

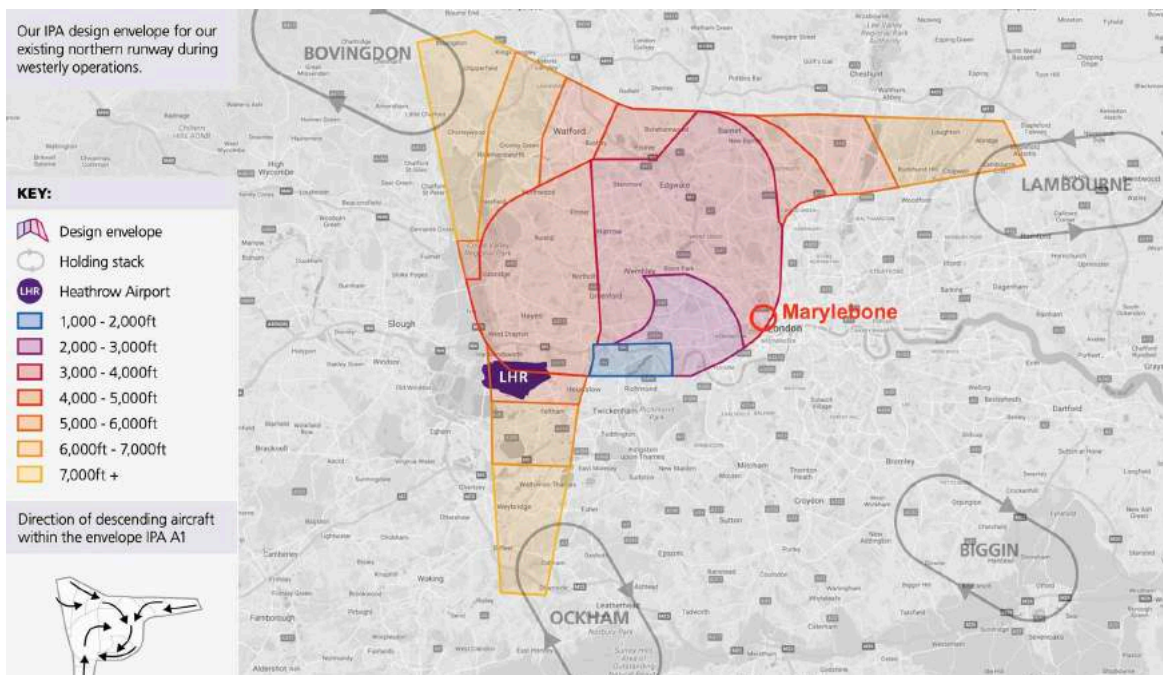


Marylebone Association

Newsletter April 2024

Dear {Contact_First_Name},

Waking Up to the Heathrow Threat



Marylebone may soon be set for a rude awakening. Those who live here are well aware that the quietest time is in the early mornings - when the streets are almost empty and before the builders start at 8.00am. For many this is a time to be enjoyed and valued.

This could be about to change, with residents being woken by aircraft at 3,000 feet coming in to land at Heathrow from as early as 5.00am. It has nothing to do with the third runway but everything to do with proposed changes to the flight paths under the project known as Independent Parallel Approaches (IPA) which involves some new arrival routes into Heathrow. This is made necessary by Heathrow's desire to get the government to agree to an increase of 25,000 aircraft movements a year and allowing more and larger aircraft.

The IPA proposals would introduce flights over some areas that do not routinely see arriving aircraft today, like ours, and three design envelopes are presented for consultation. The option "A1" would impact us more than options "A2 & A3". Keep

consultation. The option A1 would impact as more than options A2 & A3. Keep in mind that for 70% of the year westerly operations are used - which will mean being disturbed 5 days every week by the sound of aircraft.

We first wrote about this back in [February 2019](#) and it is still rumbling on. This impenetrable consultation exercise seems deliberately designed to prevent any meaningful engagement or understanding of the pending impacts and wear down opposition by endlessly introducing variations of the same proposals (a trick maybe be learned from the world of planning where recurring applications are regularly used).

The existing cap on the numbers of aircraft was put in place back in 2001 for good reason, it is as important now as it was then to protect central London's population from further noise and air pollution from aircraft. In fact, on grounds of public health alone, the government should be looking to reduce the cap.

As London Assembly member, Caroline Pidgeon states: "Large numbers of Londoners live where they do because the current flight paths have been in place since the 1950s. They made life decisions based on those flight paths and the rest of life at ground level has similarly evolved and adapted itself around the current paths."

"We also know that noise pollution from aircraft can contribute to a range of mental and physical health problems, most often linked to disturbances in our sleep cycles."

As it is, we are in danger of sleepwalking into a noisier future. If you want to help try to stop this, sign up to the mailing list at www.stopheathrowpollutingus.org

The Future of the Marylebone Forum



Following proposals to utilise the majority Marylebone's Community Infrastructure Levy pot to go towards the Seymour Centre fit out, as reported in our [January Newsletter](#) questions have emerged regarding the future role of the Marylebone Forum.

The Seymour Centre itself is currently boarded up, ready for works to commence and although these have not yet started, it has already gone over budget. According to the council there is already a £2.5 million shortfall on the allocated budget of £40 million, There is an application being made by the Westminster Corporate Property department to allocate £1.25 million of our Neighbourhood CIL funding to help balance the books.

This has had knock-on consequences. As previously reported, this would leave relatively little in the Marylebone Neighbourhood Community Infrastructure Levy (CIL) pot, which has been built up over a number of years to help aid a variety of community projects - and this is the cause of some anxiety - not least among members of the Marylebone Forum Committee. At a meeting to discuss this, the Forum Committee felt unable to endorse such a large amount, although, by a narrow majority and motivated by a desire to show support for the Seymour Centre project, it did agree to a still significant contribution of £1 million.

However, what the Forum agrees on is no longer particularly relevant as it is the council that will have the ultimate say on its own application.

