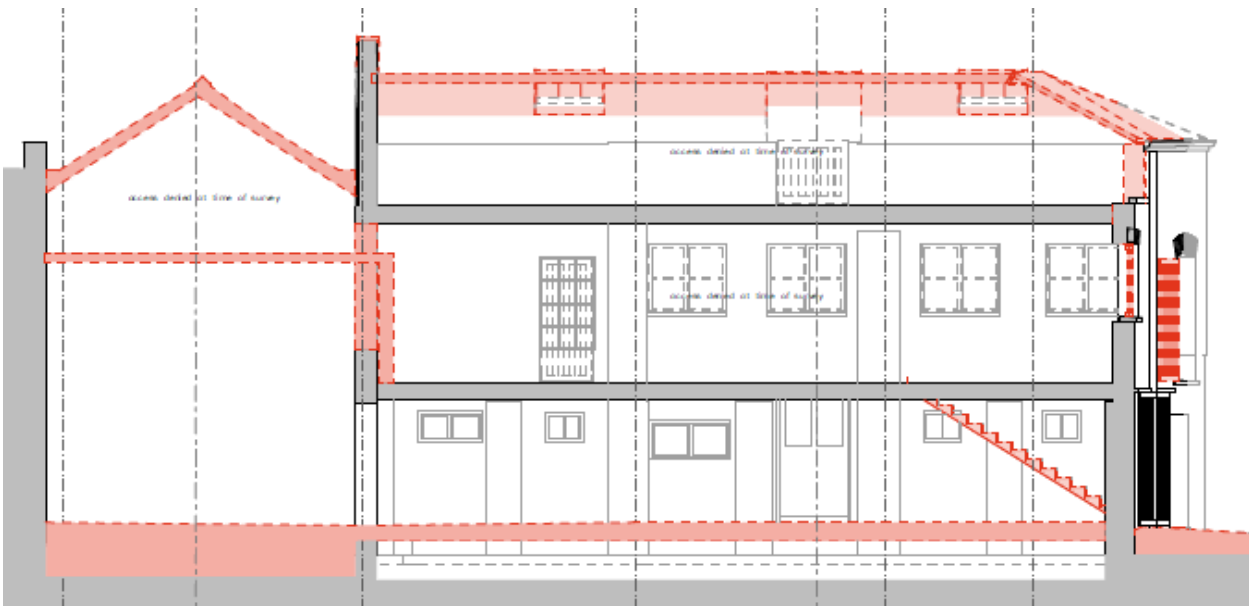
Existing/ Demolition section drawings showing northern side of mews, to rear of Kendal Street properties to show aligning of roof



Proposed section drawings showing northern side of mews, to rear of Kendal Street properties to show aligning of roof



Existing/ Demolition section drawing to show the middle of the 'E' of the mews



Proposed section drawing to show the middle of the 'E' of the mews



Existng and Proposed Elevation – 8 Porchester Place



Existing and Proposed Visuals from within the mews



Existing and Proposed Visuals from entrance to the mews



Existing and Proposed Roofscape



Proposed Outlook from Office Accommodation



Existing and Proposed Visuals – 8 Porchester Place



Existing shopfront at 8, Porchester Place (Connaught Cellars)



Proposed new shopfront and entrance to Portsea Mews

DRAFT DECISION LETTER – 22/06901/FULL

Address: 1-15 Portsea Mews And 8 Porchester Place, London, W2 2BN

Proposal: Demolition behind the retained facade and alterations to the existing buildings, replacement floorspace and extension at roof and ground floor level (through the introduction of glazed infills); excavation of a new basement, to create Office (Class E) accommodation and improved residential accommodation (Class C3) within Portsea Mews; creation of new internal link at ground floor to 8 Porchester Place, new shopfront to 8 Porchester Place, repair of facades and other associated works. (Linked with 22/06902/LBC)

