



City of Westminster Cabinet Member Report

Meeting or Decision Maker:	Councillor Robert Davis MBE DL, Deputy Leader and Cabinet Member for Built Environment
Date:	2 nd September 2016
Classification:	For General Release
Title:	Hanover Square Public Realm Improvement Scheme
Wards Affected:	West End
Reason for the Report	<p>This report provides an update on the development of the comprehensive public realm scheme for Hanover Square and seeks formal approval of the concept design and for an initial stakeholder consultation to be carried out prior to full public consultation at a later date. It further seeks approval for the use of Section 106 public realm contributions to be spent on the detailed development and implementation of this scheme, and approval to seek alternative sources of funding, including a grant from the Heritage Lottery Fund.</p>
City for All Summary	<p>The subject of this report and its recommendations respond to the City Council's commitments to: creating places and opportunities for everybody in the city to be physically active and play a role in their community; to creating great local places where people enjoy living, working and visiting; and taking pride in our role as custodian of this great city, protecting our heritage by managing places and spaces that can be enjoyed now and in the future.</p>
Key Decision:	Yes
Financial Summary:	<p>The initial estimated cost for the design and implementation of the highway and public realm improvement proposals identified in this report is £11.65m.</p> <p>This report deals with the initial design and consultation stages only. The estimated cost for stages 1 and 2 of this project is £982k. This is being funded through existing Section 106 public realm contributions.</p> <p>Development of the public realm scheme is proposed to be</p>

funded through existing Section 106 public realm contributions plus other private and public sector contributions. A legal agreement is being drawn up to incorporate Crossrail's proposed public realm works into this wider scheme and a Heritage Lottery Fund Grant is proposed to be sought to cover additional works to the gardens and associated heritage assets. Additional external developer and stakeholder funding is proposed to be sought.

A staged approach to this project is being followed to enable development of those parts of this project that are already funded to be undertaken, and a further Cabinet Member Report will be drafted seeking agreement to proceed with subsequent stages of this project, taking account of the initial informal consultation and as further funding becomes available. This project will only be implemented in its entirety if full funding can be secured.

Summary of the Recommendations contained within this report

- That formal approval is given for the concept design;
- That the Cabinet Member agrees the use of existing Section 106 public realm contributions;
- That the Cabinet Member agrees to the Council pursuing alternative funding options;
- That the Cabinet Member agrees to this project being subject to initial local stakeholder engagement and informal consultation;
- That delegated authority be given for minor modifications to the approved concept design;
- That delegated authority be given for the Council to enter into legal agreements that relate to the funding package for the Hanover Square project;
- That the Cabinet Members agree the outline project delivery programme.

Report of:

Executive Directors of Growth Planning and Housing, City Management and Communities, and City Treasurer

Report Author:

Hilary Skinner, Principal Planning Officer Growth Planning and Housing

1. Executive Summary

- 1.1 A comprehensive public realm scheme is being developed for Hanover Square to enhance the public spaces and improve traffic management and increase the pedestrian capacity of the square to cope with the influx of passengers arriving at Crossrail's Bond Street Station's Eastern Ticket Hall in the north-west corner of Hanover Square from December 2018. This is a key project included in the West End Partnership's Delivery Plan 2015-2030.
- 1.2 Integration of the Crossrail Station into this area was the subject of the Council's Crossrail: Bond Street Station (Eastern Ticket Hall) 18-19 Hanover Square Planning Brief which was adopted in 2009. This set out all the relevant Council policies and issues relating to the redevelopment of this site for the new Crossrail ticket hall and associated over-station development. The City Council, through the planning brief recognised the considerable development opportunities that development of the site would provide.
- 1.3 On 22nd October 2015 the City Council granted conditional planning permission for the erection of a nine storey building above and around the Crossrail station box for office and retail uses and the creation of a new public open space and public routes through the site as part of the Great Portland Estate's (GPE's) comprehensive redevelopment Masterplan for this block.
- 1.4 This permission is governed by a legal agreement between the applicant and the City Council under Section 106 of the Town and Country Planning Act 1990. The agreement (amongst other things) relates to provision of public art, highway/environmental improvements and a £1,766k index linked contribution towards public realm.
- 1.5 One of the key objectives of the development Masterplan scheme was to provide for significantly enhanced pedestrian movement, legibility, permeability and connectivity in Hanover Square in line with the City Council's adopted policies and the strategic imperatives of the West End Partnership.
- 1.6 A concept design of the public realm improvements for Hanover Square was developed in 2015 by Publica public realm consultants working for the Great Portland Estate (GPE).
- 1.7 A joint working Hanover Square Project Board was set up by the Council in late 2015 to review the concept design and include key local development partners and stakeholders in the development of the scheme. The board agreed the concept designs for Hanover Square in December 2015, at which point governance of the scheme passed from GHS (GP), represented by GPE, to Westminster City Council.
- 1.8 The proposed Hanover Square public realm scheme is located immediately adjacent to the Bond Street public realm scheme and a summary of the proposals for both were included in the West End Partnership: Bond Street, Hanover Square and Oxford Street West Public Realm proposals Cabinet Member Report dated 10th December 2015. This requested that the Cabinet Member for Built Environment noted the progress of the Hanover Square project amongst other things. Progress was noted in the decision published on 5th January 2016.

- 1.9 The Hanover Square Proposed Public Realm Scheme Extent – the subject of this report, is attached at Appendix A.
- 1.10 Background to the proposed scheme is set out in Appendix B.
- 1.11 Background to the West End Partnership and City for All Response is set out in Appendix C.
- 1.12 The Hanover Square project is recognised in the West End Partnership (WEP) Delivery Plan 2015-2030 for delivery in its entirety by 2019 and the proposals set out in the report will help to deliver the WEP Vision that the City Council and its partners are promoting. An outline programme for the delivery of the public realm improvement works for Hanover Square is attached at Appendix D. The majority of works are proposed to be implemented ahead of the opening of Crossrail in December 2018.
- 1.13 The outline estimated cost of designing and implementing the core scheme (within the red-line boundary and subject to further modelling and detailed design) is currently circa £11.65m a proportion of which has already been identified for this project and further funding opportunities are being considered through the Hanover Square Project Board.
- 1.14 At present the project is not fully funded. There is an identified funding shortfall for the delivery of the proposed public realm scheme in its entirety, and without additional funding being secured to meet this shortfall, elements of the scheme may not be deliverable. A phased approach to project delivery is proposed, with the primary focus being on delivering a safe and accessible public space immediately outside the station entrance. The *full* scheme will only be implementable if sufficient funding can be secured.
- 1.15 This report seeks agreement to progress with the initial stages of this project and to carry out informal stakeholder consultation. This will help to set the scope of the project and develop detailed project costs, both of which are necessary to determine at this stage, to allow informed conversations with potential funding partners.