This wasn't always the case, for although WCC was not required to delegate the

neighbourhood CIL vetting function to the local Forum, where it exists, it had done so during the time of the previous administration. This was agreed back at the time many of the Forums were being designated - as an incentive to businesses and residents to go to the trouble of forming the Forum in the first place. It followed that the council's CIL committee would normally pay great attention to the decision of the local Forum on any neighbourhood CIL payments.

The present administration took a different view and changed the system, scrapping the CIL committee and delegating the decision to a single cabinet member on applications under £250,000 and to the cabinet on applications above that sum.

This has caused the Forum to take stock. Its main statutory purpose is to form a plan - but that, at least at present, is not proceeding. Its other chief function was to act as the principal conduit for the CIL applications in the Marylebone Neighbourhood area. This now is no longer the case, and even if it still was, there will be very little CIL left to allocate in the foreseeable future if the Seymour Centre were to be granted £1.25 million of it.

Neighbourhood Forums have a five-year term, which can be extended by the council for a further five on an application for redesignation. The Marylebone Forum was one of the first to be set up in Westminster and is presently 3 years into its second designated term. The Forum has proved useful in the incidental role of acting as a mechanism for the exchange of views between businesses and residents in the area and this, in the absence of anything else, may be about to become its primary function.

Marylebone Station's 125th Anniversary



This March marked 125 years since the opening of the Great Central Railway in 1899.

In a ceremony to commemorate the anniversary, in collaboration with the Baker Street Quarter Partnership and Chiltern Railway Community Investment Fund, a new contemporary art installation was unveiled at the Harewood Avenue entrance of the station

of the station.

These displays tell the story of the station over time, with historical archive material and pictures documenting the construction of the station, the challenges it faced during WW2 and the Beeching cuts of the 1960s before exploring the recent period of growth under Chiltern Railways. A newly commissioned narrative map celebrates Marylebone's connection to local communities and the importance of the wider Chiltern Railways rail network.

Penny Alexander, CEO of Baker Street Quarter Partnership, said: "The new displays at the station consider the people behind Marylebone's creation and its impact on and importance to the surrounding community with the graphic map celebrating the value of the Station and its national connections – which remain so vital to local economies and so many people today."

The wider station had been adorned with commemorative decorations, staff dressing up as Victorian railway workers, and free cakes for customers passing through to catch their services. There was also a train naming ceremony, unveiled by Managing Director Richard Allan, the Lord Mayor of Westminster Cllr Patricia McAllister, and Penny Alexander, CEO of Baker Street Quarter Partnership, complemented by a performance from the St Edwards Primary school choir.

Representatives from the local community were then welcomed to the Landmark Hotel for a reception. The Great Central Hotel (now the Landmark Hotel) was previously offices and served as the headquarters of British Rail from 1948 to 1986.

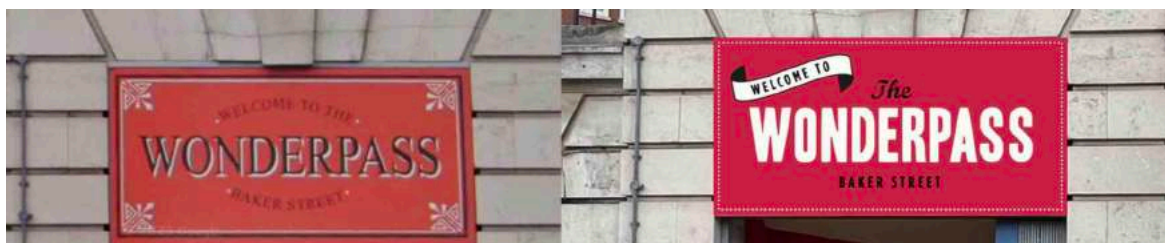
The 125th anniversary also marked the 40th anniversary of the fight to keep the station open. After the 1960s, a lack of investment led to local services and the station becoming increasingly run-down. By the early 1980s, Marylebone Station was under serious threat of closure.

In March 1984, British Rail did indeed announce plans to close it – planning to sell off the railway for a dedicated bus service. However, the conversion project proved impractical due to the headroom limitations on the line. That and furious campaigning saw the scheme eventually dropped. This proved to be a sensible decision as numbers have steadily increased in the years since so much that two new platforms were added in 2006 to accommodate increases in services and passengers.

Marylebone Station is the youngest of London's mainline terminal stations - and was the last London mainline opened before the High Speed 1 link to the Channel Tunnel. It is also one of the smallest, having opened with half the number of platforms originally planned. It is the only London terminal station to host only diesel trains, having no electrified lines. From 1967 for many years it was served only by diesel multiple-unit trains (DMUs). It now once again also sees locomotive-hauled trains daily.

The station was designed by Henry William Braddock, a civil engineer working for the Great Central Railway. It was considered a modest building at the time, due to budgetary constraints, but is now celebrated for its design and detailing.

The Wonderpass Signage





As part of their recent refurbishment of The Wonderpass the Baker Street Quarter wishes to refresh the entrance signs on the Baker Street Station (north side) entrances. As this is a listed building they will be applying for planning permission to undertake this change.

There will be no changes to the size, fixings or type of materials used.

The current signs have been in place for 10 years since the opening of The Wonderpass and are now starting to show their age and peeling at the edges. In the images above, the top one shows the current graphic and the one below the proposed revision.

The Baker Street Quarter would welcome any feedback on the proposal.

Bike Crime in Regents Park

Figures released around the New Year show that around two bike-jackings a day are taking place in London, with muggers often on mopeds and threatening victims with machetes. They target cyclists riding specific makes and models — Regent's Park is the most recent location — but it's an epidemic across the capital, from Richmond Park to Victoria Park.

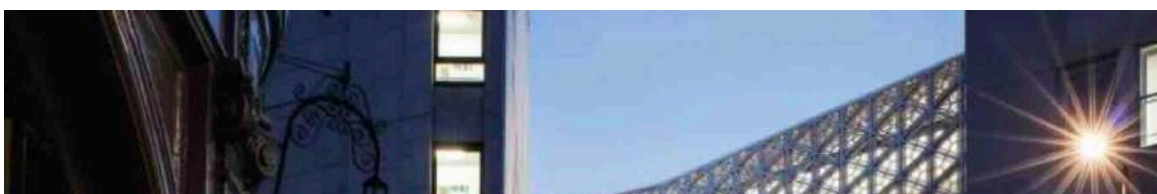
Sean Epstein is the chair of Regent's Park Cyclists, a collective of over 35 cycling clubs based around the North London park. Epstein says that since September last year, the community has seen a big increase in attacks with the crimes carried out by professional thieves.

