



## **Streets and Walkways Sub (Planning and Transportation) Committee**

**Date:** WEDNESDAY, 9 JULY 2014  
**Time:** 11.00 am  
**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

**6D) Bart's Close public realm enhancements (Pages 1 - 16)**

**6E) Liverpool Street: Crossrail Urban Integration Gateway 3 report  
(Pages 17 - 34)**

**6F) 2-6 Cannon Street (Offsite Works) Gateway 3 report (Pages 35 - 42)**

**6G) 125 Wood Street - S278 Work (Pages 43 - 50)**

Item received too late for circulation in conjunction with the Agenda.

**John Barradell  
Town Clerk and Chief Executive**

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<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee Projects Sub- Committee	09/07/2014 22/07/2014	
<b>Subject:</b> Bart's Close public realm enhancements	Gateway 3 Outline Options Appraisal	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>

### Summary

#### Dashboard:

- (i) Project status: Green
- (ii) Timeline: Gateway 3
- (iii) Project estimated cost: £7.5m
- (iv) Spent to date: £12,964 (staff costs)
- (v) Overall project risk: Green

#### Progress to date

Planning permission for the Bart's Close redevelopment was granted on 20 November 2012. The development is a mixed use (residential, commercial and retail) scheme and includes several new buildings and the refurbishment of existing buildings in Bart's Close (see plan of redevelopment in Appendix 4). This project relates to the contribution for Public Realm Works (in the sum of £888,149 indexed, and, subject to that sum being used for specified items, for the further full costs of the Public Realm Works up to £7.8M) secured through the Section 106 agreement dated 29 May 2013. It is intended to significantly upgrade the quality and function of the public realm in the area.

In accordance with the obligations of the Section 106 agreement, the City has established a Working Party to guide the project. This comprises key local stakeholders (including resident's representatives, City livery companies, the Doctor's surgery and local businesses), Ward Members, the developer's representatives and City officers. Established in May 2014 the Working Party has met three times and has established a series of objectives that are set out in Appendix 1 and form the basis of the project direction and the Gateway 3 approval.

Owing to the need to work with stakeholders in this way and to establish an early understanding to define the scope of the project, it was not considered appropriate to produce design options at this stage, but rather to provide a clear agreement with all parties on what the project should seek to achieve. Options will be developed for consideration at Gateway 4.

#### Proposed way forward

The Working Party has unanimously agreed the objectives for the project and the scope of the survey and information gathering work that needs to be carried out before design work commences. Members' agreement of these is now sought in order to move forward.

To ensure that proposals meet the needs of the area, the Working Party will continue to provide local input and guidance on the options as they are developed.

Once options have been drafted a wider public consultation is also planned to ensure that stakeholders in the wider area are given an opportunity to consider and comment on the proposals. This will be carried out ahead of a Gateway 4 report being presented to Members

#### Procurement Approach

All consultancy work currently being carried out is directly contracted and funded by the developer to a brief agreed with the City. The works are proposed to be implemented in phases and coordinated with the developer's programme. At this stage, the preferred approach for implementation of the works is to utilise the City's highways term contractor. However, this will be confirmed at the next gateway.

#### Financial Implications

To date, all consultants have been appointed directly by the developer and the City has incurred staff costs of £12,964. These staff costs and future staff costs up to Gateway 4, estimated at £75,000, are to be funded by the developer. The Public Realm Works contributions are not payable until the redevelopment starts. However, the developer has confirmed that he will make part of the contribution available in advance to enable the project to continue to progress (and thereby allow full opportunity for extensive stakeholder participation). It is expected that the developer will also continue to fund the transport and design consultants directly up to Gateway 4.

#### **Recommendation**

It is recommended that Members:

- (i) Agree that detailed options are developed in line with the project objectives set out in Appendix 1, at an estimated cost of £75,000 (staff costs), subject to prior receipt of written confirmation by the developer of Bart's Close that such costs will be met through early payment of the Section 106 contribution in respect of the further Public Realm Works sum.
- (ii) Authorise the Comptroller & City Solicitor to enter in to any necessary arrangements and/or agreements to secure the early payment (if required).

#### **Appendices**

<b>Appendix 1</b>	Scheme Objectives and Next Steps agreed by the Project Working Party
<b>Appendix 2</b>	Gateway 2 Project Proposal Report
<b>Appendix 3</b>	S106 Plan of the project area
<b>Appendix 4</b>	Plan of Bart's Close redevelopment

#### **Contact**

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<i>Proposal</i>																	
<b>1. Brief description</b>	<p>Options are to be developed based on the project objectives that have been agreed by the Working Party (see Appendix 1).</p> <p>These objectives stem from an analysis of local needs that have been identified by officers through initial consultation (also listed in Appendix 1), together with aspirations for the future enhancement of the public realm in Bart's Close.</p> <p>The next steps to reach Gateway 4 include detailed transport studies that will assess existing and future needs, design development that will address key objectives and further consultation with the Working Party and local occupiers.</p>																
<b>2. Scope and exclusions</b>	<ul style="list-style-type: none"> <li>• The proposals are restricted to the areas of public highway within the boundary of the plan in Appendix 3 that forms part of the Section106 agreement</li> <li>• The proposals do not cover areas of private land</li> </ul>																
<i>Project Planning</i>																	
<b>3. Programme and key dates</b>	<table border="1"> <thead> <tr> <th>Task</th> <th>Target date</th> </tr> </thead> <tbody> <tr> <td>Transport studies and design development</td> <td>Summer 2014 – Autumn 2014</td> </tr> <tr> <td>Public consultation</td> <td>Winter 2014 - 2015</td> </tr> <tr> <td>Gateway 4</td> <td>Spring 2015</td> </tr> <tr> <td>Detailed design</td> <td>Summer 2015 – Winter 2015</td> </tr> <tr> <td>Further public consultation</td> <td>Spring 2016</td> </tr> <tr> <td>Gateway 5</td> <td>Autumn 2016</td> </tr> <tr> <td>Start on site</td> <td>2017 (works phased over 2 years to be coordinated with developer's programme)</td> </tr> </tbody> </table>	Task	Target date	Transport studies and design development	Summer 2014 – Autumn 2014	Public consultation	Winter 2014 - 2015	Gateway 4	Spring 2015	Detailed design	Summer 2015 – Winter 2015	Further public consultation	Spring 2016	Gateway 5	Autumn 2016	Start on site	2017 (works phased over 2 years to be coordinated with developer's programme)
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<b>4. Risk implications</b>	<ul style="list-style-type: none"> <li>• <b>Objections from local occupiers and residents</b> Mitigate by developing design options that take account of local needs and carry out public consultation. Continue to use the project Working Party already established.</li> </ul>																

	<ul style="list-style-type: none"> <li>• <b>Design options do not meet the aspirations of the developer</b> Mitigate by including the developer in the Working Party that will guide the design. Close working with the developer on technical briefs ahead of commissioning consultancy work.</li> <li>• <b>Significant accessibility improvements are not feasible</b> Mitigate by developing alternative design options for highway layout and focus on key routes to the doctor's surgery</li> <li>• <b>Proposals are not in keeping with the conservation area</b> Mitigate by liaising with the City's conservation and design officers to achieve suitable design options</li> </ul>
<b>5. Stakeholders and consultees</b>	<p>The Working Party is a requirement of the Section 106 for the development. The remit of the Working Party is set out in the Section 106 as follows:</p> <p>"The City shall establish a working party with the Developer and shall invite key stakeholders, including the WC Butchers for so long as they own or occupy the Butchers' Hall to discuss the timing and undertaking of the Public Realm Works."</p> <p>"the City shall not make any material decision regarding the timing or undertaking of the Public Realm Works unless the Public Realm Working Party has been Consulted and any representations made have been given due and proper regard"</p> <p>Members of the Working Party include:</p> <ul style="list-style-type: none"> <li>• The Developer (Helical Bar), and their professional advisory team</li> <li>• Two Ward Members</li> <li>• Local Resident representatives</li> <li>• Three Local Livery Companies</li> <li>• Key Local Occupiers including the Doctor's surgery</li> <li>• City Officers</li> </ul>
<b>Resource Implications</b>	
<b>6. Total Estimated cost</b>	£7.5million
<b>7. Funding strategy</b>	The project is to be entirely funded by the developer of Bart's Close through Section106 and Section 278 Agreements
<b>8. Ongoing revenue implications</b>	To be confirmed at next Gateway.
<b>9. Affordability</b>	The £7.5 estimated cost of the project is fully funded under the terms of the existing Section 106 Agreement.