2. Recommendations:

- i. That formal approval is given for the concept design for Hanover Square as attached in Appendix E: Concept Design;
- ii. That the Cabinet Member agrees the use of existing Section 106 public realm contributions to be spent on the detailed design development of the proposed comprehensive Hanover Square Public Realm scheme as detailed below;
- iii. That the Cabinet Member agrees to the Council pursuing alternative funding options including Heritage Lottery Funding to support additional landscape improvements to Hanover Square Gardens and associated heritage assets as detailed below;
- iv. That the Cabinet Member agrees to this project being subject to initial local stakeholder engagement and informal consultation;

- v. That delegated authority be given through the Hanover Square Project Board (currently Chaired by the Head of Strategic Transport Planning and Public Realm) and subject to the decisions of the Executive Directors of Growth Planning and Housing, City Management and Communities, and the City Treasurer in consultation with the Cabinet Members for Built Environment, City Management and Customer Services, Sustainability and Parking, and Sports and Leisure, to seek approval for minor modifications to the approved concept design for Hanover Square through the Hanover Square Board;
- vi. That the Executive Directors and City Treasurer in conjunction with the Cabinet Member be given delegated authority for the Council to enter into legal agreements that relate to the funding package for the Hanover Square project;
- vii. That the Cabinet Member agrees the outline project delivery programme for Hanover Square as set out in Appendix D to this report.

Further agreement will be sought to proceed with subsequent stages of this project. Implementation of the scheme in its entirety will be subject to the necessary funding being secured.

3. Reasons for Decisions

- 3.1 Hanover Square has been dominated by traffic, with wide carriageways, low quality pedestrian space and a general lack of a coherent public realm. Properties have been predominantly in office use with little ground floor activity, however significant infrastructure and development activity here is seeing the character and function of Hanover Square changing at an unprecedented rate.
- 3.2 Numerous private developments, both planned and underway and the arrival of Crossrail into the Square in December 2018 will see an influx of additional visitors to the Square. Crossrail alone is expected to bring over 10,000 pedestrians to Hanover Square in the morning peak (7-10am).
- 3.3 The proposed Hanover Square Public Realm Improvement Scheme is a key project of the West End Partnership and will comprehensively transform Hanover Square into an internationally significant public space through:
 - Delivery of a greatly improved public realm which: integrates Crossrail's Bond Street Eastern Ticket Hall with heritage and new schemes; is safer for all users; increases the capacity of the Square to cope with addition pedestrian demands and improves comfort levels and ease of movement for pedestrians; and which recognises the Square's rich history and changing role;
 - Delivery of enhanced highway and traffic management arrangements including new pedestrian crossings and taxi facilities;
 - Delivery of better physical and visual connections between the square and its surrounding environment.

- 3.4 The concept design for Hanover Square (Appendix E) has been developed with direct input from Transport for London and other key stakeholders and public realm consultants and has been approved by the Hanover Square Board so that it can be taken through Feasibility and Initial Design stages to more accurately gauge costs, mitigate risks, provide a more robust programme and carry out initial stakeholder engagement.
- 3.5 Public realm contributions have been collected from development schemes within the immediate vicinity of the proposed public realm scheme, specifically for public realm improvement works and so it is entirely appropriate for these funds to be spent on the proposed public realm improvement scheme.
- 3.6 Specific proposals for the square include:
- The pedestrianisation of the western side of Hanover Square with space for pedestrians to orientate themselves outside the new station entrance;
 - The use of quality natural materials throughout the Square;
 - The introduction of modern street lighting;
 - The necessary relocation of the cabman's shelter;
 - Controlled service vehicle access to Tenterden Street to help minimise pedestrian and traffic conflict; and
 - Improved highways layout around the Square including at its junctions with connecting streets.
- 3.7 In addition to the hard-landscaping works required to integrate the Crossrail station in 2018, the Council is also seeking funds to deliver improvement works within Hanover Square Gardens, to recognise their importance and rich heritage and to seek to protect the gardens from damage that may arise with the expected rise in pedestrian movements through the square resulting from the arrival of Crossrail and the change of use of many of the properties around the square from office use to having active and retail frontages.
- 3.8 An initial informal enquiry has been made to the Heritage Lottery Fund and officers will review the application process to seek funds to deliver necessary additional improvements within the garden railings, including to the railings and associated heritage assets, through this process.
- 3.9 Officers are hereby seeking to informally consult all local stakeholders on the emerging design proposals for Hanover Square and on proposed traffic and servicing arrangements. A number of on-street surveys are required to take this project forward to detailed design stage. As such approval will be sought through a second Cabinet Member Report, to carry out more detailed public consultation on the proposed scheme during late 2016. A further report will be submitted to authorise this consultation.
- 3.10 Delegated authority is sought to enable decisions on minor alterations to the design to be made at officer level in consultation with the Cabinet Member. The concept designs will be

subject to feasibility testing and as such the concept design may require minor alterations, for example to improve traffic flow and relocate utility service covers and street furniture.

- 3.11 This report is not seeking approval to implement the full Hanover Square public realm scheme at this stage, rather it is seeking agreement to develop a deliverable scheme. The *full* scheme will only be implementable if sufficient funding can be secured. A further Cabinet Member Report will be drafted seeking agreement to proceed with subsequent stages of this project as further funding becomes available.

4. Programme

- 4.1 An outline programme is attached as Appendix D to this report. This indicates work being undertaken to create an initial design for Hanover Square this summer, with detailed design work to follow early next year. The design stage of this project is currently planned for completion in July 2017. The intention is to mobilise contractors in July 2017 ahead of the start of works on site in August 2017 subject to additional funding being secured.
- 4.2 Whilst delivering a comprehensive public realm scheme for the whole of Hanover Square and its connecting streets is the ultimate aim of this project, financial and indeed time and site-access constraints require that the scheme is flexible in that it can be delivered in phases.
- 4.3 A phased approach to project implementation is proposed, with the primary focus being on delivering a safe and accessible public space immediately outside the station entrance as a priority, highlighted in purple in Appendix J. A significant proportion of the existing highway here is currently hoarded up and being used as a Crossrail worksite and will, regardless of the wider aspirations for Hanover Square, require reinstatement post Crossrail construction works and ahead of the line's opening in December 2018.
- 4.4 Works to the north-west corner of the square, immediately outside the Crossrail station are currently programmed to be completed by spring 2018 which will allow for Crossrail's station testing in the summer 2018, again subject to funding. Subject to funding being secured for the wider scheme (see section 5 below), subsequent phases would be delivered through 2018, with works to the south side of Hanover Square to follow in 2019 – the latter planned necessarily to follow planned redevelopment works in this location.

5. Financial Implications

Capital Costs

- 5.1 The current outline estimated capital cost of the project is £11.65m which includes estimated costs for traffic modelling, design work, public consultation and works implementation. These estimates are supported by WSP/Parsons Brinkerhoff cost estimates as of May 2016.
- 5.2 Table 1 below highlights the current cost estimates for Stages 1 and 2 of this project. The estimated cost of Stage 1 is £706k, whilst the estimated cost for Stage 2 is £276k. The initial projects costs are high, for Stage 1 in particular, as this stage includes a considerable number of surveys which need to be undertaken to help determine the feasibility of the overall proposed scheme. Risk and contingency figures are high at this early stage however completion of Stage 1 and 2 design work will result in the mitigation of risks reflecting the findings of utilities surveys, feasibility studies and traffic modelling, and will help to determine a greater accuracy of cost estimates. The choice of materials and extent of delivery will also be determined through the new stage of the design development processes.
- 5.3 Having accurate cost estimates at this stage will also assist discussions with stakeholders and other potential funders of this scheme as it will allow for realistic negotiations to take place based on known criteria i.e. it provides an opportunity to specify what a specific contribution could provide on the ground.