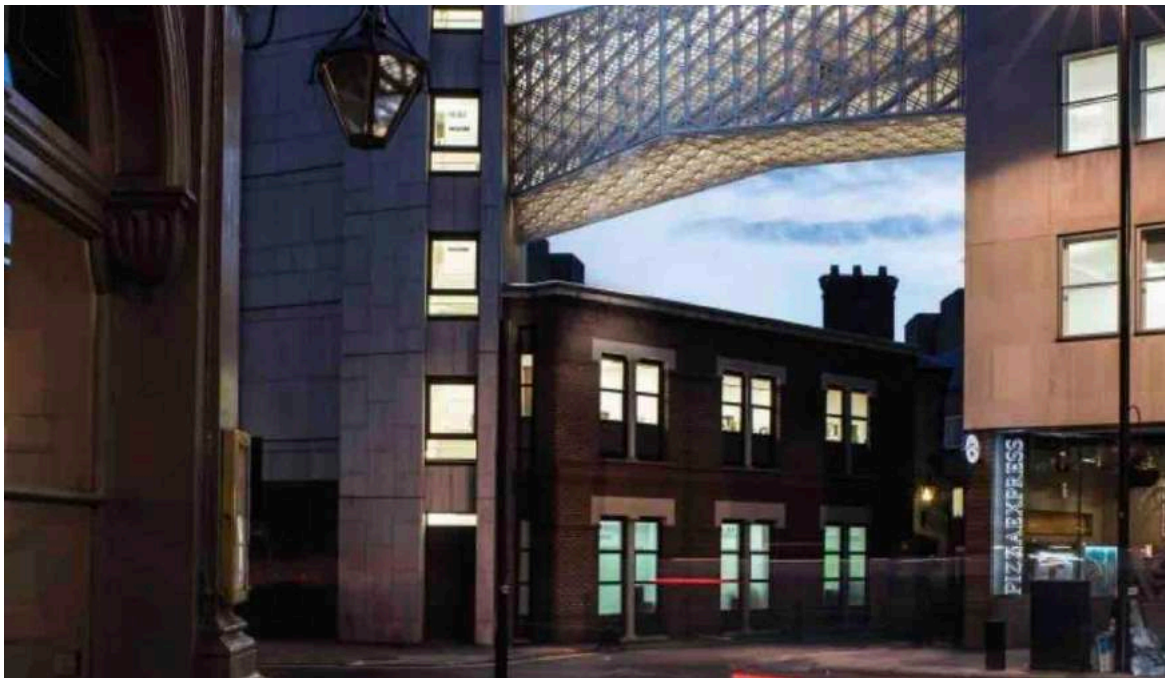
Epstein also feels the response from the police has not been good enough. "They say 'there are millions of safe bike journeys, and a few hundred represents a really small proportion, and it's not a significant issue for us to deal with', he explains with frustration. "In fact, this is organised violent criminal activity in specific areas and specific times so actually it would be quite easy to have some police officers here and try to look at the CCTV," Epstein says.

The crimes are undoing much of the work on diversity in the sport that had improved during the pandemic. "It's been a real setback for overall cycling participation," he says.

A Met spokesman said: "There are over 1.2 million bike journeys a year in London, the majority happen without incident. But we're doing all that we can to prevent robberies and thefts targeted at cyclists as we understand it is a growing concern for some Londoners."

