



City of Westminster

Cabinet Member Report

Decision Makers:	Councillor Matthew Green, Cabinet Member for Business and Planning Councillor Andrew Smith, Cabinet Member for Environment and Highways
Date:	7 December 2020
Classification:	For general release
Title:	1-5 Grosvenor Place public realm improvement scheme
Wards Affected:	Knightsbridge and Belgravia
City for All Summary:	This decision contributes to vibrant communities commitment under the City For All programme in supporting the businesses and education facilities in the vicinity. The decision also supports our greener and cleaner vision as improved connectivity may encourage walking, cycling and use of public transport.
Key Decision:	No
Financial Summary:	This report seeks approval for capital expenditure of £1,630,074 to cover costs associated with detailed design and implementation of the proposals identified in this report. This spend will be fully funded by the developer for 1-5 Grosvenor Place in accordance with the associated S106 agreement for the development.
Report of:	Kevin Goad – Director of City Highways

1. Executive Summary

- 1.1 A S106 agreement is in place to allow the development of a new hotel at 1-5 Grosvenor Place.
- 1.2 The S106 agreement stipulates that as part of the proposed development work, a significant sum is to be contributed by the developer towards improvements within the neighbouring public areas of Grosvenor Place, Halkin Street and Grosvenor crescent.
- 1.3 The area included in the public realm improvement vicinity is split between both Westminster City Council (WCC) and Transport for London). WCC will be overseeing the design and implementation of work on their roads whilst the developer will be undertaking the works directly on the TfL managed roads in a separate agreement with TfL.
- 1.4 Design work has now commenced and consultation is now complete. Subject to approval of this report, works to proceed with implementation of these measures are scheduled to commence in mid 2021.
- 1.5 The City Council will implement the works using its service provider FM Conway Limited. The scheme will be fully funded by the developer in accordance with the developments S106 obligations.

2. Recommendation

The following recommendations are approved by the **Cabinet Member for Business and Planning**

- 2.1 That approval is given to proceed with detailed design and implementation of the proposed public realm improvements on both Halkin Mews and Grosvenor Crescent as set out in section 4 and shown in the Background papers of this report.
- 2.2 That approval is given to commit capital expenditure of £1,630,074 necessary to carry out the detailed design and implementation of the proposals for Halkin Mews and Grosvenor Crescent. All costs are to be funded by the developer under the requirements of the associated S106 agreement.
- 2.3 That delegated authority is given to the Director of City Highways to approve minor modifications as necessary to the approved scheme, in consultation with the Cabinet Member for Business and Planning and the Cabinet Member for Environment and Highways.

The following recommendations are approved by the **Cabinet Member for Environment and Highways**

- 2.4 That approval is given to modify and make traffic regulation orders in accordance with the Road Traffic Regulations Act 1984, necessary to accommodate the new highways improvements for the scheme.
- 2.5 That the Cabinet Member concurs with the decisions of the Cabinet Member for Business and Planning to the extent that these are within his terms of reference.

3. Reasons for Decision

- 3.1 To allow completion of public highway improvement works in accordance with the developments S106 obligations. The improvements will help to enhance the area, by improving provisions for walking and cycling, enhancing the public realm and facilitate better and safer movement of traffic.

4. Background including Policy Context

- 4.1 In April 2016, a S106 Agreement was signed to allow the redevelopment of 1-5 Grosvenor Place into a new hotel. The Agreement was between Westminster City Council and the Freeholder of the property (Duke of Westminster), the first leaseholder (Grosvenor Estate Belgravia), the second leaseholder (GP Lessee LLP) and the third leaseholder who is also the developer (Peninsula London Ltd).
- 4.2 The S106 agreement stipulates that as part of the proposed development work, the developer will contribute a sum of £1,057,260 towards public realm improvements on the surrounding roads of Halkin Street, Grosvenor Crescent and Grosvenor Place. This contribution was to be in addition to the standard highways works costs which would be incurred to make the area acceptable after development works were complete.
- 4.3 Halkin Mews and Grosvenor Crescent are both maintained by Westminster City Council and as such, it was agreed with the developer that design and implementation work within these roads would be carried out and managed under the councils highways term contract.
- 4.4 Grosvenor Place however is maintained by Transport for London (TfL). For this reason, Westminster Council are not carrying out any works on this road. This work is being completed by the developer themselves under a S278 agreement with TfL.
- 4.5 Design work has now commenced and the scheme is currently approaching the end of stage 2 initial design. The proposals include, but are not limited to the following:
 - Widened footways on Grosvenor Crescent to improve pedestrian accessibility;
 - Inset Granite Setts parking bays proposed on Halkin Street;
 - Vehicle crossovers to be paved in Granite Setts at pavement level to maintain continuity of pedestrian movement;
 - Enhanced lighting;

- Installation of new cycle stands on Grosvenor Crescent and Halkin Street;
- Proposed 6 new trees;
- Improvements to existing carriageway and footway surface.

4.6 Close liaison will be maintained with TfL to ensure both the designs of both sets of works are effectively coordinated.

4.7 Subject to approval of this report, works to proceed with implementation of these measures are scheduled to commence in mid 2021.