<b>10. Procurement strategy</b>	The City's highways term contractor is likely to be recommended to construct the scheme. This is to be confirmed at the next gateway.
<b>11. Legal implications</b>	These are included in the body of the report
<b>12. Transport implications</b>	<p>Officers have identified several transport issues related to parking, loading and vehicle access that will need to be taken into account in the development of options. These are set out in Appendix 1.</p> <p>It is proposed that transport studies are carried out as part of the development of options in order to ensure that the design meets local needs and also takes account of the impact of the new development.</p>
<b>13. Equality Impact Assessment</b>	<p>Officers have carried out an initial equalities impact assessment as part of the project initiation.</p> <p>One of the key objectives of the scheme is to enhance accessibility. This is because the existing street layout includes narrow footways and pinch-points that mean that pedestrians with mobility difficulties are often forced to use the carriageway.</p>
<b>14. <u>Recommendation</u></b>	
<b>15. Next Gateway</b>	Gateway 4a - Inclusion in Capital Programme
<b>16. Resource requirements to reach next Gateway</b>	£75,000 (staff costs)

**Appendix 1: Scheme Objectives and Next Steps agreed by the Project Working Party**

**Bart's Close Public Realm Objectives**

<b>Strategic Objectives: Approved West Smithfield Area Strategy:</b>			
SO1: To improve accessibility and ease of movement for all road users			
SO2: To create a high quality public realm and increase green coverage			
SO3: To accommodate future growth as a result of Crossrail, ensuring that the area functions well and provides a suitable environment			
SO4: To create a safe environment for all road users			
	<b>Local Issues</b>	<b>Outcome/ Objective</b>	<b>Next Steps</b>
	<b>Transportation</b>		
T1	There needs to be an adequate provision of disabled parking bays in the area	TO1: To provide an adequate number of parking bays at suitable locations to meet local needs (including disabled bays, doctors bays, pay and display bays, cycle parking and motorcycle parking)	<ul style="list-style-type: none"> <li>Officers to carry out detailed review existing transport data provided in developer's Transport Assessment</li> <li>Officers to review developers information outlining expected demand from new development in relation to parking and servicing</li> <li>Transport consultants to be appointed to assess existing conditions in relation to on-street loading, servicing &amp; parking through surveys</li> </ul>
T2	Doctors parking spaces need to be retained		
T3	Retain minimum number of parking bays in scheme and consider re-locating parking bays including motorcycle bay		
T4	New development will potentially lead to increase in parking on street (eg visitors)		
T5	Taxi drop off space required for Butchers Hall	TO2: To provide adequate space on-street for loading and servicing to meet local needs	
T6	On-street loading required for Butchers Hall		
T7	Access needs to be maintained for large vehicle deliveries that need to get to north end of Close	TO3: To provide locations on-street for vehicles to wait where necessary (single yellow lines)	
T8	Concern about loss of vehicle manoeuvring space on street		



T9	Doctor's surgery requires frequent ambulance access	TO4: To provide streets that are accessible for all types of vehicles likely to require access	<ul style="list-style-type: none"> <li>• Transport consultants to be appointed to undertake a wider area study of existing conditions (e.g. night time economy issues with taxis)</li> <li>• Officers to undertake a wider area study of future conditions e.g. Crossrail pedestrian predictions (data expected summer 2014), new hospital trip predictions</li> <li>• Officers to develop a detailed picture of the needs of the area (existing and future) based on studies set out above and use these to inform design options for the highway.</li> </ul>
T10	Designated taxi parking areas would help so we don't have displaced taxis causing a nuisance		
T11	<p>Pinch-point outside 38 Bart's Close issues:</p> <ul style="list-style-type: none"> <li>• Vehicles currently strike buildings</li> <li>• No space for pedestrians on footways</li> <li>• Road safety concerns</li> <li>• Conflict point for vehicles, esp large delivery vehicles</li> <li>• Consider raised carriageway/ shared surface like Exhibition Road near V&amp;A. However, this may make vehicle strikes to building more likely. Consider bollards</li> </ul>	TO5: To manage/mitigate conflict and danger between road users and reduce the risk of vehicles striking buildings	
T12	Road safety concerns generally in Bart's Close (conflict between vehicles and between vehicles and pedestrians). Vehicles frequently mount the footways close to the doctor's surgery	See TO5 & SO4 above	

	Street scene and environment		Next Steps
E1	Ensure adequate provision of public lighting	EO1: To ensure that users of the area feel safe and the public realm is designed to limit opportunities for anti-social behaviour, taking into account the evening and night-time use of the area and residential amenity	Design consultants to develop options for public realm enhancements in Bart's Close to include Bart's Close North, South and Central. Options to be put together in conjunction with traffic studies outlined above. To include: <ul style="list-style-type: none"> <li>Assess existing lighting levels &amp; type and identify areas where improved lighting is required</li> <li>Identify areas where public space can be created or footways widened</li> <li>Identify areas for potential tree planting and greenery</li> <li>Develop ideas for public art</li> </ul>
E2	Status of land at Bartholomew Place (adj to 38 Bart's Close) is uncertain (private/public?). This area is in a poor condition and has attracted antisocial behaviour in the past		
E3	More people will be in the area and there will also be more at night due to the night-time economy	EO2: To ensure that public lighting levels are of an adequate standard across the area and light fittings are of a consistent and high-quality design, in keeping with the character of the area. Lighting levels must also take account of light pollution and residential amenity	
E4	Bart's Close North (cobbled square) has great potential for further enhancement: <ul style="list-style-type: none"> <li>Reconfigure parking spaces/adjust layout to reduce conflict and stop taxis idling</li> <li>Consider additional greening and public art</li> </ul>	EO3: To enhance the public realm of Bart's Close North, ensuring that the design is in keeping with the conservation area and its residential nature	
E5	Encourage pedestrianisation and enhancement of main square (Barts Close South)	EO4: To create a high quality, attractive comfortable and resilient public space at Bart's Close South. Account must be taken of the needs of the community and other users of the space at different times of the day and evening See also SO3 above	
E6	There are increased numbers of pedestrians anticipated in area as a result of Crossrail		
E7	Public realm improvements should be for the benefit of all users including new occupiers		

E8	It would be good to have Middlesex Passage bordered with planting - trees, hedging or living walls. Aesthetics aside, this should help mitigate the sound well effects from the passage	EO5: To provide increased greenery and tree planting where appropriate and to promote biodiversity, improve the local air quality and environment	<ul style="list-style-type: none"> <li>• Project officers will liaise with CoL conservation team in the development of design options</li> <li>• Officers and design consultants will develop a materials palette for the scheme in accordance with the street scene manual</li> </ul>
E9	Additional tree planting is welcomed in Bart's Close south and Bart's Close central		
E10	The public realm enhancements need to be in keeping with the character and appearance of the conservation area	EO6: To ensure that the design is in keeping with the character and appearance of the conservation area and also respond appropriately to its surroundings, taking account of existing buildings and uses	
E11	A limited palette of high quality paving materials and street furniture will provide an enhanced public realm, in keeping with CoL's street scene manual	EO7: To ensure that appropriate high quality materials are used in the public realm and the scheme is developed with maintenance in mind in terms of materials and longevity, and accords with the City's street scene manual.	
E12	It would be useful to see samples of the materials to be used on the properties facing onto the large public open space, so paving etc can be matched		