Plan Nos: Site location plans

Existing

PORTS-CA-00-00-DR-A-2002-P05; PORTS-CA-00-01-DR-A-2003-P05; PORTS-CA-00-02-DR-A-2004 P05; PORTS-CA-00-B-DR-A-2001 P05; PORTS-CA-00-RF-DR-A-2005 P05; PORTS-CA-00-ZZ-DR-A-3001 P04; PORTS-CA-00-ZZ-DR-A-3002 P04; PORTS-CA-00-ZZ-DR-A-3004 P04; PORTS-CA-00-ZZ-DR-A-3005 P04; PORTS-CA-00-ZZ-DR-A-3006 P04; PORTS-CA-00-ZZ-DR-A-3007 P04; PORTS-CA-00-ZZ-DR-A-4001 P04; PORTS-CA-00-ZZ-DR-A-4004 P04; PORTS-CA-00-ZZ-DR-A-4006 P04; PORTS-CA-00-ZZ-DR-A-4008 P04; PORTS-CA-00-ZZ-DR-A-4012 P04; PORTS-CA-00-ZZ-DR-A-4013 P04; PORTS-CA-00-ZZ-DR-A-4014 P04; PORTS-CA-00-ZZ-DR-A-4017 P04; PORTS-CA-00-ZZ-DR-A-4031 P01

Demolition

PORTS-CA-00-00-DR-A-2102 P08; PORTS-CA-00-01-DR-A-2103 P08; PORTS-CA-00-02-DR-A-2104 P07; PORTS-CA-00-B-DR-A-2101 P07; PORTS-CA-00-RF-DR-A-2105 P08; PORTS-CA-00-ZZ-DR-A-3101 P08; PORTS-CA-00-ZZ-DR-A-3102 P06; PORTS-CA-00-ZZ-DR-A-3104 P08; PORTS-CA-00-ZZ-DR-A-3105 P08; PORTS-CA-00-ZZ-DR-A-3106 P06; PORTS-CA-00-ZZ-DR-A-3107 P06; PORTS-CA-00-ZZ-DR-A-3131 P06; PORTS-CA-00-ZZ-DR-A-4101 P06; PORTS-CA-00-ZZ-DR-A-4104 P06; PORTS-CA-00-ZZ-DR-A-4106 P07; PORTS-CA-00-ZZ-DR-A-4108 P07; PORTS-CA-00-ZZ-DR-A-4112 P06; PORTS-CA-00-ZZ-DR-A-4113 P06; PORTS-CA-00-ZZ-DR-A-4114 P06; PORTS-CA-00-ZZ-DR-A-4116 P06; PORTS-CA-00-ZZ-DR-A-4117 P06; PORTS-CA-00-ZZ-DR-A-4131 P02

Proposed

PORTS-CA-00-00-DR-A-2202 P10; PORTS-CA-00-01-DR-A-2203 P10; PORTS-CA-00-02-DR-A-2204 P09; PORTS-CA-00-B-DR-A-2201 P08; PORTS-CA-00-RF-DR-A-2205 P09; PORTS-CA-00-ZZ-DR-A-3201 P08; PORTS-CA-00-ZZ-DR-A-3202 P06; PORTS-CA-00-ZZ-DR-A-3204 P08; PORTS-CA-00-ZZ-DR-A-3205 P07; PORTS-CA-00-ZZ-DR-A-3206 P05; PORTS-CA-00-ZZ-DR-A-3207 P05; PORTS-CA-00-ZZ-DR-A-3221 P07; PORTS-CA-00-ZZ-DR-A-3231 P05; PORTS-CA-00-ZZ-DR-A-4201 P06; PORTS-CA-00-ZZ-DR-A-4204 P06; PORTS-CA-00-ZZ-DR-A-4206 P08; PORTS-CA-00-ZZ-DR-A-4208 P07; PORTS-CA-00-ZZ-DR-A-4212 P06; PORTS-CA-00-ZZ-DR-A-4213 P06; PORTS-CA-00-ZZ-DR-A-4214 P05; PORTS-CA-00-ZZ-DR-A-4216 P05; PORTS-CA-00-ZZ-DR-A-4217 P05; PORTS-CA-00-ZZ-DR-A-4231 P05

For information only:

Planning Statement (amended March 2023); Planning Statement Addendum; Housing Statement dated march 2023; Statement of Community Involvement dated September 2022; Design and Access Statement dated September 2022; Heritage