5. Financial Implications

5.1 The cost of the design and implementation of the proposals on Halkin Mews and Grosvenor Crescent as part of the overall 1-5 Grosvenor Place scheme is £1,708,558. This cost covers all stages of development, namely stage 1-6. The costs for stage 1 and 2 (feasibility and initial design) have already been received by the developer and these costs have already been incurred in order to complete these stages of the process. Approval is now sought to progress onto the remaining stages of the project (stage 3-6) covering detailed design and implementation. These stages are estimated to cost £1,630,074.93. This cost is inclusive of WCC managements costs, third party costs and risk and contingency allowance. Subject to approval of this report, the developer will be requested to make payment of the remaining £1,630,074.93 in order for the scheme to progress to detailed design stage.

5.2 All costs associated with this scheme are being fully funded by the developer in accordance with their S106 agreement.

5.3 This scheme has been submitted as part of the capital budget process for 21/22 onwards, with the budget built into the 21/22 capital programme.

6. Legal Implications

6.1 The proposed changes to parking locations and designation as part of this scheme will require a Traffic Order to be made under section 6 of the Road Traffic Regulation Act 1984. Any objections the City Council receives during the Traffic Order making process should be delegated to the Director of City Highways (or such other authorised officer) in line with the current Traffic Order making process.

7. Staffing

7.1 There are no staffing implications arising from the decision sought in this report

8. Consultation

- 8.1 An internal key stage review was undertaken in early October 2020 with various teams within the council including Policy, Planning, Waste, Parking, Green Space etc. The review provided an opportunity for the design to be discussed and reviewed and invited any comments from the various teams. All comments received during the review were carefully assessed and incorporated within the design where necessary.
- 8.2 The main comments received were as follows:
- 8.2.1 Planning – it was noted that in the initial submission for the planning application of the development that the development would be parking neutral. The public realm design does result in the overall reduction of 1 motor cycle space and 2 residents parking bays. The parking team have been consulted on this change and they have raised no objections in light of the low utilisation of residents parking spaces in the immediate proximity of the development.
 - 8.2.2 Highways – the request to consider re-using materials wherever possible was raised. Some historic setts are being taken up to be re-laid as part of the scheme close to the Landsberg Hotel. However, as most of the remaining areas are being repaved in a higher quality material, namely from Artificial Stone Paving to Yorkstone paving, re-using the existing material will not be possible. An option to re-use the existing kerbs was considered as part of the design process. Unfortunately, most of the existing kerbs were deemed to be in very poor condition and so replacing these with new granite kerbs were considered the most appropriate way forward.
 - 8.2.3 Electric Vehicle (EV) charging – a request for a new EV charge point was raised. This is currently being reviewed with the design proposals to see if a suitable location can be identified and funding to cover the cost of this facility can be obtained.
 - 8.2.4 Trees – The grills proposed in the original design for the tree bases were highlighted as no longer being acceptable in accordance with WCC standards. An alternative option has been provided which is currently being reviewed for incorporation with the scheme design.
 - 8.2.5 Events – Some implications of the design were raised by the events team. This was discussed via a separate meeting and all proposals and possible implications have been fully reviewed.
- 8.3 A public consultation was also carried out for a two week period ending on 16th October 2020. All immediate frontages impacted by the proposals were included within the consultation process along with various local user groups, local resident

associations, statutory groups, ward councillors and the Royal Parks. The consultation introduced the proposals to the public and invited any comments or feedback.

- 8.4 A total of 5 responses to the consultation was received. None of the responses objected to any proposals within the proposed design.
- 8.5 Ward Councillors were consulted on the proposals. Two of the three ward councillors raised some queries regarding impact from neighbouring developments and specific design features. No objections were raised to the proposals.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact:

Michelle Lucas-Jones – Programme Manager – City Highways

mljones@westminster.gov.uk

BACKGROUND PAPERS

GA drawing outlining scheme proposals
WCC Consultation report 2020
WCC Key Stage Review summary
Finance cost summary for the proposals

For completion by the **Cabinet Member for Business and Planning**

Declaration of Interest

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

Signed: _____ Date: _____

NAME: _____

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 1-5 Grosvenor Place Public Realm Improvement Scheme.

Signed

Councillor Matthew Green, Cabinet Member for Business and Planning

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, City Treasurer and, if there are staffing 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.

For completion by the **Cabinet Member for Environment and Highways**

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For the reasons set out above, I agree the recommendation(s) in the report entitled 1-5 Grosvenor Place Public Realm Improvement Scheme.

Signed

Councillor Andrew Smith, Cabinet Member for Environment and Highways

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Other Implications

1. Resources Implications

All costs associated with this project will be incurred as Council costs under WCC's capital programme.

2. Business Plan Implications

No implications.

3. Risk Management Implications

No implications.

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

The proposals align with many of the 10 Healthy Streets principles. 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.

6. Impact on the Environment

Wherever possible existing materials that are taken up will be recycled. New tree planting and gentrification of the streetscape will not only add to the visually amenity of the streetscape. Cycle parking provision will also encourage people to use a sustainable means of transport to access the local shopping parade and places of work.

7. Equalities Implications

The scheme will improve the accessibility of the streets for persons with mobility difficulties through the installation of flush kerbs at pedestrian crossings.

8. Staffing Implications

No implications.

9. Human Rights Implications

No implications.

10. Energy Measure Implications

No implications.

11. Communications Implication

Residents and business will be notified of the works through a letter drop in advance of the works. Contact details will be displayed on site notice boards and scheme details and progress available on the City Council's website.