	<b>Accessibility</b>		<b>Next Steps</b>
A1	Pinch-point outside 38 Bart's Close issues: <ul style="list-style-type: none"> <li>No space for pedestrians (forced to use carriageway)</li> <li>Prams and wheelchairs particularly badly affected (esp. significant because of nearby doctors surgery)</li> <li>Road safety concerns</li> </ul>	AO1: To improve the accessibility of the streets and spaces for pedestrians, particularly in relation to access to the doctor's surgery  See also SO1 above	Design consultants to develop options for accessibility improvements including raising carriageways, widening footways and adding dropped kerbs based on key routes
A2	Footways throughout Barts Close are often inaccessible for wheelchairs and buggies, particular implications for those using doctor's surgery		
A3	High kerbs are located throughout the area which presents access difficulties		
A4	Older people and those with mobility difficulties may not be comfortable with using a shared surface due to proximity of vehicles		
	<b>Process</b>		<b>Next Steps</b>
P1	Ensure various stakeholder needs are identified and given due consideration in the design process	PO1: To ensure that public realm proposals are consulted on with local occupiers and revised to take views into account where possible	<ul style="list-style-type: none"> <li>Officers will prepare a detailed project programme</li> <li>Officers will consult the Working Party on design options ahead of public consultation</li> </ul>
P2	Speed of process is important for developer's programme		
P3	Need to know the detailed timetable for demolition works, if we are best to progress traffic solutions.		

## Appendix 2 – Gateway 2 report

<b>Project Gateway 2.</b>	
<b>Project:</b> Bartholomew Close – Section 278 and Section 106 works	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

### Overview

<p><b>1. Spending Committee</b> Streets and Walkways Sub-Committee.</p>
<p><b>2. Project Board</b> A project board is proposed in view of the large scale of the project.</p>
<p><b>3. Area Strategy Authorising Committee and date of Authorisation</b> West Smithfield Area Enhancement strategy is planned to be adopted in summer 2013.</p>
<p><b>4. Brief description of project</b></p> <p>Planning permission for the Bartholomew Close redevelopment was granted on 20 November 2012.</p> <p>This project relates to the Section 278 and Section 106 highway works and environmental enhancement works required as a result of the development.</p> <p>The main works involve:</p> <ul style="list-style-type: none"> <li>• adapting the highway layout to take account of the new development, including adjustments to crossings;</li> <li>• taking excess carriageway space and creating widened footways;</li> <li>• access improvements;</li> <li>• public space enhancements;</li> <li>• carrying out tree and other planting;</li> <li>• repaving with York Stone and providing seating where appropriate.</li> </ul> <p>The improvements are all in accordance with the soon to be adopted West Smithfield area strategy.</p>
<p><b>5. Do materials used comply with ‘material review’ approved use?</b> Yes.</p>

**6. Success Criteria**

- To adapt and improve the public realm in order to accommodate the redevelopment and the resultant impact on the public highway to ensure that the area functions well and provides a suitable environment;
- To improve accessibility and ease of movement throughout the area, creating clarity of routes and removing barriers to movement
- Reducing road danger
- Creating usable additional public space from excess carriageway
- To create a rich environment through the enhancement of the area, taking account of the conservation area

**7. Key options to be considered**

- Accessibility improvements including: raised carriageways, raised pedestrian tables at key locations, dropped kerbs
- Footway widening
- Public space improvements including new and enhanced public spaces
- Pedestrian and vehicle crossing enhancement
- Road safety improvements

Much of the works will be necessary in order to facilitate the redevelopment. Works will also enhance the local environment for the benefit of all users.

**8. Links to other existing strategies, programmes and/or projects**

- West Smithfield Area Enhancement Strategy
- Projects:
  - St Bartholomew Hospital redevelopment
  - Crossrail new station (Long Lane)

**9. Within which category does this project fit?**

Fully reimbursable

**10. What is the priority of the project**

Desirable

**Financial Implications****11. Likely capital/supplementary revenue cost range**

£7.5million

**12. Potential source (s) of funding**

Bartholomew Close Section 278 and Section 106 agreement

**13. On-going revenue requirements and departmental local risk budget (s) affected**

To be determined at options appraisal stage.

**14. Major risks**

- Transport / parking related objections; Medium risk, early consultation is planned;
- Conservation objections to proposals; Medium risk, early consultation on design options is planned;

- Public consultation on proposals is negative; Low risk as outcome of West Smithfield strategy consultation will influence the design.

**15. Anticipated stakeholders and consultees**

- Developer of Bartholomew Close
- Residents
- Local occupiers
- Bartholomew the Great church
- Barts Hospital
- Smithfield Market
- Livery companies
- Internal consultees

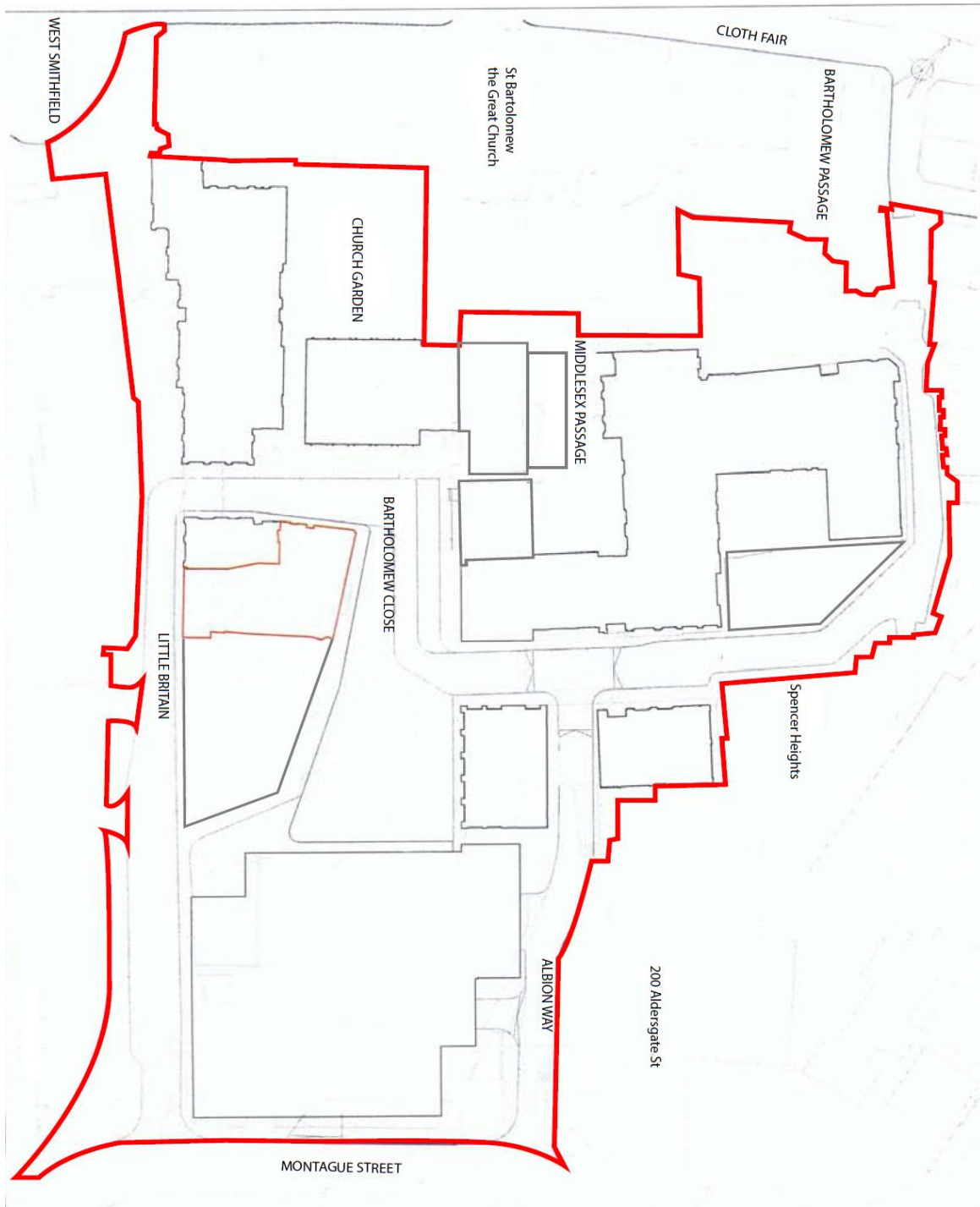
**16. Resources requirements to reach next Gateway**

£60k for staff costs (Environmental Enhancement/City Transportation, £60K for design fees, consultation and survey works. Funded from the S278 from the development of Bartholomew Close.