Table 1: Current Cost Estimates

Project Stage:	Programme:	Estimated Costs: £000
Stage 1 Feasibility (includes drainage, carriageway condition and topographical surveys)	July/August 2016	£706
Stage 2 Initial Design (initial estimate, including early stakeholder engagement)	July/August 2016 to January 2017 (stakeholder engagement currently planned for September 2016)	£276
Total Stage 1 & 2		£982
Stage 3 Detailed Design	January to July 2017	£567
Stage 4 Contractor Mobilisation	July to August 2017	N/A
Stage 5 Construction (including utilities and £437k client management)	August 2017 to December 2019 (with the north-west corner works planned for completion in late February 2018)	£8,399
Risk and contingency (20%)	Throughout	£1,705
Total design and construction project estimate		£11,653

Source: WSP|Parsons Brinkerhoff costs estimates May 2016

Capital Funding

- 5.4 Table 2 below outlines the funding sources for this project so far, highlighting if the funding is secured or unsecured at this stage:

Table 2: Identified funding sources

Funding Source:	Status:	Amount: (£000)
S106 Public Realm Contributions	Secured	£354
GPE s106 public realm contribution (secured through s106 agreement)	Secured but at risk if the project does not commence by November 2016 (£729k of this is being sought in July 2016)	£1,766
22 Hanover Square s106 public realm contribution (agreed by committee)	Secured subject to development commencing	£2,000
Crossrail public realm contribution relating to their proposed Schedule	Unsecured	£1,200

7 Urban Realm works		
Heritage Lottery Funding (pending successful application)	Unsecured	£1,000
Total identified and anticipated funding		£6,320

Source: WCC June 2016

- 5.5 An initial £253k of Section 106 public realm contributions have been identified and allocated for spend on this scheme, the sources for which are set out in Appendix F of this report. A further s106 public realm contribution of £101k is in the process of being allocated for the Hanover Square project should it be needed ahead of other funding being secured. This has been identified from development scheme 11/06449/FULL (£90k of the total £191k contribution has already been secured against public realm improvements in Pollen Street). This contribution is already in the Council's holding account and is appropriate for spend within the Mayfair area. This gives a total of £354k secured S106 funding thus far.
- 5.6 An additional £1,766k index linked is due before commencement of the GPE over-station development / masterplan scheme (the site of which includes Crossrail's Eastern Ticket Hall and GPE's own site which is currently subject to demolition) towards the end of this year specifically for public realm works in Hanover Square and Tenterden Street (the street that connects Hanover Square to Oxford Street in a north westerly directly). Officers are currently in discussions with GPE to seek a proportion of this funding at an earlier stage (early August), prior to commencement of the construction phase of their scheme, to enable the public realm improvement scheme project to progress through the feasibility and initial design stages.
- 5.7 A further £2m s106 public realm contribution has been agreed through Planning Committee decision for public realm works to Brook Street and Hanover Square, payable upon commencement of the permitted hotel and residential scheme at no. 22 Hanover Square, should this scheme go ahead.
- 5.8 Officers are also liaising with Crossrail and a legal agreement will be drawn up in relation to their requirement to deliver public realm improvement works outside their station entrance in the north-west corner of the square. Consideration is being given to whether the cost of them delivering their own works under Schedule 7 of the Crossrail Act could be used instead to part fund the Hanover Square public realm works that are the subject of this Cabinet Member Report. Crossrail's initial estimate in that their public realm related works here would total circa £1.2m, however this figure is still under review and discussion.
- 5.9 An additional sum is proposed to be sought from the Heritage Lottery Fund (HLF) of over £1m for further improvement works within Hanover Square Gardens and relating heritage assets. Officers are seeking to make an application to the HLF by November this year and delivery of garden improvement works will be subject to obtaining this additional grant funding. Again, works here will not progress without additional funding first being secured.
- 5.10 This report seeks approval for £982k which is to be funded via S106 agreements as identified in the table above. This includes £729k which has been secured through legal agreement but

which is at risk if the GPE led scheme does not get implemented. However this is a major development site and demolition works are well underway so it is highly likely that the development will be implemented as planned, with construction of the new building commencing towards the end of this year. Contracts to construct the building have been exchanged.

- 5.11 The Hanover Square project is not currently included in the Council's Capital Programme. There is an identified funding shortfall for delivery of the proposed Hanover Square public realm scheme in its entirety of £5.3m to £9.3m (including or excluding unsecured funding as per table 2). As such a phased delivery plan has been developed to ensure that works to incorporate the Crossrail station in the north-west corner of the square are delivered as a priority. This is attached as Appendix J. If the funding is not be secured in a timely manner then there is a risk that delivery of this project will not be possible within the tight time-frame related to Crossrail and that the public realm improvement scheme might not be deliverable in its entirety.
- 5.12 The project forms part of the West End Partnership programme of work which will see significant investment in the West End. A request for government funding towards the Hanover Square public realm scheme has been included in a joint Westminster City Council, London Borough of Camden and Transport for London Business Case, initially submitted to the Treasury earlier this year, to support investment in the West End and to improve its competitiveness. The funding bid set out the case to support the principle of developing a West End Tax Incremental Finance (TIF) Investment Deal through a mechanism linked to business rates, to help fund the delivery of a strategic programme of investment in the West End primarily between 2016-2020.
- 5.13 The bid, the initial outcome of which is expected this November, focuses on high priority strategic projects and seeks to meet the current WEP funding gap, including the Hanover Square project specific funding gap. Development of the two Crossrail exits at Bond Street, including associated public realm improvements at Hanover Square (Bond Street East) and Davies Street (Bond Street West) and the commercial over-site developments have been listed as priority Projects in the WEP Investment Deal.
- 5.14 Discussions are currently underway with the Treasury and if confirmed, the deal would assist in bridging the funding gap for this and a number of other WEP projects. Officers will continue to explore and secure alternative funding options.

- 5.15 In addition, an internal Community Infrastructure Levy (CIL) governance process is being developed by the City Council to discuss arrangements around CIL expenditure. CIL is a charge on development to help fund infrastructure such as public realm improvements, utilities works and certain transport and highways works (excluding works that are required as part of a development). Opportunities to make use of CIL funding for the implementation of the Hanover Square scheme are also to be explored.

Revenue Implications

- 5.16 As part of the spend there may be some costs that are classified as revenue. This is expected to be covered by the funding as outlined above.

6. Legal Implications

- 6.1 Section 106 of the Town and Country Planning Act 1990 enables a Local Authority to enter into an agreement with a person with an interest in land to regulate the use of the land, including amelioration or development impacts. Financial contributions can be received under the provisions of a section 106 agreement. The Council is seeking to use section 106 public realm contributions – already collected and secured by committee for public realm works in the vicinity of Hanover Square to be used for public realm improvement works in Hanover Square.
- 6.2 An additional legal agreement is currently being sought to secure funds allocated for delivery of Crossrail's Schedule 7 Urban Realm works to be used for development and delivery of the comprehensive public realm scheme for Hanover Square which is the subject of this report.
- 6.3 Traffic orders are to be made under Sections 6, 9 and 45 of the Road Traffic Regulation Act 1984. As this project is at a relatively early stage of development (earlier for example than the adjacent Bond Street public realm scheme) details of the required traffic orders have yet to be developed. These will be the subject of a separate Cabinet Member Report.
- 6.4 The Council retains the right to suspend or indeed cancel this project or, if appropriate, reduce its scope so it can be delivered using any reduced level of funding. Any liability connected with the physical delivery of the works will be governed by the agreement in place between the Council and F M Conway Limited.

