

Westminster Neighbourhood CIL Application Form 2019



City of Westminster

City
for
All

FAQs

1 What is CIL and what can it be spent on?

The Community Infrastructure Levy (CIL) is a charge on new development to help fund strategic and neighbourhood infrastructure in Westminster. This can include new or improved facilities for health, education, open spaces, sports and leisure, utilities and waste, transport and the public realm, and other social & community facilities.

Under CIL legislation, the neighbourhood portion must be spent on:

- the provision, improvement, replacement, operation or maintenance of infrastructure; or
- anything else that is concerned with addressing the demands that development places on an area. This could include things such as new open space, cycle/pedestrian routes, strategic transport infrastructure and community facilities.

2 How much is my area entitled to?

Each designated Neighbourhood Area has a say over 15% of the CIL receipts collected in its area (capped at £100 per council tax paying dwelling). This rises to 25% of receipts (uncapped) where a Neighbourhood Forum has successfully adopted a neighbourhood plan for the area.

The council will retain the neighbourhood portion of CIL but must consult with local communities on how to spend it, in line with local priorities. This application form will help the council decide how to spend this portion of CIL in your area.

3 What will the council agree to fund in my area?

The council has agreed a CIL Spending Policy Statement that sets out the criteria against which it will judge applications. To be approved for funding, projects must:

- Be in line with Westminster's priorities and policies – they must address the principles and policies set out in Westminster's development plan and other relevant strategies.
- Support growth – they should support the growth of the Neighbourhood Area and Westminster as a whole.
- Be supported by the community – they should have demonstrable support from a cross-section of the community.
- Be cost effective – they should represent value for money and be delivered in a timely manner.
- Be supported by infrastructure providers – they should be supported by the organisation who will be delivering the project, including the relevant council department.

When you have completed your form, please email to cils106projects@westminster.gov.uk or post it to us at CIL application, Westminster City Council, Planning Policy, 17th floor, 64 Victoria Street, SW1E 6QP

PLEASE SUBMIT YOUR APPLICATION BY 24 JULY.

If you have any questions, email the team at cils106projects@westminster.gov.uk

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Applicant details

Please provide details of your organisation and a named contact so we can inform you of the outcome of your application.

Neighbourhood Forum/ Community Organisation Details

N.B. where a designated neighbourhood forum exists, applications must be made by that body.

Hyde Park Paddington Neighbourhood Forum

Named Contact

Kay Buxton, Vice-chair, Hyde Park Paddington Neighbourhood Forum

Email Address

kay_buxton@thisispaddington.com

Telephone No.

020 3145 1201

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Consultation

Please set out how you have consulted with other community groups in your area on your proposal.

Westminster Ward Councillors

Please give details of WCC ward councillors you have engaged on this proposal.

Hyde Park Ward Councillors - Cllr Heather Acton, Cllr Ian Adams, Cllr Antonia Cox
Meeting held on 5 July and briefed throughout.

Businesses

Business Improvement Districts (BIDs) and/or individual businesses

PaddingtonNow BID, Imperial College Healthcare NHS Trust, Imperial Charity, Paddington Partnership, British Land, Derwent London, European Land, Tishman Speyer, Sellar Property Group, Network Rail.

Residents

Residents' Associations or other residents groups

Hyde Park Estate Association
Paddington Waterways and Maida Vale Society

Amenity Societies/ Other Community Groups

Any amenity societies or other community groups in your area

Hyde Park Estate Association
Paddington Waterways and Maida Vale Society

Please give details of your proposal including proposed timescales

Project Name and Location

The Bays: London Street/South Wharf Road

Project Summary

(300 words max)

The Bays is a key gateway connecting 'older' Paddington with the newer Paddington Opportunity Area developments. The corridor lies in the ownership of Imperial College Healthcare NHs Trust (St Mary's), and stretches from South Wharf Road to the Grand Union Canal and the canalside exit of Paddington station. The site is bounded to the east by buildings occupied by managerial staff from the Trust and to the west by a wall shared with Network Rail, separating the taxi facility from the canal towpath/pedestrian route.

The proposal sees the design and installation of gateway panels (3) that draw visitors into the Bays and up to the canalside. The panels feature vibrant, layered patterns, mirroring Paddington's heritage - the narrative developed with Poet in the City working with community organisations.

A series of overlapping panels (10) then continue along the Bays, creating a trail of information, and angled to provide directional information, to create places to pause. The shadows projected by the perforated panels are mimicked with a phosphorescent surface extending out to the street surface that glows gently at night. Building name panels (6) are also replaced to echo the themes developed with Poet in the City.

The panels form a 'kit of parts' to be used as part of a wider Paddington Connections programme, to be delivered by the Paddington Partnership through Steer (way-finding strategists), Jedco (product designers) and Poet in the City (creating the narrative). The kit includes gateway and wall-mounted panels, access gate panels, interactive solar light modules, floor treatments and seating blocks – creating an inspiring gateway and instilling pride and confidence in visitors to Paddington.

The target date for planning application submissions is November 2019, with the project completion target set for summer 2020.