**17. Standard or streamlined approval track**

Streamlined.

Appendix 3 – Plan of project area from Section 106





# Appendix 4 – Plan of Barts Close redevelopment



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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee	09/07/2014	
Project (Policy and Resources) Sub-committee	22/07/2014	
<b>Subject:</b> EE96 Liverpool Street: Crossrail Urban Integration	<b>Gateway 3 Outline Options Appraisal</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b> Yes

**Dashboard:**

- Project status: Green
- Timeline: Gateway 3
- Project estimated cost: £2-3.5 million (excluding value of remediation by Crossrail)
- Spent to date: £20,513
- Overall project risk: Green

**Summary**

**Background:**

The project was approved at Gateway 2 in November 2013, to develop proposals for Liverpool Street, which is identified as a High Priority project in the Liverpool Street Area Strategy, adopted by the Court of Common Council in July 2013. The project includes areas of public highway and private land (owned by British land), and land in both these categories that sits within the Crossrail works area, as set out in the Crossrail Act 2008. This is set out in the plan included as Appendix 1. Since the project initiation, officers have been negotiating with Crossrail and British Land on a detailed brief for the project, which all parties with a land interest are now happy to support through to implementation. This brief is attached as Appendix 2. Officers are content that this brief meets the objectives set out in the approved Liverpool Street Strategy and on that basis are seeking Member approval to move the project forward towards Gateway 4. Officers are working to having this Gateway 4 report ready for Member consideration before December 2014. This is a deadline for design to be agreed with Crossrail, that will enable them to develop the design for the area of land that they currently occupy in Liverpool Street, and have to re-landscape at their cost. This land is to be re-instated in line with Schedule 7 of the Crossrail Act, to a design agreed with the City as Highway Authority, and British Land as owners of private land also affected. This will allow all parties to move forward on a co-ordinated basis. Crossrail will be looking to submit their application to the City for this work in early 2015, in order for them to plan for the final station landscaping and integration works ahead of the Crossrail service going live in 2018.

The proposal for Liverpool Street outside of the Crossrail site reinstatement area is expected to have an estimated cost of up to £3.5m, with £1,575,926 already having been identified towards delivery of the project through the 5 Broadgate Section 106 Agreement, all of which has been received by the City. The remaining funding will be externally provided via funding applications to Transport for London through the Crossrail Integration Funding procedures and any available Section 106, Community Infrastructure Levy (CIL) contributions.

**Progress to date:**

An area of primary interest for the project is shown in Appendix 1. It includes areas of public highway and private land (owned by British land) in addition to the Crossrail worksite.

Crossrail require proposals for their work site to be agreed by December 2014 to allow them to submit an application to the City in early 2015 to approve worksite reinstatement. This project is now at a critical point and needs to move forward to ensure proposals in the Liverpool Street Area Strategy are developed to a level of detail that can be agreed with Crossrail and British Land. Timely approval will allow the proposals to be included by Crossrail in their application and implemented ahead of the service going live in 2018.

Officers have developed and negotiated an understanding of what the project will address with Crossrail and British Land as delivery partners. The agreed project scoping brief is attached as Appendix 2 and all parties are now happy to support the project through to implementation. The need to agree a way forward in close collaboration with delivery partners has meant that an outline options appraisal has not been appropriate for developing the design to this stage.

To allow Crossrail to plan their site reinstatement on programme, it is important to ensure that there is an agreed design developed that is consistent with the level of detail previously submitted to the City and Design Council: CABE in 2011, but which did not take account of the wider area and scope set out in the subsequent Liverpool Street Area Strategy. To achieve this, officers propose reporting Gateway 4 in two stages.

Gateway 4 (stage 1) will be reported in December 2014 and will consist of a single proposal that is consistent in detail with Crossrail's 2011 design proposals. Proposals are unlikely to be ready before the last committee meeting dates for the year. But agreement will still be needed in order to allow Crossrail to proceed with their application for worksite remediation in early 2015. For this reason, this report seeks authority to delegate approval of Gateway 4 (stage 1) proposals to the Director of Built Environment, in consultation with the Chairmen and Deputy Chairmen of both Streets and Walkways and Projects (Policy and Resources) Sub-committee. Timely approval will also allow all parties to move the project towards Gateway 4 (stage 2) in a consistent and cohesive manner.

Gateway 4 (stage 2) will involve more technically detailed assessment of the area of primary interest and result in a set of detailed design proposals being developed in line with the agreed brief and presented to members in early to mid-2015.

A summary of estimated costs to Gateway 4 (stage 1) are shown in Table 1 with a more detailed breakdown for the completion of Gateway 4 (stage 1 and stage 2) provided in Appendix 3.

<b>Table 1 : Summary of estimated costs to reach Gateway (stage 1)</b>	
<i>Item description:</i>	<i>Estimated cost (£)</i>
Estimated consultants fees	£ 70,000
Estimated staff costs	£ 45,000
<b>Total</b>	<b>£ 115,000</b>

**Recommendation:**  
 Officers recommend approval is given for £115,000 to allow for design proposals to be progressed in line with the project funding estimates as set out in Table 1.

Officers also recommend approval is given for decision making authority over the Gateway 4 (stage 1) report to be delegated to the Director of the Built Environment, in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Subcommittee.

<b><u>Option description:</u></b>	
<b>1. Brief description</b>	The project will deliver public realm and transport interchange improvements to an area in the vicinity of the proposed Crossrail entrance on Liverpool Street.
<b>2. Scope and exclusions</b>	<p>The area of primary interest in Appendix 1 represents the minimum area to be addressed by the project. If broader impacts on traffic movement are identified outside the area, the extent may be modified.</p> <p>The scope includes the Crossrail worksite but excludes the design of the station entrance and security measures. These will be addressed through separate planning approval processes.</p>
<b><i>Project Planning</i></b>	
<b>3. Programme and key dates</b>	<p>A set of milestones is provided in Table 2. Officers are anticipating a three month window for the production of detailed design proposals and it is unlikely proposals will be ready by the last meetings of Streets and Walkways or Project Sub-committees in 2014. Agreement of detail design proposals is still needed by December 2014 however.</p> <p>For this reason, this report seeks authority to delegate approval of Gateway 4 (stage 1) proposals to the Director of Built Environment, in consultation with the Chairmen and Deputy Chairmen of both Streets and Walkways and Projects (Policy and Resources) Sub-committee.</p>

**Table 2: Estimated milestones**

<i>Milestone:</i>	<i>Date:</i>
Streets and Walkways Sub committee	9 Jul
Project Sub committee	22 Jul
Procurement of consultants	Mid-Aug
Project steering group meeting to confirm scope, governance and points of contact.	Late Aug
Baseline information gathering, background document review and assessment	Late Aug – late Sept
Commence draft design options	Late Sept - late Nov
Internal circulation for comment (2 weeks)	Late Nov – early Dec
Delegated approval of Gateway 4 (stage 1)	mid Dec