7. Staffing Implications

- 7.1 There are no staffing implications arising from the content of this report.

8. Consultation

- 8.1 No formal public consultation has yet been undertaken however a Hanover Square Communications Plan is being developed and will be subject to a separate Cabinet Member report seeking authorisation to proceed with public consultation later this year.
- 8.2 A further Cabinet Member Report will be provided to members during the course of the Stage 2 design, updating on the results of the more accurate risk mitigation and cost estimates,

programme for delivery, initial stakeholder engagement and the status of the funding discussions and the issues that remain at that time.

8.3 West End Ward members have been consulted on the contents of this report and have provided the following responses:

Cllr Church: Supports the use of Section 106 funds accrued by development in The West End being spent on improving public realm in their area.

Cllr Roberts: Queried traffic arrangements on the Eastern side of the square. This detail will be addressed in the next Cabinet Member Report.

Cllr Glanz: Welcomes the upgrade in public realm in and around the station and hopes that it will be completed prior to the opening of the station and commented on the desire to remove bus stands from Harewood Place. This detail will be addressed in the next Cabinet Member Report.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Hilary Skinner, Principal Planning Officer, Growth Planning and Housing hskinner@westminster.gov.uk 020 7641 2531 or Mark Allan, Project Director, City Management and Communities mallan@westminster.gov.uk 020 7641 1154.

Appendices:

- **Appendix A: Proposed Public Realm Scheme Extent**
- **Appendix B: Background to the Proposed Public Realm Scheme**
- **Appendix C: The West End Partnership City for All Response**
- **Appendix D: Outline Project Delivery Programme**
- **Appendix E: Concept Design**
- **Appendix F: Section 106 Public Realm Contributions**
- **Appendix G: Crossrail Proposed Urban Realm (Schedule 7) Scheme Extent**
- **Appendix H: Project Summary**
- **Appendix J: Indicative Proposed Delivery Phases**

BACKGROUND PAPERS:

- Westminster City Council Cabinet Member Report: West End Partnership: Bond Street, Hanover Square and Oxford Street West Public Realm proposals December 2015:
<http://committees.westminster.gov.uk/ieDecisionDetails.aspx?ID=451>
- West End Partnership Delivery Plan 2015-2030:
http://transact.westminster.gov.uk/docstores/publications_store/3.20_wcc_west_end_partnership_delivery%20programme_aw_web.pdf
- Westminster City Plan: Strategic Policies November 2013:
http://transact.westminster.gov.uk/docstores/publications_store/Westminster's%20City%20Plan%20Adopted%20November%202013%20FINAL%20VERSION.pdf
- Crossrail's Places & Spaces: Urban Realm Book, July 2015: http://74f85f59f39b887b696f-ab656259048fb93837ecc0ecbcf0c557.r23.cf3.rackcdn.com/assets/library/document/e/original/ea044_urban_realm_book_2nd_rev_.pdf (pages 32-33)
- Crossrail Act 2008: <http://www.legislation.gov.uk/ukpga/2008/18/contents>
- Decision Notice in respect of the Crossrail Over-station Development / GPE Masterplan Site:
http://idoxpa.westminster.gov.uk/online-applications/files/49F68F393DA2D8908D9CF32FA4DEBD1E/pdf/14_12787_FULL--4192131.pdf
- Section 106 Legal Agreements:
08/07606/FULL: http://idoxpa.westminster.gov.uk/online-applications/files/E26A72503646761FA5A33E4D77961656/pdf/08_07606_FULL-S106_LEGAL_AGREEMENT-1783313.pdf

12/12408/FULL: http://idoxpa.westminster.gov.uk/online-applications/files/EFD7DC1C7AFACA62841151329DF6060C/pdf/12_12408_FULL-S106_LEGAL_AGREEMENT-3352114.pdf
14/12787/FULL: http://idoxpa.westminster.gov.uk/online-applications/files/91D6F8A3DBF9A1D0FDE2925993AB4DDA/pdf/14_12787_FULL-S106_LEGAL_AGREEMENT-3949548.pdf
15/03972/FULL: http://idoxpa.westminster.gov.uk/online-applications/files/69A3A6ACDB7D493B910FAEA975A3C589/pdf/15_03972_FULL-COMPLETED_S106_22_HANOVER_SQUARE-4298627.pdf
11/06449/FULL: http://idoxpa.westminster.gov.uk/online-applications/files/1B920DD05726D0411060C3740E7D337C/pdf/11_06449_FULL-PART2_S106_LEGAL_AGREEMENT-2303883.pdf

Please note that all of the planning application and legal agreements referred to here are also available on the Council's website via our 'Planning Applications Search' page:

<http://idoxpa.westminster.gov.uk/online-applications/> . Please search using the reference numbers set out above.

- Council's adopted Crossrail: Bond Street Station (Eastern Ticket Hall) 18-19 Hanover Square Planning Brief 2009:
http://transact.westminster.gov.uk/docstores/publications_store/Bond_Street_East_Adopted_Crossrail_Planning_Brief_September_2009.pdf

For completion by the **Cabinet Member for Built Environment**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed:

Date:

NAME: **Councillor Robert Davis MBE DL, Deputy Leader and Cabinet Member for Built Environment**

State nature of interest if any

.....

(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled

Hanover Square Public Realm Improvement Scheme and reject any alternative options which are referred to but not recommended.

Signed

Councillor Robert Davis MBE DL, Cabinet Member for Built Environment

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:

.....

.....

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, Chief Operating Officer and, if there are resources implications, the Director of Human Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be

implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

OTHER IMPLICATIONS

1. Resources Implications

No implications. The financial implications are set out in section 5 in the main body of this Cabinet Member Report.

2. Business Plan Implications

No implications.

3. Risk Management Implications

A risk register has been created and is regularly updated by WSP|Parsons Brinckerhoff for this project. Key risks include a shortfall of funding, a tight timeframe with a limited window to deliver works on site in alignment and avoiding works to both the Crossrail station ticket hall and nearby development schemes.

Should funding not be secured in a timely manner then there is a risk that delivery of this project will not be possible either within the tight time-frame imposed by Crossrail, and that the public realm improvement scheme will not be deliverable in its entirety.

4. Health and Wellbeing Impact Assessment including Health and Safety Implications

The scheme will have a beneficial impact on health and well-being over the current layout. Disruption during works will be carefully managed to minimise negative impacts such as dust and noise.

5. Crime and Disorder Implications

The measures in this report are not expected to have any implications under the Crime and Disorder Act 1998. The proposals seek to create safe and accessible public spaces.

6. Impact on the Environment

Wherever possible existing materials that are taken up will be recycled.

7. Equalities Implications

The scheme is being designed to improve the accessibility of the streets for persons with visual and mobility difficulties through the installation of flush kerbs at pedestrian crossings and an accessible route adjacent to the building line around the Square.