The Portland Bridge



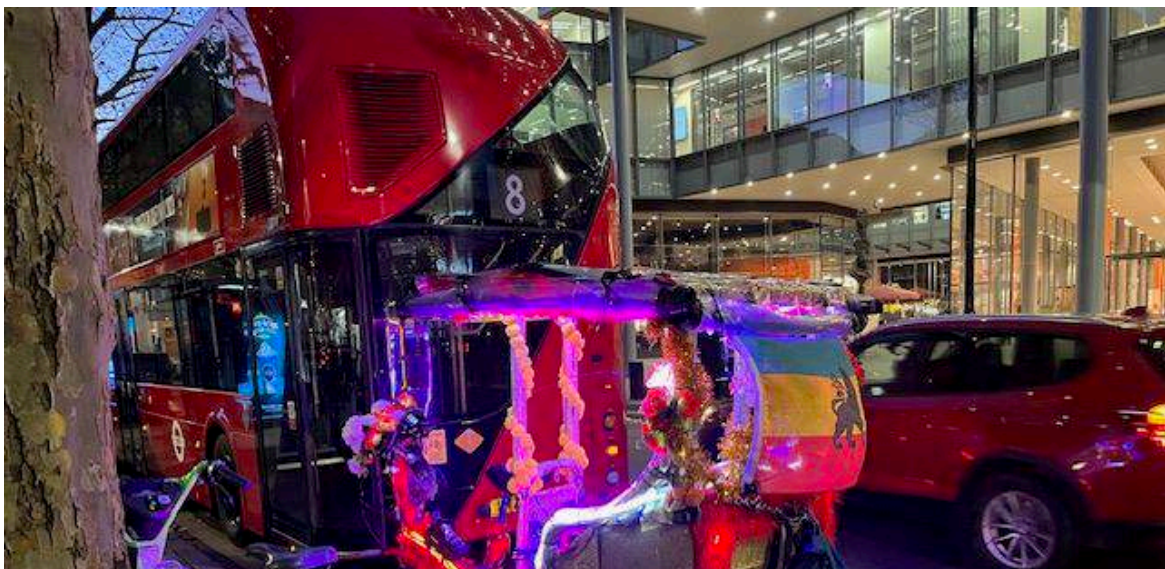


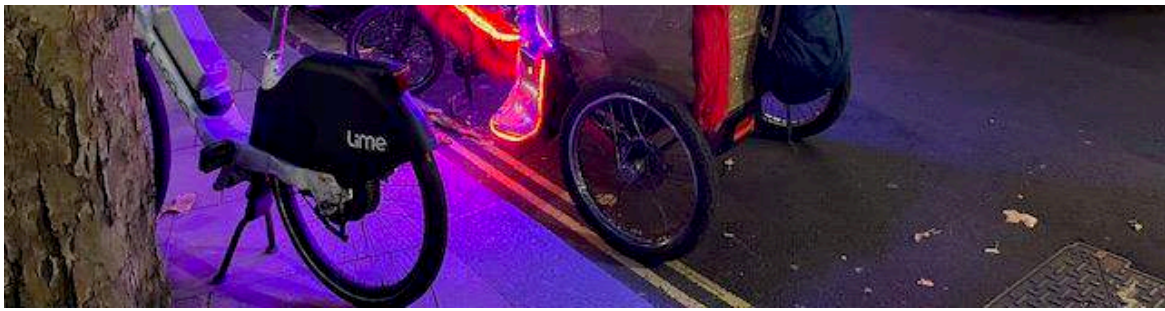
The Portland Hospital is expanding to meet growing demand and upgrading its clinical infrastructure. As part of this growth, the hospital has proposed a futuristic pedestrian bridge at the north end of Great Portland Street between its two buildings. This will involve a certain amount of demolition and rebuilding, especially at the rear of the main site.

The project team recently met with residents to explain their bridge proposal and the hospital's expansion plans. Residents were largely positive about the design and keen to support the hospital generally in its growth plans. However, serious concerns were raised about additional service requirements being placed on the hospital's delivery entrance on Hallam Street, which is a highly residential area. The north end of the street is frequently blocked with delivery vehicles and materials are often left on the road and pavement.

A traffic study is now underway to better understand the issues. Hopefully, the application can include elements to deal with this and other blights around the site. In this way, the proposal will work best for the hospital, its patients and residents alike.

Pedicabs Bill now Passed





The Pedicabs Bill has finally passed through all its stages in Parliament and is now on its way to becoming law!

The Association has been one of many bodies that has consistently lobbied for this result and over the last four years we have given our full backing and support to Nickie Aiken, MP for Cities of London & Westminster, who has been the critical driving force behind getting this put on the statute books. Nickie said:

“After ten years, four Private Members’ Bills and a government-backed Bill, we now have a pedicab licensing regime for London coming very soon.”

“I am proud to have worked with an excellent team, backed by so many local people, councillors, residents associations, amenity societies and businesses. The Marylebone Association, Soho Society, St Marylebone Society, Covent Garden Community Association, and Knightsbridge Association...I will now continue to work with Transport for London to have the scheme up and running as swiftly as possible.”

The Pedicabs (London) Bill will give TfL the ability to crack down on rogue pedicab drivers by introducing fare controls and setting standards for operators, drivers and their vehicles to improve the safety of pedicabs under the law.

The new law enables TfL to implement a licensing regime similar to that of local authorities throughout the rest of England and Wales. These regulations still need to be finalised and as so often, it is the detail in them which will determine whether the legislation is ultimately a success.

What is clear is that Pedicab drivers will have to undergo criminal record and right to work checks, like drivers of taxis and private hire vehicle drivers. TfL will also be able to restrict the presence of pedicabs in certain areas at certain times and will be able to conduct enforcement action against those operating without a licence or outside their licensing conditions.

Nickie Aiken said: "It's now down to TfL to do a statutory consultation after the mayoral elections, and then there's no reason why a pedicab licensing scheme cannot be in place by early autumn."

Roads and Local Transport Minister Guy Opperman said: "For too long, rogue pedicabs have taken advantage of the lack of rules around fares and licensing, so we're taking action to close that loophole."

"We know this issue has caused real concerns about the impact on safety and traffic, from clogging up bus lanes to blaring loud music, and this common-sense law will help to put businesses at ease and end the chaos in hotspots like Soho and Covent Garden."

“We will therefore be monitoring this to ensure that it incorporates the necessary safeguards, particularly with regard to banning all noise and controlling hours and areas in which these vehicles are allowed to work.”

End of Car Parking Permits for New

Developments

Allied with the proposed changes to the City Plan, but not to be confused with this, WCC has now adopted its Planning Obligations and Affordable Housing Supplementary Planning Document (POAH SPD).

The SPD guides the implementation of the adopted City Plan's policies - as opposed to the proposed revisions to the Plan detailed in the article above.

Hidden away in this is a section on car parking and there it is set out that occupants of new residential developments will not be eligible for on-street parking permits - the reason given is "to clean the city's air". But surely this is a hammer to crack a nut- the type of vehicle allowed a permit could have been prescribed to achieve this end.

As so often with so-called green measures this will incidentally benefit WCC finances. The cost of residential parking permits (even after the latest increases) brings in far less than the equivalent pay-for-parking space.

Another green measure under the same adopted SPD is the carbon offset only applying to new buildings goes up to £880/CO₂t for new developments. Following considerable representations concerning this, the price will be reduced to £330/CO₂t for electric-based schemes and those connected to a District Heating Network

It should be borne in mind though that even this "reduced price" is approximately 3 times the present cost. Hardly an incentive for developers to build in Westminster.

Former West End Cllr is Parliamentary Candidate for Conservatives



Following Nickie Aiken MP's decision not to seek re-election for personal reasons, Tim Barnes has been selected as the prospective Conservative Parliamentary Candidate for the Cities of London & Westminster.

Many may recall that Tim was one of our local West End Ward Councillors up to May 2022. Following this Tim was elected Deputy Chairman of the Conservative Cities of London & Westminster Association in June 2022.

Having moved to the area around Fitzrovia while a student at UCL, Tim lives in Soho. He served on Westminster City Council between May 2018 and May 2022, and was Cabinet Member for Children's Services and Lead Member for Soho.

Rachel Blake is the Labour Parliamentary Candidate for the Cities of London & Westminster, she is presently a councillor in Tower Hamlets. Edward Lucas is the Lib Dem Candidate, he is best known for his journalism, including being a Times columnist and a former editor at The Economist.