<p><b>4. Risk implications</b></p>	<p>1. Key stakeholders oppose proposed enhancement works. <i>Officers will provide detailed information and briefings to all stakeholders throughout the evaluation and design stages.</i></p> <p>2. Opposition to removal of the taxi ranks in Liverpool Street. <i>Officers will liaise with and brief taxi representatives, network rail and key stakeholders throughout the evaluation and design stages.</i></p> <p>3. TfL opposes restricted access for buses on Liverpool Street. <i>Officers will approach TfL ahead of an application for Complimentary measures funding to discuss planning for buses can be discussed in context of broader interchange benefits. Officers will also invite a representative from TfL to sit on the working party to ensure regular and ongoing liaison.</i></p> <p>4. Crossrail's revised figures may require the area of primary interest to be broader than originally anticipated. <i>Officers will allow for the figures within the scope of work once they become available and make refinements as necessary.</i></p> <p>5. Lack of available funding for Gateway 5 and implementation. <i>Officers will develop and implement proposals to match funding available once confirmed. The funding strategy set out in Section 9 provides further detail.</i></p>
<p><b>6. Benefits and disbenefits</b></p>	<p>Creating a seamless, welcoming and enhanced public realm that supports effective transport interchange for public transport users.</p>

<p><b>7. Stakeholders and consultees</b></p>	<p>The following organisations have been identified as key external stakeholders and will be invited to join with the City in the Liverpool Street Working Party that will oversee the development of the detailed design options:</p> <ul style="list-style-type: none"> <li>- Crossrail</li> <li>- British Land</li> <li>- Andaz Hotel</li> <li>- Transport for London</li> <li>- Network Rail</li> </ul> <p>Other key consultees will include:</p> <ul style="list-style-type: none"> <li>- Local business owners/occupiers (including UBS) that are not included on the working group</li> <li>- English Heritage</li> <li>- Taxi representatives</li> <li>- Coach industry</li> <li>- Local residents</li> <li>- City workers and visitors</li> </ul> <p>Stakeholder liaison and consultation will be initiated by the City.</p>
<p><b><i>Resource Implications</i></b></p>	
<p><b>8. Total Estimated cost</b></p>	<p>£2-3.5 million (excluding value of remediation by Crossrail)</p>
<p><b>9. Funding strategy</b></p>	<p>Crossrail will be funding the reinstatement of their worksite under Schedule 7 of the Crossrail Act 2008. Officers estimate the value of their works to be around £2 million. Remaining City Highway within the area of primary interest but outside Schedule 7 will be covered by the City through section 106, section 278 or CIL funding.</p> <p>Table 3 sets out confirmed and potential funding sources to take the project through to implementation:</p> <ol style="list-style-type: none"> <li>1) A total of £390,000 is anticipated to take the project through to the end of Gateway 4. This will be covered by £1,575,926 currently available from 5 Broadgate development contributions (refer to Appendix 3). This will leave £1,185,926 available for Gateway 5 and implementation costs.</li> </ol>



**Table 3 – Confirmed and potential funding sources beyond Gateway 5**

<i>Confirmed sources:</i>	
1) Remaining 5 Broadgate development contributions	£1,185,926
2) 34-37 Liverpool Street	£115,238
<i>Potential sources:</i>	
3) River Plate House	£145,260
4) 201 Bishopsgate development contributions (subject to renegotiation with the developer on diverting all or some of the funding to the Aldgate project)	£2,300,000
5) Transport for London Complimentary Measures funding or Local Implementation Plan funding (subject to successful applications)	£700,000
6) Transport for London Local Implementation Plan funding (in the event that all applications to TfL are unsuccessful but remains subject to the City receiving a planning application)	£700,000
Total:	£5,146,424

<p><b>9. Funding strategy (cont.)</b></p>	<p>2) A small amount of funding is potentially available from development at 34-37 Liverpool Street specifically for use on Crossrail.</p> <p>3) A small amount of funding is also potentially available from River Plate House, on Finsbury Circus. Priority for use is to be given to Finsbury Circus but it could be made available for Crossrail, in consultation with the land owner.</p> <p>4) Discussions are currently taking place with developers British Land to use £2,300,000 in development contributions from 201 Bishopsgate to fund Aldgate Gyratory. The outcome of these negotiations will dictate if this funding can be utilised to fund Liverpool Street.</p> <p>5 and 6) An application for up to £700,000 TfL Complimentary Measures funding will be made by officers. If the application is unsuccessful, officers intend to apply to TfL for Local Implementation Plan funding instead.</p>
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	<p>Other potential development sites in the area include 100 Liverpool Street over site development and were this to be redeveloped it is expected CIL funding may become available. If a planning application is received in time, CIL funding could be used to cover unsuccessful applications to TfL for Complimentary Measures or Local Implementation Plan funding.</p> <p>Officers will otherwise match the implementation of this project to funding as it becomes available.</p>
<b>10. Ongoing revenue implications</b>	<p>Officers anticipate the project will be largely revenue neutral as Liverpool Street is already cleansed and maintained by the City. There would be revenue implications for any proposed soft landscaping however it is unlikely that any planting other than some trees will be appropriate given the demands of transport interchange and below ground infrastructure.</p> <p>Maintenance responsibilities will need to be agreed. This will be identified as the design develops and is reported at Gateway 5.</p>
<b>11. Procurement strategy</b>	<p>The area covered by Schedule 7 works will be procured by Crossrail.</p> <p>For areas outside Schedule 7, mainly on public highway, the implementation works will be carried out by the City's term contractor for highways. The term contractor is currently JB Riney.</p>
<b>12. Legal implications</b>	None at this stage.
<b>13. Corporate property implications</b>	None.
<b>14. Traffic implications</b>	Officers have identified several transport issues related to taxis, buses, loading and vehicle access that will need to be taken into account in the development of options. Officers propose to carry out transport studies as part of the development of options.
<b>15. Sustainability and energy implications</b>	<p>More efficient pedestrian access and circulation from the station to surrounding destinations for pedestrians.</p> <p>More efficient pedestrian access to public transport.</p>
<b>16. IS implications</b>	None.

<b>17. Equality Impact Assessment</b>	Officers will carry out an assessment as part of detail design proposals at the next Gateway.
<b>18. <u>Recommendation</u></b>	<p>Recommended</p> <p>Officers recommend approval is given for £115,000 to allow for design proposals to be progressed in line with the project funding estimates as set out in Table 1.</p> <p>Officers also recommend approval is given for decision making authority over the Gateway 4 (stage 1) report to be delegated to the Director of the Built Environment, in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub-committee.</p>
<b>19. Next Gateway</b>	Gateway 4 (stage 2)
<b>20. Resource requirements to reach next Gateway</b>	£390,000 will be required to reach the end of Gateway 4 and will be covered by development contributions (refer to Appendix 3).