8. Staffing Implications

No implications.

9. Human Rights Implications

No implications.

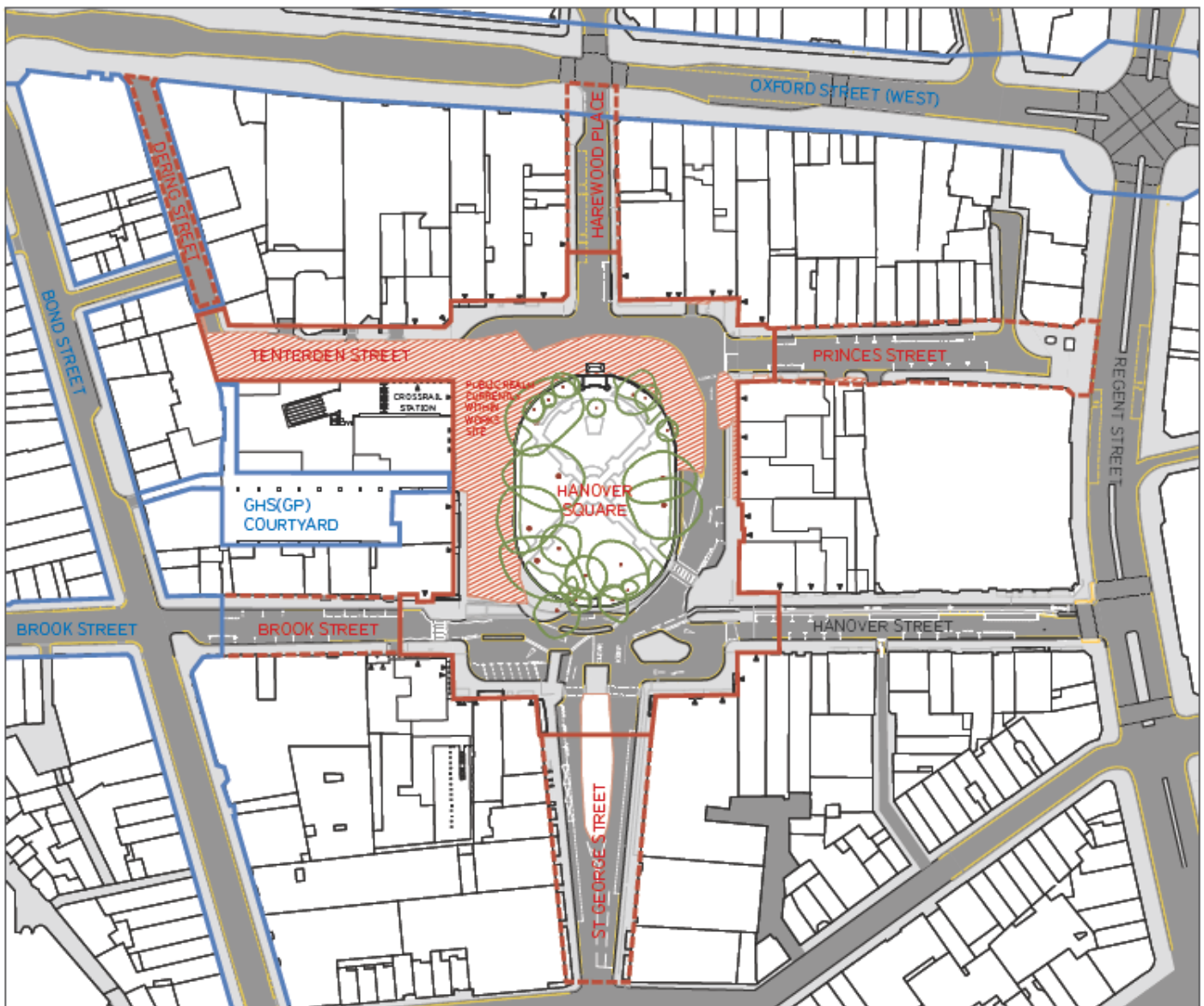
10. Energy Measure Implications

No implications.

11. Communications Implication

Residents and businesses will be notified of the works through a letter drop in advance of the works. This will be the subject of a subsequent Cabinet Member Report later this summer.

Appendix A: Proposed Public Realm Scheme Extent



Plan of Hanover Square project extents
Indicative April 2016

Area of Hanover Square project

Extent of proposed physical works to the square, gardens and setting of Bond Street Crossrail station eastern ticket hall; as well as tying into connecting streets

Connecting streets

Spaces within the scope of the Hanover Square Project Board where some works may be necessary to enable improvements within the square; and where extended public realm projects may be implemented, dependent on funding and agreement by the Board

Neighbouring projects

Possible extents of proposed public realm projects adjoining the area covered by the Hanover Square Project Board

Boundaries of adjacent schemes currently under review. Plan produced by Publica.

Appendix B: Background to the Proposed Public Realm Scheme

- 1.1 In 2015 the Great Portland Estate (GPE), owners and developers (as part of a joint venture) of the site bounded by 18-20 Hanover Square, 64-72 New Bond Street, 14-18 Brook Street, 18 Dering Street and 1 Tenterden Street, appointed Publica public realm consultants to develop ideas for public realm improvements for Hanover Square – a formal 1.2 hectare square with gardens lying immediately to the south of Oxford Street and to the west of Regent Street, dating originally from the early 1700s.
- 1.2 The resulting concept design was finalised late last year and subsequently agreed by the Hanover Square Board – a Westminster City Council chaired Board, including key stakeholders from Hanover Square, Crossrail, Transport for London (TfL), Publica and the owners and developers of local properties, including GHS (GPE) for their major development site on the western side of Hanover Square. (The New West End Company are invited to attend the Board meetings as observers, and the Council are joined by members of their contract service providers plus other specialist consultants as required).
- 1.3 The project covers the whole of Hanover Square and its connections into adjacent streets and is recognised as a priority project for delivery within the WEP Delivery Plan 2015-2030. The City Council's adopted City Plan 2011 sets the policy context for this project. The concept design was presented to the West End Partnership's Place Task Group in May 2016.
- 1.4 The Council purchased the gardens in 1997 and the surrounding streets are public highway. As such, Westminster City Council is both the planning and highway authority for all of the existing public spaces in Hanover Square.
- 1.5 The square includes a number of listed assets including a bronze statue of William Pitt the Younger which has stood at the southern end of the square since 1831. Such heritage assets are proposed to be protected and where necessary renovated.
- 1.6 The proposed scheme aims to deliver substantial public realm and highways improvements to make Hanover Square a destination in its own right. The overall vision of the proposed scheme is to transform Hanover Square into an internationally significant public space, to provide an exceptional arrival experience in Westminster from the Crossrail station and provide a high quality setting for its new and historic buildings.
- 1.7 Project delivery is timed so that improvements needed to meet the pedestrian demands of the opening of Crossrail in late 2018 (and with station testing due in Summer 2018) are constructed in advance.
- 1.8 The Hanover Square project is managed by the Council's officers. In order to meet the tight deadlines of this project, the recommendations of this report need to be agreed at this stage, to allow further design stages, traffic modelling and testing of proposals to proceed throughout

this year, ahead of scheme implementation (subject to funding – see section 5 in the main body of this Cabinet Member Report).