WCC sets out City Plan Review

Notice of Regulation 19 - Partial Review of Westminster's City Plan Development Plan Document

Westminster City Council is conducting a partial review of the City Plan 2019-2040. This commenced on the 14th March and the consultation will close on Thursday 25th April. This review preserves most of the existing City Plan content. The changes concern themselves on with three policy areas only:

Replacement of the former Policy 9 with a new Affordable Housing – (Policy 13) “We want to make sure that more genuinely affordable homes are developed to address the significant waiting list for social housing and provide suitable accommodation for those who need it most”.

Introducing a new Retrofit First Policy (Policy 43) “While we recognise there will always be cases where demolition will be necessary, we want to encourage developers to prioritise retrofit and refurbishment of existing buildings over demolition so that we can have economic growth that maximises environmental sustainability.”

Introducing four new Site Allocations - “We’re looking to unlock the development potential of four underutilised and complex sites to deliver a mixture of new infrastructure, genuinely affordable housing and high-quality commercial uses. Four new Site Allocation Policies are proposed for the following sites: Policy 8: St Mary’s Hospital, Policy 9: Westbourne Park Bus Garage, Policy 10: Land adjacent to Royal Oak, and Policy 11: Grosvenor Sidings.”

For us, the most important change will be the new retrofit policy which we look at in more detail below. In principle, this should make it much harder to demolish buildings outright as an economic viability test, among other things will need to be satisfied. We have written about this previously, and certainly, the move toward a low-carbon economy means large-scale demolition is ever harder to justify. The detail of the policy wording will be important if it is drawn in such a way as to allow too many exceptions, we will be more reliant on the London Plan provisions and the “circular economy” to act as the constraint.

The full draft of the revised City Plan can be accessed [here](#).

This consultation runs from 14 March to 25 April 2024. Representations can be made using the consultation webpage on [Commonplace—City Plan Partial Review 2024](#), by email to planningpolicy@westminster.gov.uk, or in writing to City Planning Policy, Innovation and Change, Westminster City Council, 17th Floor, 64 Victoria Street, London, SW1E 6QP.

If sent by email or in writing, representations should be clearly labelled ‘City Plan Partial Review - response to Regulation 19 consultation’. If you have any questions concerning the consultation, you can email planningpolicy@westminster.gov.uk.

Retrofitting v Demolition



One notable item in the City Plan Review is that the new rules put forward will mean developers must explore the option of retrofitting before demolishing buildings. Westminster said that it accepts that demolition and rebuild will sometimes be the best option, but wants developers to consider the alternatives first.

It defines retrofit as re-using at least 50 per cent of the existing building in-situ by mass or volume.

Three exceptions are given to the control on demolition, namely where the whole life carbon (WLC) assessment suggests demolition is the most suitable option; where there are bespoke operational requirements that cannot be achieved by repurposing the building; and where significant public benefits are proposed.

The first of these exceptions is a concern. The methodology used in reaching whole life carbon assessment is not one that is established beyond debate at present and still remains open to challenge in the way that it is calculated and arrived at. It is not difficult to envisage considerable argument either way on this and it will remain to be seen whether these assessments become as easy to manipulate as viability statements did for affordable housing.

For major schemes, and where substantial demolition is proposed, a target embodied carbon budget for the development is imposed. Where demolition is supported, the new policy will further encourage developers to maximise recycling from existing buildings to minimise the environmental impact.

The policy seeks to facilitate retrofitting through two principal mechanisms: firstly, enabling officers to consider the environmental impact of a development on climate change alongside heritage, design and townscape considerations; and secondly encouraging and supporting retrofit schemes to meet best practices.

Embodied carbon emission targets will be applied to all new developments, based on benchmarks set by the London Energy Transformation Initiative (LETI). These targets aim to reduce the embodied carbon emissions for new development in Westminster, currently around 725kg of CO₂ per sqm. These will depend on building type, with the creation of new homes being given more leeway than other types of development.

WCC say the purpose of the policy is to not prevent redevelopment but to establish more rigorous tests to ensure that retrofit is meaningfully explored. It seeks to achieve the goal of encouraging more applications to adopt a retrofit approach to development. The move will, it is hoped, accelerate the upgrading of commercial buildings to meet the modern standard. cut carbon emissions and

commercial buildings to meet the modern standard, cut carbon emissions and help the city become net zero by 2040.

The council also said it would also be more flexible in its approach to supporting extensions when they lead to retrofit, balancing the benefits of this against potential harms to the city's heritage. "Our proposals recognise that some heritage buildings require improvements to better adapt to climate change impacts and remain fit for the future."

All this, although well intentioned, will place a considerable additional burden on WCC's planning department which currently struggles to process any normal planning application within a reasonable time frame, particularly in respect of heritage assets. The department will need to be better resourced and staffed otherwise additional burdens like this will just result in further delays.

Neighbouring City of London is currently consulting on a City Plan that would include a similar 'retrofit first' policy incorporated into its planning rules.

The next stage of its consultation on the plan takes place this summer, with a final adoption scheduled for the summer of 2025.

WCC Announces £48m Budget Shortfall

At March's full cabinet meeting, it was announced that Westminster Council faces a £48 million budget shortfall.

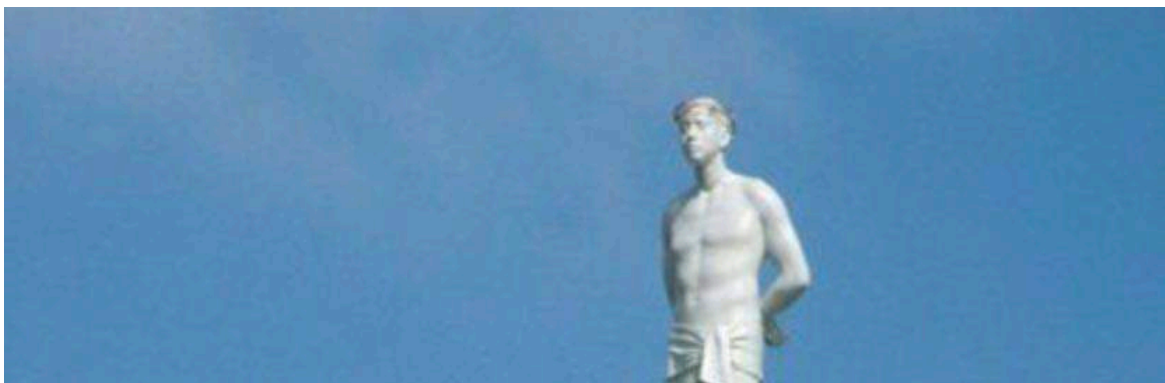
This was put down to inflation and a spike in temporary accommodation - which is now running at an unprecedented cost of £38 million over the last year. This was mainly caused by a 608 per cent increase in asylum seekers leaving Home Office accommodation. Between April 2023 and January 2024 WCC received 184 applications from refugees.