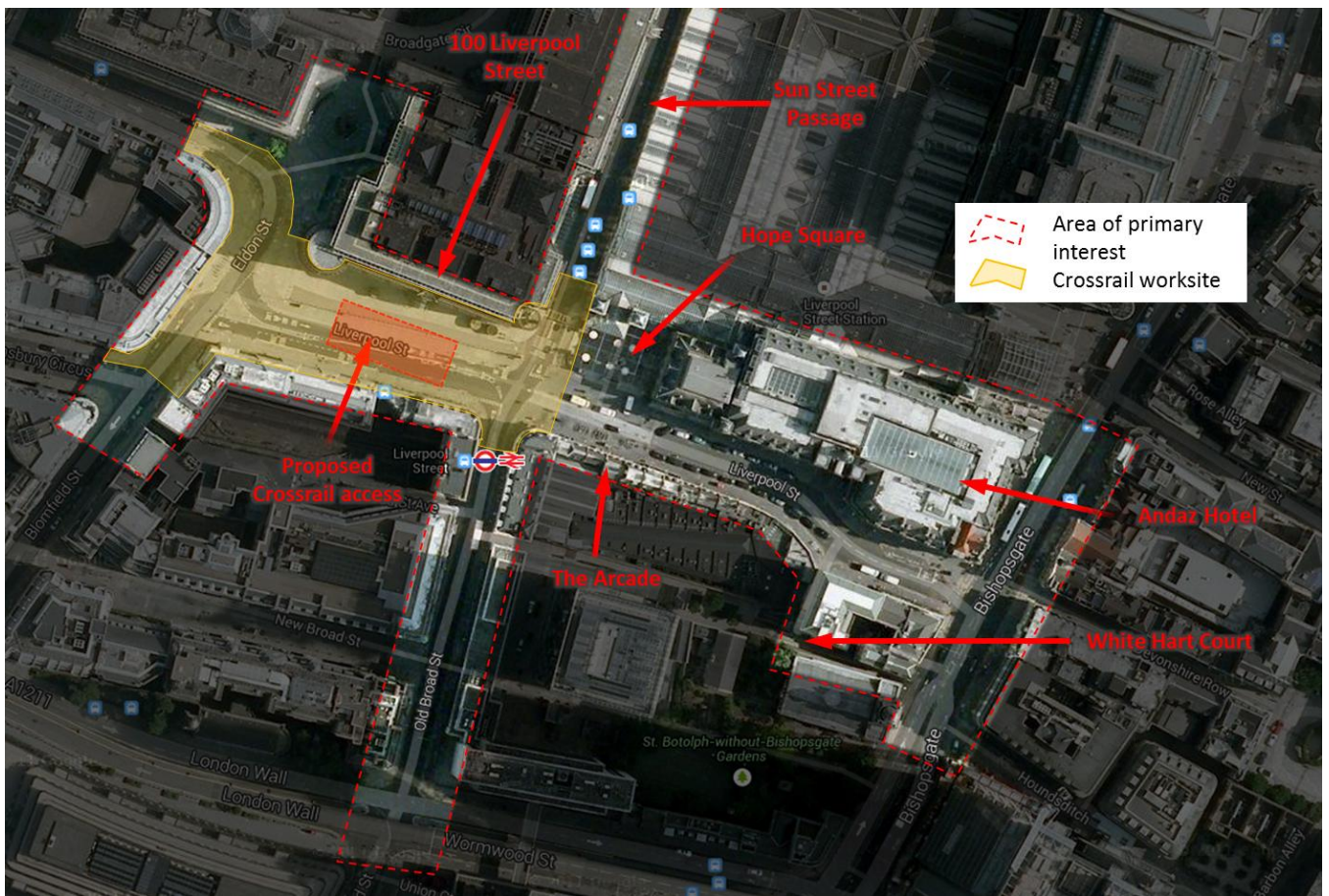
### **Appendices**

<b>Appendix 1</b>	Area of primary interest
<b>Appendix 2</b>	Project scoping brief
<b>Appendix 3</b>	Funding sources and estimated project costs for Gateway 4

### **Contact**

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## APPENDIX 1 – AREA OF PRIMARY INTEREST



## CROSSRAIL LIVERPOOL STREET URBAN REALM IMPROVEMENTS SCOPING BRIEF - JUNE 2014

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### 1.0 INTRODUCTION

- 1.1 The purpose of this brief is to provide an agreed scope between the City of London (the City), Crossrail (CRL) and British Land for improvements proposed to Liverpool Street.
- 1.2 An Area of Interest for the project is shown in Appendix 1.
- 1.3 The detail design proposals will be based on the principles, proposals and recommendations set out in the Liverpool Street Area Strategy published by the City of London in 2013.
- 1.4 Detail design proposals will include Crossrail's work site. The station entrance building design and security proposals will be excluded from the scope of this brief as they which have been agreed previously but the design should take account of the proposals.
- 1.5 The project will involve the delivery of detail design proposals to Stage E of the Landscape Institute's Landscape Consultants Appointment and include a preliminary costing.
- 1.6 The level of detail contained in the proposals will be consistent with what would be otherwise expected in planning application.
- 1.7 Crossrail and the City will be responsible for collaborating on the development of detail design proposals but will each be responsible for the following aspects of design delivery:
- The City will be responsible for:
- Procuring and appointing design consultants
  - Liaising with stakeholders
  - Convening a working group to guide the project
  - Reporting to elected members
  - Ensuring that development contributions are spend
  - Granting planning approvals, permits and licensing where relevant.
  - Implementing all other works outside the work site area defined under Schedule 7 of the Crossrail Act 2008.
- 1.8 Crossrail will be responsible for:
- Producing a work package for their contractors that will cover works under Schedule 7 of the Crossrail Act 2008.
  - Collaborating with the City to ensure the quality of any worksite reinstatement carried out by Crossrail is consistent with quality proposed by the City in the Liverpool Street Area Strategy.
- 1.9 British Land will be responsible for providing feedback on consistency of proposals with the s106, attending working group meetings, ensuring any funding is spent as agreed and providing timely feedback on proposals.

## **2.0 AIMS OF THE PROJECT**

2.1 The urban design proposals are intended to support the following aims:

- Delivering the aspirations and principles set out in the 2013 *Liverpool Street Area Enhancement Strategy*.
- Delivering a beautifully simple, safe and spacious space, free from vertical obstructions where possible and capable of providing a setting for a piece of public art.

These aims have been based on the following studies:

2.2 In 2013, the City of London published the *Liverpool Street Area Enhancement Strategy*. The study set out a strategic context for physical improvements within the area around Liverpool Street. A copy of the *Liverpool Street Area Enhancement Strategy* is available to download from the Environmental Enhancement section on the City of London website<sup>1</sup>.

2.3 In 2011, CRL completed the RIBA Work Stage D urban integration designs for the reinstatement areas around the Moorgate and Liverpool Street Crossrail station entrances. Both sets of designs were reviewed by CABE in 2010/11 and have been included in the main contracts for the station works. The designs have not been updated since the last round of consultation in 2010/2011.

2.4 In 2009 Transport for London (TfL) Interchange team and the City of London co-published the *Liverpool Street Interchange Study*. The study aims were to prepare and assess a series of options to improve the efficiency, usability and quality of surface based interchange activity within the surrounding area. It provides a useful pre-Crossrail performance baseline across all transportation modes in the vicinity of the station. However the study lacked a review of accident statistics.

## **3.0 DESIGN QUALITY:**

3.1 The following considerations and constraints will be considered as part of the development of design proposals for the Area of Interest. It should be noted that the list is not intended to be exhaustive. Further constraints may arise during the course of the study, as a result of the continuous review process by the Client Group and other technical interfaces with stakeholders.

3.2 The design proposals are expected to achieve the following broad objectives:

- To improve the attractiveness, accessibility and functionality of the public space around the new Crossrail Liverpool Street entrance, after station construction has been completed.
- Reduce other conflicts between existing user activities in the Area of Interest as far as possible and avoid creating new conflicts where increased in pedestrian activity have been identified.
- Provide a safer and more accessible environment for all interchange users. Special consideration should be given to locations where

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<sup>1</sup> <http://www.cityoflondon.gov.uk/services/environment-and-planning/environmental-enhancement/strategies/Pages/default.aspx>

pedestrian priority areas meet bus routes and the impact of increased pedestrian activity on junctions.

- Make the area more attractive and inviting for all members of the public both during the day and in the evening.
- Assist an informed and transparent decision-making process between representatives of the project steering group and City of London members on how best to address issues and opportunities.
- Provide members of the public and key stakeholders with a tangible indication of the client group's aspirations for the area.
- Consistency with current City policy and design guidance, including the Streetscene Manual.

The following considerations relate specifically to areas of technical interest:

3.3 Built Environment Considerations: Any detail design proposals will consider the following principles for built environment, contained in the 2013 Liverpool Street Area Strategy:

- Reevaluate the use and character of Liverpool Street, along its entire length.
- Develop a design for the whole space from Bishopsgate to Blomfield Street.
- Ensure the selection of materials is consistent with the City of London Street Scene Manual.
- Review the design of Hope Square.
- Upgrade White Hart Court.