Assessment dated September 2022; Sustainability Statement dated 11 October 2022; Air Quality Report dated 12 September 2022; Habitat Management Plan & Green Roof Details by Bauder; Transport Statement dated September 2022; Travel Plan dated September 2022; Utilities Statement dated 2 September 2022; Structural Methodology Statement dated September 2022; Construction Management Plan dated September 2022; Damp Survey dated 28 January 2021; Ventilation Statement dated 2 September 2022; Drainage Strategy dated 21 September 2022; Fire Strategy dated 13 September 2022; GeoTechnical Reports dated September 2022; Whole Life Carbon Assessment dated 7 October 2022; Energy Statement dated 21 September 2022; Daylight and Sunlight Report dated 30 September 2022; Noise Impact Assessment dated 8 September 2022; Economic Statement dated September 2022.

Case Officer: Kimberley Davies

Direct Tel. No. 020 7641
07866036948

Recommended Condition(s) and Reason(s)

Reason:

Because of the loss of a large area of open yard area, cobbled road surfacing, and ground floor external walls, and due to the visual and spatial impact, and presence of a large glazed and roofed extension, the proposed courtyard infills and associated works to the mews elevations would harm the appearance of this building and fail to maintain or improve (preserve or enhance) the character and appearance of the Bayswater Conservation Area. This has not been demonstrated to be necessary for the long-term viable use of the site, nor is it considered to be adequately outweighed by the public benefits of these specific or the wider site redevelopment proposals. This would not meet Policies 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021). (X16AD)

Reason:

Because of the loss of historic fabric, impact on planform and the loss of symmetry to the shopfront, the proposed alterations to 8 Connaught Place associated with the wider scheme of conversion of Portsea Mews would harm the special architectural and historic significance of this grade II listed building. It would also fail to maintain or improve (preserve or enhance) the character and appearance of the Bayswater Conservation Area. This has not been demonstrated to be necessary for the long-term viable use of the site, nor is it considered to be adequately outweighed by the public benefits of these specific or the wider site redevelopment proposals. This would not meet Policies 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021). (X17AE)

Reason:

Your development would lead to a reduction in the number of residential units which would not meet Policy 8(C) of the City Plan 2019 - 2040 (April 2021), which seeks to optimise housing delivery. We do not consider that the circumstances of your case justify an exception to our policy. (X04BC)

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 so far as practicable. 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, 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 the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, further guidance was offered to the applicant at the validation stage by the case officer to the applicant during the processing of the application to identify amendments to address those elements of the scheme considered unacceptable. However, the necessary amendments to make the application acceptable are substantial and would materially change the development proposal. They would require further consultations to be undertaken prior to determination, which could not take place within the statutory determination period specified by the Ministry of Housing, Communities and Local Government. You are therefore encouraged to consider submission of a fresh application incorporating the material amendments set out below which are necessary to make the scheme acceptable. Required amendments:
 - removal of glazed infill extensions;
 - less demolition of internal walls to mews;
 - reduction in office accommodation to reprovide the shortfall of residential units.

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.