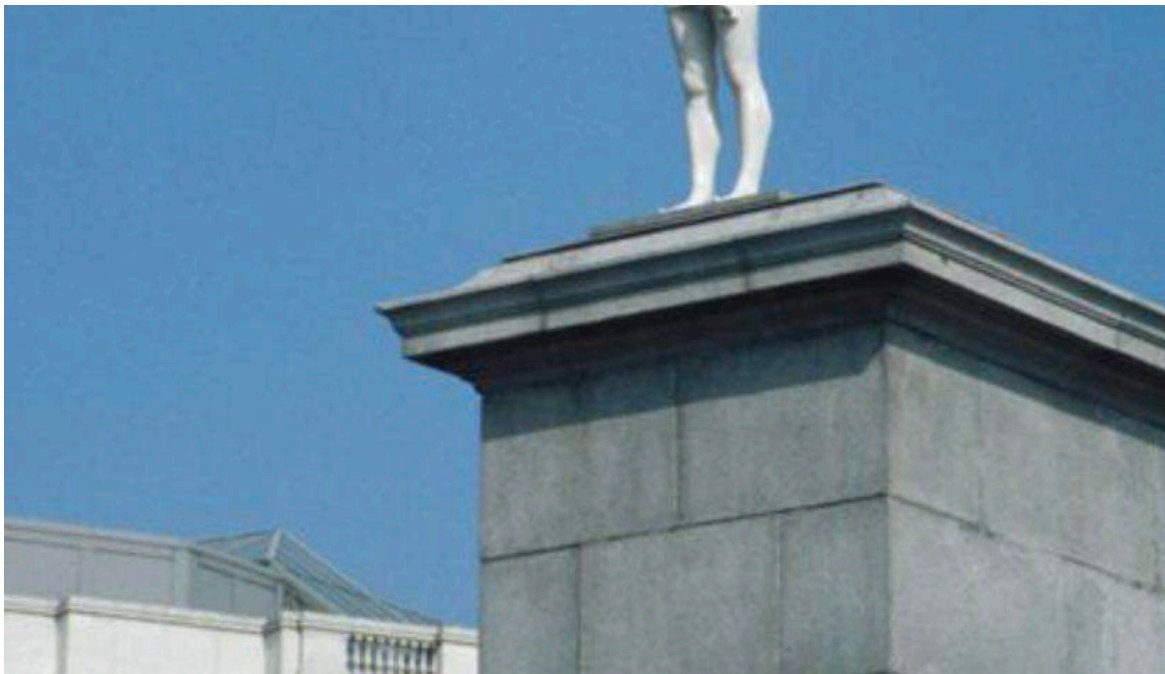
To combat this it was announced that the council aims to achieve £20 million worth of savings. The Environmental and Public Protection Department is expected to receive most cuts - £6 million over 2024/25 and £1.6 million more by 2027. A reduction in street sweeping, already under pressure, now appears inevitable.

However, the largest saving comes from an increase in EV parking charges (see our article in the March newsletter).

Council tax is to increase by 4.99% and social housing rent by a maximum 7.7%.

Trafalgar Square Statues Unveiled





This year marks 25 years since the first work, *Ecce Homo* by Mark Wallinger, was unveiled in 1999. The Mayor of London funds the Fourth Plinth with support from Arts Council England and Bloomberg Philanthropies.

The names of the next two artworks to be displayed in Trafalgar Square have been confirmed following a public exhibition of the shortlisted artists.

The first is *Lady in Blue* by Tschabalala Self – being installed in 2026. The sculpture pays homage to a young, metropolitan woman of colour inspired by a desire to bring a contemporary ‘everywoman’ to Trafalgar Square. Made of bronze, the work will be patinated with Lapis Lazuli blue.

The second is *Untitled* by Andra Ursuta – to go on display in 2028. This sees the artist present a hollow, life-sized person on a horse covered in a shroud and cast in a lime-green resin. The sculpture embodies multiple histories of public sculpture and commemoration at a time when there is increasing debate about the use of public space.

Justine Simons OBE, Deputy Mayor for Culture and Creative Industries said: “I’m delighted that Tschabalala Self and Andra Ursuta have been selected as the next artists to display their work on the world-renowned Fourth Plinth.

Previous Fourth Plinth commissions:

1999: *Ecce Homo* by Mark Wallinger

2000: *Regardless of History* by Bill Woodrow

2001: *Monument* by Dame Rachel Whiteread

2005: *Alison Lapper Pregnant* by Marc Quinn

2007: *Model for a Hotel* by Thomas Schuette

2009: *One & Other* by Sir Antony Gormley OBE

2010: *Nelson’s Ship in a Bottle* by Yinka Shonibare CBE

2012: *Powerless Structures, Fig 101* by Elmgreen & Dragset

2013: *Hahn/Cock* by Katharina Fritsch

2015: *Gift Horse* by Hans Haacke

2016: *Really Good* by David Shrigley OBE

2018: *The Invisible Enemy Should Not Exist* by Michael Rakowitz

2020: *THE END* by Heather Phillipson

2022: *Antelope* by Samson Kambalu

Tree Pit Participation

The WCC tree pit guidelines have been updated and the council now encourages community participation - in certain circumstances.

The most important consideration for any planting, we are told, whether around tree pits or rain gardens, is regular watering and access to water particularly from June to September. There are recently planted gardens on Hanover Square and outside West End Gate. Both these have watering systems, but a watering can is fine with reliable volunteers.