Proposed Start Date

November 2019

Proposed Completion Date

September 2020

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CIL funding amount

Please give the amount of CIL funding you are applying for and any other funding that has been identified.

Total Project Cost

£350,000

CIL sought for allocation

N.B. the council has set a minimum threshold of £5,000.00 for proposals.

£100,000

Other (non-CIL) funding identified to deliver project [please state source]

The remainder of the funding for Paddington Connections (£250,000) is provided by members of The Paddington Partnership.

Please provide details as to how your application matches the criteria we have set out in our CIL Spending Policy Statement.

Project Compliance with WCC CIL Spending Policy Statement

a. Be in line with Westminster's priorities and policies – how does your proposal address the principles and policies set out in the development plan for the area (including neighbourhood plans) and any other relevant strategy documents?

N.B. Westminster's development plan includes: the London Plan (2016); Westminster's City Plan (2016) and the accompanying Strategic Infrastructure Plan; and Westminster's Unitary Development Plan (2007). 300 words max

The Bays have been identified as a priority by the Neighbourhood Forum, as it meets our stated ambitions of creating better walking routes through the Neighbourhood, improving key gateways, connecting the old and new parts of the Neighbourhood, and supporting both Westminster and the Neighbourhood's continued growth.

The project meets the CIL Spending Policy Statement and City for All in the following ways:

- Improvement and replacement of infrastructure – much of the infrastructure along the Bays is no longer fit for purpose. The route was designed within an industrial era, with the corridor used by horses to service the canalside wharves before the arrival of Paddington Station. Gates and bollards are not used and not capable of resisting hostile vehicles. Lighting levels are below an acceptable standard.
- Addressing demands that development places – as the Paddington Opportunity Area sees more schemes move from pipeline to completion, with more residents, employees, visitors and students, increasing numbers of people are using the Bays. This puts increasing pressure on the space, reduces pedestrian comfort levels and serves as a poor arrival point for Westminster's largest development district.
- Thorough engagement and consultation - over several years the Bays have been identified as a priority for enhancement, acknowledged by residents and business alike through the Neighbourhood Forum (a business/mixed Neighbourhood Area) that they fall well below the quality required for the entrance to one of London's newest quarters.
- The Bays offers exceptional value for money - with a leverage ratio of 1:2.5. The proposals are highly durable, with products created capable of being re-purposed should a future development scheme emerge, and with a guaranteed product life of more than 10 years.
- Extensive feasibility studies have already been carried out on the Bays, over a two-year period. These have been stress-tested. Implementation would be driven by an experienced project management team from British Land.
- The Bays project provides better connections and access to jobs for Westminster's communities, opening up access to businesses and amenities to create a thriving neighbourhood and city. It also creates healthier communities and schools, connecting business with schools and communities, promoting healthier and safer walking routes within, to and from Paddington for all.

b. Supporting growth – how does the proposal support the growth of the neighbourhood area, and Westminster as a whole?

N.B. Proposals will not be considered for funding that are seeking to remedy pre-existing deficiencies, unless these are made more severe by new development.

300 words max

The Bays are a critical gateway to the Paddington Opportunity Area. A growing number of canalside activities, new restaurant boats, outdoor concessions, plus office developments – all increase the popularity of this key route between new and old Paddington.

Yet it is a weak gateway, offering no certainty of destination for new users and poor comfort for all users, whether regular or first-time visitors.

Not only is the Bays a key pedestrian and cyclist route from Paddington Central and Paddington Basin into the wider Paddington, but since the creation of public towpath for the first time in over 200 years, the route is widely used from Little Venice and Maida Vale southwards, and from the Hyde Park Estate northwards.

Figures from May 2018 show a rush hour peak of 950 people per hour use the Bays (the equivalent rate of people using Euston Road in rush hour), of which 85% are pedestrians, 13% mounted cyclists and 2% dismounted cyclists. Pedestrian comfort levels vary from A- to B+ (using TfL's PCL standard), sitting at the recommended minimum.

Since these studies were carried out we have seen the opening of Marylebone Boys' School, the full occupation of The Point (following the recent arrival of Addison Lee and The Press Association) and the practical completion of the Brunel Building (with occupiers imminently arriving including The Premier League, Coach and Sony Pictures). Footfall along the Bays has therefore increased markedly.

Where the Bays meets London Street the Paddington Square office-led scheme is set to open up a stunning new entrance for Paddington Station, and provide a new Bakerloo line ticket hall. This is likely to bring even greater numbers of people using the Bays to access the canal and associated canalside amenities.

c. Supported by the community – Is the proposal supported by the community? Please give details of how you have consulted with the groups named in section 2 and how such groups have expressed support for the proposal.

N.B. Support of at least two relevant WCC ward councillors will be required for funding proposals to proceed to allocation.

300 words max

A General Meeting of the Hyde Park Paddington Neighbourhood Forum was held on 19 June, shortly after the CIL application round was announced by Councillor Richard Beddoe.

At this meeting the CIL process was explained and the meeting was opened up for members to suggest project ideas that met with the Forum's published priorities.