Crossrail

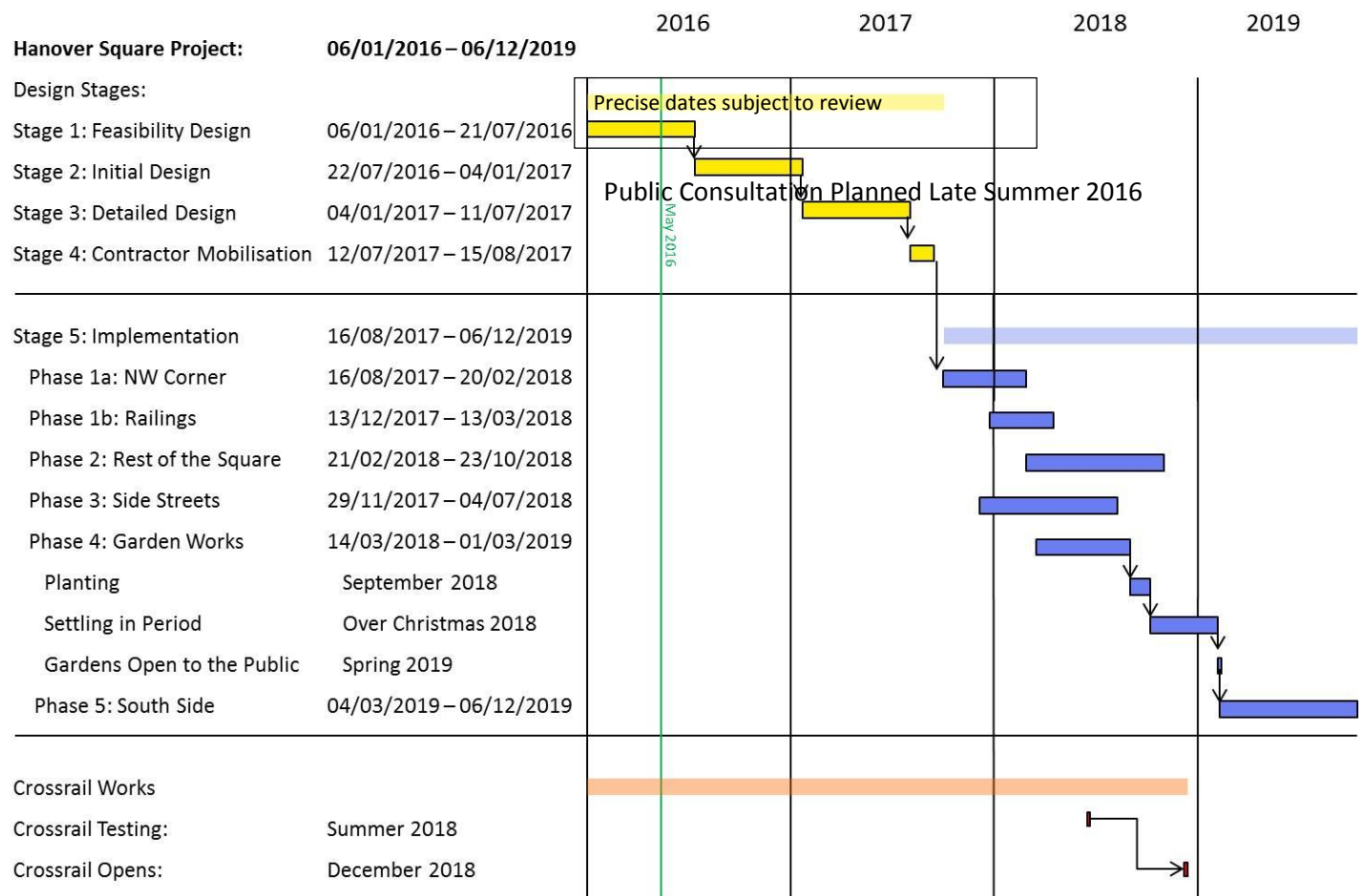
- 1.9 Crossrail 1 is a new railway linking Reading and Heathrow through 42km of new tunnels under London to Shenfield and Abbey Wood in the east. Its development was agreed in an Act of Parliament in 2008.
- 1.10 In Westminster, Crossrail 1 will include new stations at Paddington, Tottenham Court Road and Bond Street. The entrance to the Eastern Ticket Hall of the Bond Street Station is currently under construction on the site previously occupied by number 18-19 Hanover Square.
- 1.11 Under Schedule 7 of the Crossrail Act, Crossrail are required to submit to the City Council proposals for urban realm reinstatement and improvement outside their station entrances. In this case, they will cover the western side of Hanover Square – against the building line, and part of Tenterden Street. The application which covers Hanover Square was submitted to the Council in June and will be reported through the Council's Planning process. The area to be covered by the proposed Schedule 7 works is shown in Appendix G.
- 1.12 Whilst Crossrail have been represented on the Hanover Square Project Board by Crossrail officers who have generally supported the wider public realm proposals for Hanover Square, they are still required to seek approval for their own public realm works in case the wider scheme does not end up being implemented.
- 1.13 Should approval be given to proceed with the *comprehensive* public realm proposals – the subject of this report, and full funding be secured, then the intention would be to implement the full scheme and not the Crossrail proposed Schedule 7 works. Details of the funding implications of this are set out in Section 5 of the main report.

**Appendix C:
The West End
Partnership and City for
All Response**

- 1.14 Formed in 2013 the West End Partnership (WEP) brings together senior public service and private sector leaders, academic experts and resident representatives. It was created to be the catalyst and mechanism to enable the West End to accommodate growth, whilst at the same time strengthen its unique cultural character, amenity and openness.
- 1.15 The Partnership formally launched its Vision and Delivery Plan in June 2015. The WEP delivery plan is a 15 year plan presented in two phases; up to 2018 and the completion of Crossrail 1 and, 2019 to 2030 up to the proposed completion date of Crossrail 2.
- 1.16 The WEP seeks to create a West End which:
- Is easy to reach, with less congestion and better air quality;
 - Is renowned for the quality, interest and extent of its public spaces, helping to differentiate London from other world cities; and which
 - Plays a pivotal role in London's continued economic success.
- 1.17 Delivery of the projects set out in the plan will help deliver a significant positive change in the West End and help to drive investment.
- 1.18 The Hanover Square Public Realm Improvement Scheme is recognised in the WEP Delivery Plan for delivery in its entirety by 2019 and the proposals set out in this Cabinet Member report will help to deliver the WEP Vision that the City Council and its partners are promoting.
- 1.19 The concept design for Hanover Square has been presented to both the WEP Board, which includes representatives from the City Council, the Mayor's office and Transport for London, and the WEP Place Task Group chaired by the Deputy Leader of the Council.
- 1.20 In addition, the proposed Hanover Square Public Realm Improvement Scheme and the recommendations of this report respond to the City Council's commitments to: creating places and opportunities for everybody in the city to be physically active and play a role in their community; to creating great local places where people enjoy living, working and visiting; and taking pride in our role as custodian of this great city, protecting our heritage by managing places and spaces that can be enjoyed now and in the future. Development of this scheme responds to the Council's commitment to work with our partners to keep the city moving in the lead up to the first phase of Crossrail line 1 opening in December 2018.
- 1.21 A summary of the project is included as Appendix H to this Cabinet Member Report.