Some tree pits are not covered with surface materials, so are easier to cultivate. Residents are encouraged to use the existing soil in these tree pits, rather than remove it.

Removal of any weeds and carefully tilling the soil will loosen the top surface. If the level of the tree pit is lower than the pavement level, new clean topsoil could be added, carefully working the new soil into the tree pit with hand tools to avoid damage to tree roots.

The final tree pit surface should be at the same height as the surrounding pavement.

Many tree pits are surfaced with self-binding gravel. If this is removed, it should be disposed of in domestic waste and backfilled with clean topsoil to match the level of the pavement. Again, carefully working the new soil into the tree pit with hand tools, avoiding damage to tree roots.

Tree pit surfaces such as asphalt or resin-bound gravel are sometimes installed for highway safety reasons, so should not be removed.

Planting around existing trees which have been in the ground for at least 4 years is not likely to be harmful to them, but planting around new trees is not encouraged, as competition for water and nutrients from other plants can prevent the successful establishment of new trees, and there is also a higher risk of physical damage to their roots.

Landscaping materials such as pots, stones, pebbles, or figurines should not be added to tree pits as they can be used in anti-social behaviour activities.

You can contact Westminster's Tree Team if community gardening activities are being considered where the tree pits are hard-surfaced.

Design Review Panel Update

Last year we reported that Westminster Council was introducing a Design Review Panel to Westminster to try and improve the quality of architecture particularly on large and significant projects.

The council has now appointed a pool of panel members which includes three co-chairs and 29 panel members. This includes experts in sustainability and low carbon design, architecture, greening and biodiversity, urban design and heritage, public realm and landscape architecture. Their biographies and the terms of reference for the work of the panel can be found on the Westminster Council [website](#).

Initially, the panel will focus its work on commenting on major planning applications at the pre-application stage. Applicants are being asked to provide the panel with details of early community engagement undertaken as part of their presentations. The panel meetings are not public meetings, but the advice of the panel will be published once it forms part of a planning application.

WCC will monitor the service and demand for the panel's advice and publish a yearly review and will seek to evolve the work of the panel in response to feedback.

Announcements

New Business Members

Twist

TWIST
CONNUBIO

Twist is a charming open-kitchen restaurant that brings delicious contemporary Mediterranean flavours to the heart of London. With elegant marble-topped tables and a warm, inviting ambience, the unique dining space welcomes guests to a memorable experience.

The menu takes you on a culinary journey through the gastronomic heritage of Spain and Italy, with a touch of creativity. Meat lovers can satisfy their cravings with a selection of premium steaks (Rubia Gallega or USDA Angus) or Pluma Iberico Bellota 5 Jotas, masterfully cooked in the Josper oven and and Jamon Bellota Joselito, considered the best ham in the world.

Twist works with ethical producers, ensuring daily fresh ingredients and enticing specials. For wine enthusiasts, the cellar boasts a unique collection of bottles, also available by the glass. Blending tradition and authenticity with a subtle touch of culinary innovation, Twist serves as the ideal destination for those seeking a truly memorable dining experience in the heart of Marylebone.

A 10% discount is available to MA members.
Twist restaurant, 42 Crawford Street W1H 1JW
Landline phone 020 7723 3377 www.twistconnubio.com

Masaj

M A S A J

Is an innovative massage and bodywork studio which is offering all Marylebone Association members an exclusive discount of 15% on weekdays between 08:00-15:00 using code MBASSOCIATION15 at MASAJ.

It was established in 2019 by Alice and Scarlet, and has flourished in recent years, now expanding to encompass three thriving studios. MASAJ offers the opportunity to combat the negative effects of city living with their added expertise in sports and pre/postnatal massage. Originality is key to their bodyworks and products as is being meticulous about simplicity and quality.

With frequent upcoming workshops and events at MASAJ, they also offer the opportunity for local businesses to provide a wellness package for their employees. For further details please contact the general manager Lillie@masaj.me.

You can learn more about this talented team at the Marylebone Studio and a full list of treatments at <https://www.masaj.me/marylebone>

34a Paddington Street, W1U 4HG Tel: 020 4586 1140

The Queen Anne Street Practice



The Queen Anne Street Practice has been one of the foremost central London centres for psychological therapy for over fifty years. They offer evidence-based psychotherapy at their clinic in Marylebone. They offer psychotherapy for adults, adolescents, children, couples and families and run therapeutic groups for both adults and adolescents.

Chau-Yee Lo PhD, MProfChPsych, DipLP, LLDip, BMus (Hons), FRSA, LRA is a Tavistock-trained Child and Adolescent Psychoanalytic Psychotherapist, with extensive experience in the NHS Child and Adolescent Mental Health Services, educational settings, as well as in private practice. She is experienced in working with children and young people with complex developmental difficulties, which may or may not be trauma related, and has a particular interest in understanding the challenges faced by young people in the transition between adolescence and adulthood.

A significant part of her practice is devoted to working with young people with Autistic Spectrum Condition and/or Attention Deficit Hyperactivity Disorder; she also works with young people exploring gender questioning, and in understanding the role of music and other creative activities in emotional well-being. Her work focuses on the connection between formative experience on emotional and psychological development and creativity, and the need to be sensitive and flexible in listening to the individual needs of each child and young person.

Contact: c.lo@gaspractice.com

Address: The Queen Anne Street Practice, 55 Queen Anne Street, W1G 9JR

Free Health Check

Why not go along to a health pop-up over the Easter holidays – no appointment is needed.

This is a good opportunity to make sure your children are up to date with the MMR vaccine to protect them against measles, mumps and rubella.

As well as the MMR vaccine, adults can get a free health check such as:

- * Get your blood pressure taken, check your BMI and blood sugar levels
- * Discuss smoking and alcohol cessation
- * Get general health and wellbeing advice

Church Street Library - Wednesday 10 April, 10am - 5pm

The bus outside Bessborough Family Hub, SW1V 2JD - Friday 12 April, 10am - 4pm See all health pop-up dates and [locations](#).

20% Off at Lords

Make Thursday the new Friday at Lord's this summer by watching one of Middlesex's three consecutive Thursday night fixtures at Lord's Cricket Ground in the 2024 Vitality Blast. Westminster residents receive 20% off the Early Bird ticket price.