3.4 The City supports the key principles of pedestrianisation and security arrangements proposed by CRL in their 2011 design.

3.5 Transportation Considerations: Design proposals will need to be consistent with the following principles for transportation, contained in the 2013 Liverpool Street Area Strategy:

- Consideration should also be given to effects, resulting from any changes to taxi or delivery, on pedestrians using Old Broad Street.
- Restrict vehicle access generally, while exploring options to protect vehicular access for deliveries, and a potential taxi drop-off for the Andaz Hotel.
- Specifically consider restrictions that force deliveries to switch from times of peak pedestrian and cyclist activity to out of hours deliveries.
- Assume the bus station will not be closing but bus access along the western half of Liverpool Street will be removed.
- Take account of the finished at grade levels following construction of the Crossrail station and future redevelopment of 100 Liverpool Street.
- Security arrangements for the Crossrail station entrance.
- Review the locations of taxi ranks and loading bays. Taxi ranks should be relocated to the station with a number of "micro ranks" distributed within the study area.

- Provide new way-finding signage, compliant with the current City way finding system, to direct pedestrians to and from public transport.
  - Provide a quality of accessibility that caters for a full range of pedestrian mobility requirements.
  - Provide more public space for pedestrians with clear sight lines across the street.
- 3.6 Discussions have been held with TfL over the future of the bus station on Sun Street Passage. While the bus station is now temporarily closed due to Crossrail construction, TfL has not indicated that it intends to remove the station permanently.
- 3.7 British Land is considering developing the property at 100 Liverpool Street, currently occupied by UBS. Currently, proposals involve refurbishment of the offices, with retail on the ground floor and any design proposals should consider this future development with timely consultation. This is subject to planning permission being obtained.
- 3.8 A planning application is expected for planning permission to redevelop 1 Liverpool Street above and adjoining the Crossrail Blomfield Street Service Shaft with a 10 storey office and retail building. This has been the subject of an EIA scoping opinion.
- 3.9 Planning permission was granted in March 2012 for the redevelopment of 34-37 Liverpool Street and 117-121 Bishopsgate with an office and retail building (application number 09/00192/FULMAJ). There is a current application to amend this scheme (13/01199/FULMAJ). This redevelopment includes closure of part of White Horse Court and improvements to Alderman's Walk.
- 3.10 Community, Culture and Heritage Considerations: Design proposals will need to be consistent with the following principles for heritage, contained in the 2013 Liverpool Street Area Strategy:
- The potential for the inclusion of public art within the broader streetscape
  - Upgrade the historic arcade on Liverpool Street.
- 3.11 Consideration shall be given to designated and undesignated heritage assets affecting the area. Liverpool Street largely falls within the Bishopsgate Conservation Area and Bloomfield Street is within the Finsbury Circus Conservation Area.
- 3.12 There are listed buildings and other buildings of significance fronting Liverpool Street, including Liverpool Street Station, 50 Liverpool Street, the Andaz Hotel, a Police Telephone Box, 15 Liverpool Street and the Metropolitan Arcade. The City has published a Draft Character Summary and Management Strategy for the Bishopsgate Conservation Area (March 2014).

#### **4.0 TIMESCALES:**

- 4.1 The outcomes from the update to members need to be reported and agreed by the City by December 2014. The following milestones have been proposed to accommodate that deadline:



<b>Milestone:</b>	<b>Date:</b>
<i>Milestone:</i>	<i>Date:</i>
Streets and Walkways Sub committee	9 Jul
Project Sub committee	22 Jul
Procurement of consultants	Late Aug
Project steering group meeting to confirm scope, governance and points of contact.	Late Aug
Baseline information gathering, background document review and assessment	Late Aug – Sept
Commence draft design options.	Late Sept- late Oct
Internal circulation for comment (2 weeks)	Late Oct – early Nov
Streets and Walkways subcommittee for approval of delegations.	17 Nov

- 4.2 CRL's programme will revisit design proposals that cover their work site reinstatement areas at the end of 2014 and submit for Schedule 7 consent in early to mid-2015. The mid November deadline for delivery of proposals is not flexible.

**PROCESS:**

**1.0 GOVERNANCE:**

- 1.1 City of London member committees provide the first point of reference for any formal position by the City on the relative merits of design proposals.
- 1.2 Decisions on this project will be made by the Streets and Walkways and Projects Sub-committees, who are principally concerned with agreeing schemes affecting the function and appearance of the City's highways and walkways. The subcommittees will also be responsible for ensuring the terms of any relevant s106 agreements are adhered to.
- 1.3 A project steering group will be convened for this project to help direct and oversee progress by the consultants. The group will consist of:
  - City of London local ward member
  - City of London project officer
  - City of London Development Division officer
  - Crossrail
  - British Land
  - Network Rail
  - Transport for London
  - Andaz Hotel
  - Aviva
  - A local business representative
- 1.4 The first meeting of the project steering group will be held in July 2014 at a location to be confirmed; either at the Andaz Hotel or at the Guildhall, City of London.
- 1.5 Due to the lack of a December meeting, it will be necessary for the Director of the Built Environment to seek powers of delegation from the subcommittee on November 17.

**2.0 LIAISON:**

- 2.1 Any stakeholder liaison and consultation will be initiated by the City officers.
- 2.2 Topographical surveys, accident statistics, crime statistics, estimated utilities locations, policy related objectives, local strategies, details of related projects (including Crossrail's station construction details) and OS base plans will be supplied by Crossrail and the City where available.

### APPENDIX 3 – FUNDING SOURCES AND ESTIMATED PROJECT COSTS

<b>Appendix 3: Funding sources and estimate of costs for Gateway 4</b>			
<b>Funding sources</b>	<b>5 Broadgate Development contributions (£)</b>		<b>Subtotal (£)</b>
	<b>Transport</b>	<b>Env. Enhancement</b>	
Total available	543,504	1,032,422	<b>1,575,926</b>
<b>Estimate of funding for Gateway 4 (stage 1)</b>			
<i>Consultants costs</i>			
Urban design/landscape architecture design services	0	30,000	30,000
Baseline transport information gathering	30,000	0	30,000
Transport planning assessment	10,000	0	10,000
<i>Sub total consultants costs</i>	<i>40,000</i>	<i>30,000</i>	<i>70,000</i>
<i>Staff costs</i>			
Environmental Enhancement project management	0	25,000	25,000
City Transportation Planning project management	20,000	0	20,000
<i>Sub total staff costs</i>	<i>20,000</i>	<i>25,000</i>	<i>45,000</i>
<b>Subtotal project costs</b>	<b><u>60,000</u></b>	<b><u>55,000</u></b>	<b><u>115,000</u></b>
<b>Estimate of funding for Gateway 4 (stage 2)</b>			
<i>Consultants costs</i>			
Urban design /landscape architecture	0	30,000	30,000
Structural engineering	0	15,000	15,000
Transport planning assessment/modelling	60,000	0	60,000
Topographical/utilities survey/below ground structural surveys	45,000	0	45,000
Archaeological watching brief	0	10,000	10,000
Lighting design	0	30,000	30,000
<i>Sub total consultants costs</i>	<i>105,000</i>	<i>85,000</i>	<i>190,000</i>
<i>Staff costs</i>			
Environmental Enhancement project management	0	25,000	25,000
City Transportation Planning project management	30,000	0	30,000
Highways project management	0	10,000	10,000
Consultation	10,000	10,000	20,000
<i>Sub total staff costs</i>	<i>40,000</i>	<i>45,000</i>	<i>85,000</i>
<b>Subtotal costs after December 2014</b>	<b>145,000</b>	<b>130,000</b>	<b><u>275,000</u></b>
<b>Total: Gateway 4 costs</b>			<b><u>390,000</u></b>

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<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee Project Sub-Committee	09/07/2014 22/07/2014	
<b>Subject:</b> EE106 2-6 Cannon Street (Offsite Works) Gateway 3 report	<b>Gateway 3 Options Appraisal</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b> Yes	

### *Dashboard*

- Project Status: Green
- Timeline: Outline design proposals agreed
- Total Estimated Cost: £17,000 (externally funded to next gateway)
- Spend to Date: £3,866 (fully recoverable)
- Overall project risk: Low

### **Summary**

#### **Background:**

The City of London (COL) and developers Pembroke Real Estate (PRE) on behalf of Cannon Street Limited have agreed a set of high quality, integrated, urban design proposals for offsite works adjacent to 2-6 Cannon Street.