On 20 June a call-out for projects was published on the Forum's website. This was followed up on 21 June by a bespoke email campaign inviting ideas, especially targeting those members who had been unable to make the meeting on 19 June.

The Forum Steering Group met on 3 July to consider the ideas and produced a priority list and reserve list of projects, with reserve projects being identified as needing further development for potential submission to a future round.

Members of the Forum met all three Hyde Park ward councillors together on 5 July to run through the priority list and reserve list. Councillors supported all projects and moved one of the reserve list projects to the priority list.

On 8 July the priority projects were published on the Forum's website, which was circulated in advance to ward councillors for approval.

Following approval from ward members, an email campaign was sent out to all Forum members seeking comments on priority projects by 18 July:

"This would be my first choice for enhancement of the area benefitting a considerable number of people. Currently it is an eyesore and very user unfriendly in an area that is vibrant and exciting. Unfortunately much of St Marys interface with the public with its crumbling infrastructure is the same." Local resident

"THE BAYS have my unconditional approval. It is totally unsightly as it currently stands." Local resident

"I support the Bays proposal. It would be even better if some way could be found to widen it, but I'm not sure of the practicalities of that. I agree with the concerns of cyclists going too fast through it, but on the other hand it is nonetheless a useful cycle route, so it would be good if both pedestrians and cyclists could be ably accommodated." Local resident

"We are supportive of any improvements in this area." Sellar Property Group

"This seems like a good use of funds and that area is certainly rather down at heel at present so could do with the investment." Paddington Waterways and Maida Vale Society

The Forum's Steering Group then met on 19 July to sign off the final project applications for submission.

d. Cost effective – does the proposal represent value for money and will it be delivered in a timely manner?

N.B. Proposals should show whether the allocation of funding could leverage additional resources to ensure it is delivered, and that the proposal can be sustained in to the future. Where appropriate, feasibility studies may be required to demonstrate that proposals can be carried out within 12 months of the allocation of CIL funding.

300 words max

Extensive studies have already been carried out on the Bays since January 2018, by Maynard Design, commissioned by The Paddington Partnership. These identified the problems, showed what was feasible, what was capable of being delivered quickly and which elements were able to be re-purposed elsewhere in Paddington should a development scheme emerge for this location in the next two to five years.

The Paddington Connections competition, launched in March 2019 and won by Steer and Jedco, identifies a range of interventions to create new gateways at the interface of the Bays and London Street, to better illuminate the space, to renew tired and ineffective hostile vehicle mitigating infrastructure and to use the wall to thread a story of Paddington's rich industrial heritage, led by Poet in the City.

The Steer elements total £100,000 in the Bays, with contributions from The Paddington Partnership covering the greater costs of £250,000 as the thread of interventions reaches into the basin, across bridges, up to Bishop's Bridge Road and onto Eastbourne Terrace. CIL funding is only sought for those interventions in the Bays.

British Land have appointed an experienced project manager to lead on delivery, with a strong track record of infrastructure production and installation in complex multi-ownership locations. British Land's retained planning consultants will lead on securing all necessary planning, listed building and highway consents as appropriate.

Steer are way-finding experts, especially at transport interchanges. Jedco are product designers, most famous for product innovation in respect of airports, stations, bus stops, London's Olympic Park, Legible London, cycle docking stations, train interiors and underground stations. The products they create are robust and the brief in Paddington has sought durable materials capable of lasting at least 10 years.

Ongoing maintenance of product installations will fall to the Paddington Partnership.

e. Supported by infrastructure providers – is the proposal supported by infrastructure providers who will deliver the proposal, including the relevant council service area?

Please give details of the infrastructure providers or council officers you have engaged with on your proposal.

300 words max

The Bays studies have been supported by Westminster's Place-shaping team from the outset.

Briefs and reports have been presented to the Place-shaping team throughout the process and the Bays study in particular was included in the Paddington Place Plan scoping work when it commenced in November 2018.

The draft Paddington Connections brief was reviewed in a workshop with Paddington developers and Place-shaping team members in January 2019 and the final open call shared in advance with the team prior to it going live. On appointment, Steer and Jedco were immediately introduced to the Place-shaping team and now form part of the overall Paddington Place Plan stakeholder network.

The Bays itself is not Council adopted highway. The land belongs to Imperial College Healthcare NHS Trust (St Mary's), as do the canalside buildings. The wall between the Bays and the taxi facility is partly owned by Network Rail and partly owned by St Mary's. From Station Bridge northwards, outside the scope of this application, the landowner is European Land and Property. All landowners are fully behind this scheme.

Hyde Park Ward members are highly supportive of the scheme and want to ensure that individual elements are capable of being re-purposed should a development proposal come forward for the Bays within the next few years.

The Place-shaping team have reviewed all of our CIL applications in draft form prior to submission.

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Decision Making

For completion by WCC staff.

Date application received

Name

Date Approved

Ward Members

CIL / Infrastructure Officer Group Project Sponsor

Cabinet Member

WCC Project Manager:

Email:

Telephone:

Project director / Project manager's line manager