DRAFT DECISION LETTER - 22/06902/LBC

- Address:** 1-15 Portsea Mews And 8 Porchester Place, London, W2 2BN,
- Proposal:** Internal alterations to 8 Porchester Place including opening up works and new connection through to Portsea Mews at ground floor and opening works and damp proofing at basement floor; external alteration including installation of new shopfront; and other associated works. (Linked with 22/06901/FULL)
- Plan Nos:** Site location plans
Existing
PORTS-CA-00-00-DR-A-2002-P05; PORTS-CA-00-01-DR-A-2003-P05; PORTS-CA-00-02-DR-A-2004 P05; PORTS-CA-00-B-DR-A-2001 P05; PORTS-CA-00-RF-DR-A-2005 P05; PORTS-CA-00-ZZ-DR-A-3001 P04; PORTS-CA-00-ZZ-DR-A-3002 P04; PORTS-CA-00-ZZ-DR-A-3004 P04; PORTS-CA-00-ZZ-DR-A-3005 P04; PORTS-CA-00-ZZ-DR-A-3006 P04; PORTS-CA-00-ZZ-DR-A-3007 P04; PORTS-CA-00-ZZ-DR-A-4001 P04; PORTS-CA-00-ZZ-DR-A-4004 P04; PORTS-CA-00-ZZ-DR-A-4006 P04; PORTS-CA-00-ZZ-DR-A-4008 P04; PORTS-CA-00-ZZ-DR-A-4012 P04; PORTS-CA-00-ZZ-DR-A-4013 P04; PORTS-CA-00-ZZ-DR-A-4014 P04; PORTS-CA-00-ZZ-DR-A-4017 P04; PORTS-CA-00-ZZ-DR-A-4031 P01
Demolition
PORTS-CA-00-00-DR-A-2102 P08; PORTS-CA-00-01-DR-A-2103 P08; PORTS-CA-00-02-DR-A-2104 P07; PORTS-CA-00-B-DR-A-2101 P07; PORTS-CA-00-RF-DR-A-2105 P08; PORTS-CA-00-ZZ-DR-A-3101 P08; PORTS-CA-00-ZZ-DR-A-3102 P06; PORTS-CA-00-ZZ-DR-A-3104 P08; PORTS-CA-00-ZZ-DR-A-3105 P08; PORTS-CA-00-ZZ-DR-A-3106 P06; PORTS-CA-00-ZZ-DR-A-3107 P06; PORTS-CA-00-ZZ-DR-A-3131 P06; PORTS-CA-00-ZZ-DR-A-4101 P06; PORTS-CA-00-ZZ-DR-A-4104 P06; PORTS-CA-00-ZZ-DR-A-4106 P07; PORTS-CA-00-ZZ-DR-A-4108 P07; PORTS-CA-00-ZZ-DR-A-4112 P06; PORTS-CA-00-ZZ-DR-A-4113 P06; PORTS-CA-00-ZZ-DR-A-4114 P06; PORTS-CA-00-ZZ-DR-A-4116 P06; PORTS-CA-00-ZZ-DR-A-4117 P06; PORTS-CA-00-ZZ-DR-A-4131 P02
Proposed
PORTS-CA-00-00-DR-A-2202 P10; PORTS-CA-00-01-DR-A-2203 P10; PORTS-CA-00-02-DR-A-2204 P09; PORTS-CA-00-B-DR-A-2201 P08; PORTS-CA-00-RF-DR-A-2205 P09; PORTS-CA-00-ZZ-DR-A-3201 P08; PORTS-CA-00-ZZ-DR-A-3202 P06; PORTS-CA-00-ZZ-DR-A-3204 P08; PORTS-CA-00-ZZ-DR-A-3205 P07; PORTS-CA-00-ZZ-DR-A-3206 P05; PORTS-CA-00-ZZ-DR-A-3207 P05; PORTS-CA-00-ZZ-DR-A-3221 P07; PORTS-CA-00-ZZ-DR-A-3231 P05; PORTS-CA-00-ZZ-DR-A-4201 P06; PORTS-CA-00-ZZ-DR-A-4204 P06; PORTS-CA-00-ZZ-DR-A-4206 P08; PORTS-CA-00-ZZ-DR-A-4208 P07; PORTS-CA-00-ZZ-DR-A-4212 P06; PORTS-CA-00-ZZ-DR-A-4213 P06; PORTS-CA-00-ZZ-DR-A-4214 P05; PORTS-CA-00-ZZ-DR-A-4216 P05; PORTS-CA-00-ZZ-DR-A-4217 P05; PORTS-CA-00-ZZ-DR-A-4231 P05
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Case Officer: Kimberley Davies

Direct Tel. No. 07866036948

Recommended Condition(s) and Reason(s) or Reason(s) for Refusal:

Reason:

Because of the loss of historic fabric, impact on planform and the loss of symmetry to the shopfront, the proposed alterations to 8 Connaught Place associated with the wider scheme of conversion of Portsea Mews would harm the special architectural and historic significance of this grade II listed building. It would also fail to maintain or improve (preserve or enhance) the character and appearance of the Bayswater Conservation Area. This has not been demonstrated to be necessary for the long-term viable use of the site, nor is it considered to be adequately outweighed by the public benefits of these specific or the wider site redevelopment proposals. This would not meet Policy 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021) and the advice set out in our Supplementary Planning Guidance: Repairs and Alterations to Listed Buildings. (X17EC)