The visit of Glamorgan kicks things off in the competition on Thursday 6 June, before Middlesex aim to dent reigning champions Somerset's hopes of a repeat of a second title in a row on Tuesday 11 June.

Last year's beaten finalists Essex Eagles make the short trip to St John's Wood on Thursday 13 June, with the eagerly anticipated London derby between Middlesex and Surrey on Thursday 20 June rounding off this summer's action.

How to claim

Please [visit](#) to claim your discounted ticket using coupon code CitySaveLords on the 'review your order' page. Press 'activate' for the discount to be applied.

Terms & conditions

1,000 discounted tickets are available for Westminster City Save card holders on a first come, first served basis. You must live in the City of Westminster to claim.

Offer ends 1 May 2024.

Full ticket prices:

Middlesex v Glamorgan & Middlesex v Somerset: Adult £24, U16s £5, U25s £20

Middlesex v Essex and Middlesex v Surrey: Adult £33, U16s £8, U25s £29

St Marylebone's Lunchtime Concert





St Marylebone's next lunchtime concert is on the 26th of April and this April they will be joined by Anjulie Chen playing the classical piano.

The free lunchtime concert series hosts musicians studying at the Royal Academy of Music. The concerts showcase a variety of musical traditions and provide a space for up-and-coming musicians to perform in a relaxed lunchtime setting. Audience members are free to come and go, move around and engage with the music in a way that feels relaxed and comfortable, and take some time out during the concert. For programme information and to book, please visit the [website](#).

Art in the Apse



Artist Sophie Hacker talks on her recent commission at St Marylebone, 'a Sea of Glass like unto Crystal', alongside an exhibition of her work.

This illustrated lecture will include some seldom-seen details of the complex and powerful apse painting by John Crompton. The artist Sophie Hacker will explain how she was inspired by the theology of the apse to develop her new work 'a Sea of Glass like unto Crystal'. This work has been commissioned to restore the lunette in St Marylebone's apse. A small exhibition of new work, all of which grew out of the project, will feature as part of the lecture.

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Hacker specialises in Church Art. She is an advisor for A+C, the UK's leading organisation in the field of visual art and religion, and a Visiting Scholar at Sarum College. Since 2006 she has been involved in both the display, production and curation of artworks for Winchester Cathedral. She is an Artist Liveryman of the Worshipful Company of Glaziers and Painters of Glass, and a member of the British Society of Master Glass Painters. Recent commissions include stained glass windows, chapel crosses, vestments and altar frontals, and ecclesiastical silver as well as a range of private commissions in sculpture and glass.

Date: Wednesday 3rd April Time: 6:30 pm St Marylebone Parish Church. The talk will take place in the crypt of the church at 6:30pm.

This is one of a series of lectures. Each lecture is £5, or you can attend all lectures for £20. Tickets can be booked [here](#).

Association Events

ROYAL CHELSEA HOSPITAL

Royal Hospital Road, London SW3 4SR
Thursday, 4 April 2024 at 10.30 am

Most of us become more aware of our famous Chelsea Pensioners when the Chelsea Flower Shower takes place in the Hospital grounds each year at the end of May – but what about the rest of the year, what is it like to live at the Hospital all year round? More light will be thrown on this question during the course of our Chelsea Pensioner-led visit to the Royal Hospital. The tour tells the story of the 330-year history of the Hospital, taking in the splendour of the Grade I and II listed buildings, inclusive of artistic masterpieces. The tour will also bring to life the long-standing ambassadorial role of the Chelsea Pensioners, inclusive of anecdotal personal stories of their time at the Hospital.

Tours are 90 minutes in duration, plus time to explore the Museum and Gift Shop. The tour route will take us across the length of the site to visit its main attractions, including The Great Hall, Chapel and Figure Court.

Tickets are £15.00 and must be paid in advance. To secure a place contact Rosemary Forgan – rosemary.forgan@marylebone.org or phone: 020 7916 9353

COFFEE MORNING

Wednesday 17 April at 10.30am

108 Brasserie, Marylebone Lane, W1U 2QE

Our coffee morning here will take place in the bar area at the 108 Brasserie. We will be served with tea, coffees and pastries, to include cappuccino, all for the excellent price of £6.00 per person with no service charge. There is a limit on numbers so places need to be booked. (Please do not turn up on the day without booking). If you wish to attend please book with lois.german@marylebone.org or telephone on 0207 487 2706.

Regular Events

BOOK CLUB

Monday 8 April at 6.30 pm

The King's Head Westmoreland Street W1G 8P.1

The King's Head, Westmoreland Street, W1G 8LE

April's Book is: The Midnight Library by Matt Haig

May's Book is: Madame Bovary by Gustave Flaubert

Book Club normally meets on the first Monday of each month (occasionally changed to accommodate Bank Holidays). Meetings are upstairs at The King's Head pub in Westmoreland Street. All book choices are available in paperback and on e-readers. For further details – and anyone interested in joining us - please contact Liz Queenan liz.queenan@marylebone.org or tel: 020 7486 3709.

PUB EVENING

Monday 8 April at 6.30pm

The Larrik, 32 Crawford Place, London, W1H 5NN

Our regular bi-monthly pub evenings continue at this cosy warm and welcoming gastro pub, with great food, wines, beers and cocktails. Everybody is welcome so do come along whether you are a regular or new to our pub evenings, where you will be greeted by our hostess for the evening Ann Marie Johnson.

SCRABBLE CLUB

Tuesday 9 and 23 April from 5.00 pm

The Duke of Wellington, 94a Crawford Street, London W1H 2HQ

The MA Scrabble Club normally meets in the private dining-room at The Duke of Wellington pub in Crawford Street on the 2nd and 4th Tuesday of each month, from 5 until 7, with Scrabble sets and dictionaries provided – and all levels of players very welcome. Anyone interested in joining and/or wanting further information should contact rosemary.forgan@marylebone.org or 020 7916 9353.

Mailing Address: Marylebone Association, 6 Wimpole Street, London, W1G 8AL

If you have news get in touch by emailing news@marylebone.org

[Unsubscribe](#)