Appendix D: Outline Project Delivery Programme

Hanover Square Project Outline Programme May 2016

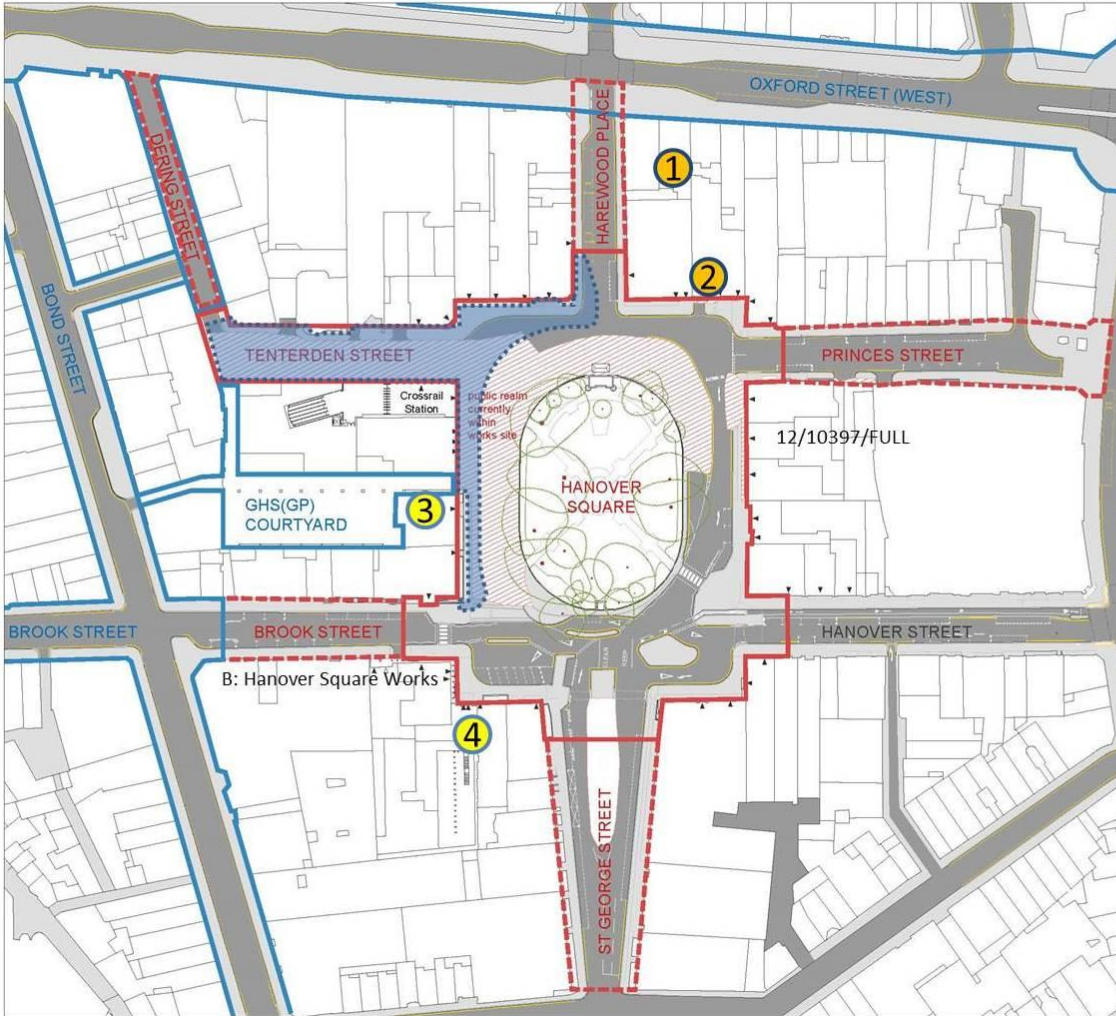


**Appendix E:
Publica Concept Design**



Appendix F: Section 106 Public Realm Contributions

Hanover Square Public Realm Contributions



S106 Public Realm Contributions

Collected:


1: £61,000 from 291 Oxford Street / 2 Harewood Place 08/07606/FULL

2: £191,934 from 11-12 Hanover Square 12/12408/FULL

Secured by Committee:

3: £1,765,889 Index Linked GPE site Hanover Square 14/12787/FULL

4: £2,000,000 from 22 Hanover Square 15/03972/FULL

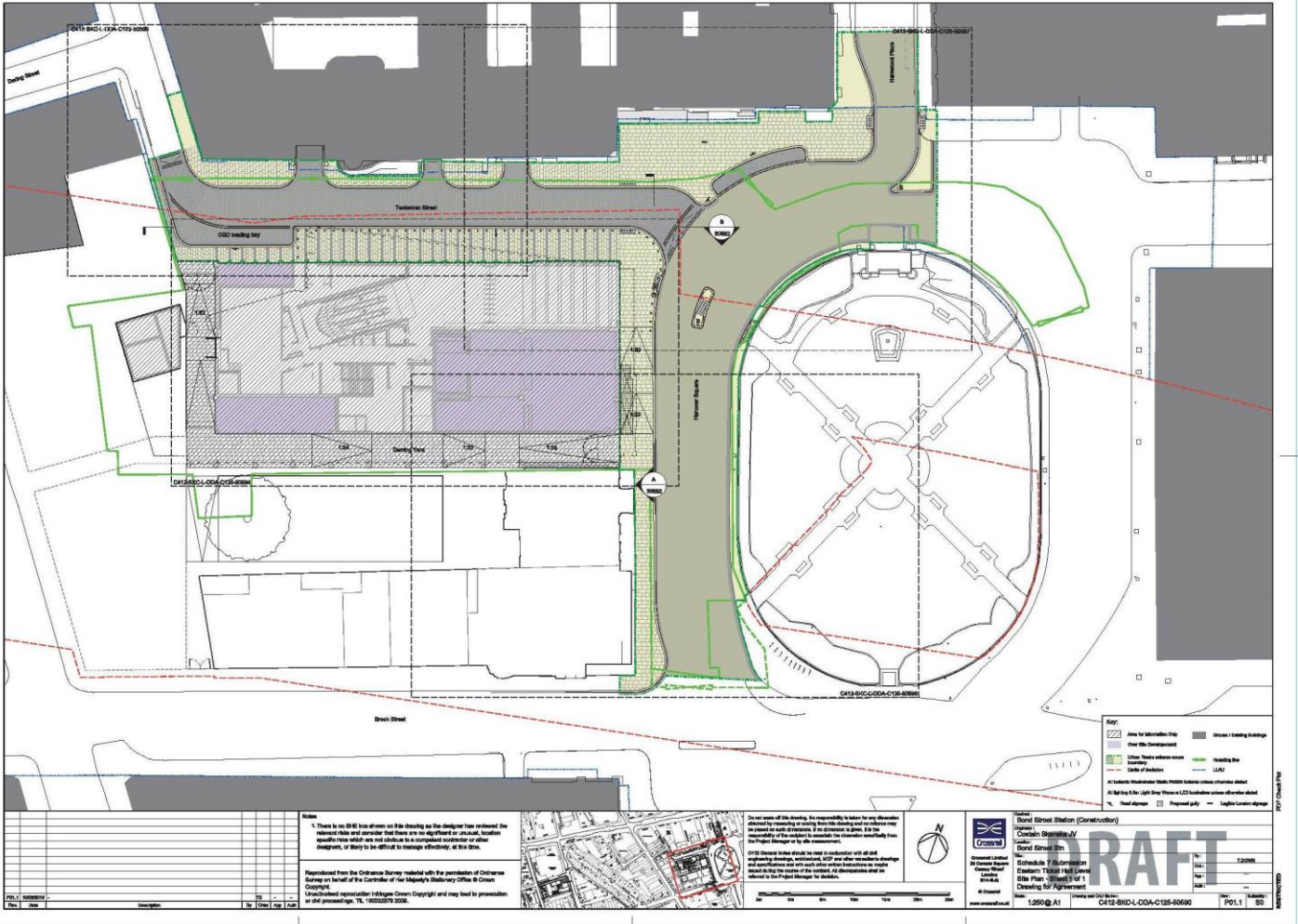
 Boundary of Crossrail Works

Further funding options currently under review

A further contribution of £100,718 is being set aside for the Hanover Square project should it be needed ahead of other funding being secured.

Base image produced by Publica

Appendix G: Crossrail Proposed Urban Realm (Schedule 7) Scheme Extent



Plan produced by Crossrail

Hanover Square Public Realm

The benefits of the scheme

Hanover Square is to be comprehensively transformed into an internationally significant public space through:

- Delivery of a greatly improved public realm: which integrates Crossrail's Bond Street Eastern Ticket Hall with heritage and new schemes; is safer for all users; and which recognises the Square's rich history and its fast changing role.
- Increasing the capacity of the Square to cope with additional pedestrians associated with the arrival of these major developments, co-ordinating works, and maximising on the opportunities that these developments bring.
- Providing wider pavements and enhanced public spaces with better physical and visual connections between the square and its surrounding area.



The Approach



Key Milestones

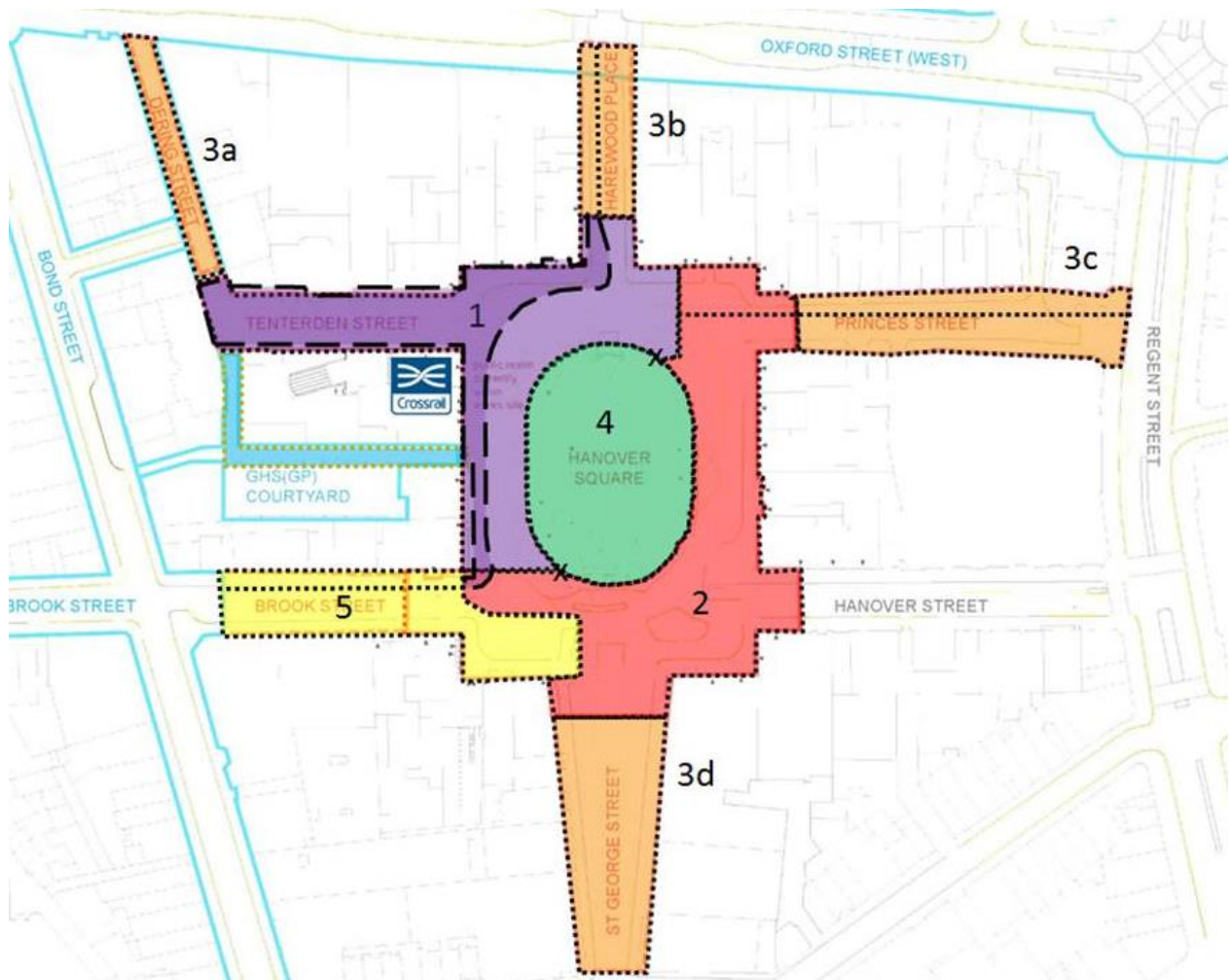


At a Glance

- 1.2ha** public space with more planned in connecting streets
- 10k** Crossrail passengers expected at peak times
- 20k sqm** uplift in commercial floor space in development with more expected
- £250k** private funds secured from s106 contributions
- £33/4m** more agreed by committee

Source: West End Partnership 2016

Appendix J: Indicative Proposed Delivery Phases



The following options for delivery are being considered in line with the proposed phased approach to delivery of this project:

- Deliver a comprehensive package of public realm improvements in the Core Hanover Square area including Tenderden Street, Hanover Square Gardens and in surrounding/connecting streets, Brook Street and Harewood Place and other connections, using high quality materials.
- Deliver improvements to the north-west corner and rest of the square (the Core area excluding the gardens) plus specific side streets as a priority (including Brook Street and Harewood Place).
- Deliver a comprehensive package of public realm improvements in the Core Hanover Square area, including within the gardens, but excluding the side streets.
- Deliver improvements to the north-west corner and rest of the square (outside the gardens), but not connecting streets as a priority.
- Deliver improvements to the north-west corner of the square only as set out in the concept design proposals for Hanover Square (including the pedestrianisation of the western side of Hanover Square) as a priority.
- Deliver only the Crossrail proposed Schedule 7 urban realm works (these cover only area immediately outside their station entrance on the western side of Hanover Square against the building line and into Tenderden Street, they do not provide significantly large new public space)