PRE will carry out and complete the on-site physical improvements within property line, in accordance with landscaping planning conditions. PRE and COL have agreed to work in partnership to deliver the off-site physical improvements.

All consultancy fees will be paid for by PRE. Planting will be paid for and delivered by the PRE, the paving and associated hard landscape will be paid for by PRE and delivered by the City.

Given that the project is wholly externally funded and relates to offsite works, agreement has been reached with stakeholders through a process of engagement rather than the assessment of design options. An option appraisal is not required as part of this report. Therefore this report seeks approval from members on the intended direction for detail design proposals for the offsite landscape works.

#### **Progress to date:**

Since the last report in January, pre-application discussions have continued with DBE officers and resulted in the outline design proposals set out in Appendix 1 being agreed between officers, the landscape architecture consultants (Robert Townshend Landscape Architects) and PRE.

<b>Table 1 – Financial Implications</b>		
<i>Item description</i>	<i>Cost to date (£)</i>	<i>Estimated costs to next gateway (£)</i>
Consultants costs	N/A	N/A
Staff costs (transport and public realm)	3,866	12,548

Staff costs of £3,866 have already been incurred. PRE have been advised that a

further £12,548 is anticipated in order to reach the next gateway (refer to Table 1).

**Procurement approach:**

Consultants for the detail design work stage will be carried out and paid for by PRE in agreement with Department for the Built Environment.

The paving work will be paid for by PRE and carried out by the City's term contractor for highways. The term contractor is currently JB Riney.

The planting work will be paid for by PRE, but implemented and maintained by the City's Open Spaces Department. Any increase in maintenance costs will be funded by PRE for between 5 and 20 years but is subject to negotiation.

**Proposed way forward:**

Should the recommendation be approved, the next stage will involve convening a project board consisting of the following representatives:

- Assistant Director (Transportation Planning), City of London
- Assistant Director (Environmental Enhancement), City of London
- Technical Manager (Open Spaces), City of London
- Head of Access team, City of London
- Representative, Pembroke Real Estate (developer)
- Representative, St Nicholas Cole Abbey (neighbouring land owner)
- Representative, Old Change House (neighbouring land owner)

Design consultants will be appointed by PRE to enable the agreement of materials, surface finishes, confirm the location of utilities and critical dimensions with officers and stakeholders.

**Recommendations:**

Officers recommend members approve the project continuing to the next gateway, subject to receipt of funding from the developer.

<b>Appraisal</b>															
<b>1. Brief description</b>	Physical improvements, including new public spaces, paving and planting, negotiated as part of the planning application for 2-6 Cannon Street.														
<b>2. Scope and exclusions</b>	<p><i>Scope:</i> PRE have been engaged with the City in discussions about developing the site at 2-6 Cannon Street. As part of negotiations, they have agreed to fund:</p> <ol style="list-style-type: none"> <li>1. A study of the wider area between Distaff Lane and Peter's Hill.</li> <li>2. Detailed study and proposals for the area around St Nicholas Cole Abbey.</li> <li>3. Detail proposals for the garden associated with 2-6 Cannon Street, and the landscape defined by a revised property boundary.</li> <li>4. Detailed proposals for Distaff Lane.</li> </ol> <p>The agreed offsite works are illustrated in Appendix 1. A series of options have been discussed with St Nicholas Cole Abbey.</p> <p><i>Exclusions:</i> Onsite landscape works will include a planted public plaza designed by Chelsea Gold Medal winning garden designer Tom Stuart Smith. They will be submitted to members as part of the section 106 works associated with the planning application for 2-6 Cannon Street.</p>														
<b>Project Planning</b>															
<b>3. Programme and key dates</b>	<p>Progress will be subject to the planning application being submitted by the developer. An estimate of work stage durations is given below in Table 1.</p> <table border="1"> <thead> <tr> <th colspan="2"><b>Table 1: Estimated work stage durations</b></th> </tr> </thead> <tbody> <tr> <td><i>Planning application submission</i></td> <td><i>Week 0</i></td> </tr> <tr> <td><i>Appoint consultants for detail design (2 weeks)</i></td> <td><i>Week 2</i></td> </tr> <tr> <td><i>Develop detail design proposals (Stage D RIBA – 8 weeks)</i></td> <td><i>Week 10</i></td> </tr> <tr> <td><i>Internal discussion re: materials and utilities (2 weeks)</i></td> <td><i>Week 12</i></td> </tr> <tr> <td><i>Window for meeting to agree detail design with developer (1 week)</i></td> <td><i>Week 13</i></td> </tr> <tr> <td><i>Report writing:(8 weeks)</i></td> <td><i>Week 21</i></td> </tr> </tbody> </table>	<b>Table 1: Estimated work stage durations</b>		<i>Planning application submission</i>	<i>Week 0</i>	<i>Appoint consultants for detail design (2 weeks)</i>	<i>Week 2</i>	<i>Develop detail design proposals (Stage D RIBA – 8 weeks)</i>	<i>Week 10</i>	<i>Internal discussion re: materials and utilities (2 weeks)</i>	<i>Week 12</i>	<i>Window for meeting to agree detail design with developer (1 week)</i>	<i>Week 13</i>	<i>Report writing:(8 weeks)</i>	<i>Week 21</i>
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<i>Report writing:(8 weeks)</i>	<i>Week 21</i>														

<b>Appraisal</b>	
	Report to members <span style="float: right;">TBC</span>
<b>4. Risk implications</b>	None
<b>5. Benefits and disbenefits</b>	<p>The project will improve the public realm in the vicinity of the development and deliver against the following strategic aim:</p> <p><i>Aim 1: To support and promote 'The City' as the world leader in international finance and business services</i></p> <p>The project will also deliver against the following departmental business plan objectives:</p> <p><i>SA1 To promote and facilitate the exemplary and sustainable design of streets and spaces which furthers the City's role as a leading international financial, maritime and business centre.</i></p> <p><i>SA3 To protect, maintain and enhance the quality of the City's built environment to safeguard its heritage and special character and to make it a more pleasant and inclusive place in which to work and live.</i></p> <p>The provision of very high quality public realm both on and off site will compensate for an increase in building footprint at 2-6 Cannon Street. Public spaces north and south of Distaff Lane will be enhanced to create a seamless, visually unified experience, improving access and links to public transport for business in the area.</p> <p>Offsite works will include matching improvements to the plaza adjacent to St Nicholas Abbey Cole and localised paving treatment to Distaff Lane that visually connects both spaces.</p>
<b>6. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Developer</li> <li>• Local Ward Members</li> <li>• Local residents and occupiers</li> <li>• City Surveyor</li> <li>• Chamberlain</li> <li>• Access Team</li> <li>• St Nicholas Cole Abbey (adjacent landowner)</li> <li>• One Carter Lane (adjacent landowner)</li> <li>• Old Change House (adjacent landowner)</li> <li>• Bracken House/Mizuho International PLC (adjacent landowner)</li> </ul>
<b>Resource Implications</b>	



<b>Appraisal</b>	
<b>7. Total Estimated cost</b>	£1.1million - 1.25 million, subject to agreeing planting specification with Open Spaces before the next gateway.
<b>8. Funding strategy</b>	The proposals are fully funded by the developer, Pembroke Real Estate on behalf of Cannon Street Limited.
<b>9. Ongoing revenue implications</b>	<p>All land currently identified for onsite section 106 landscape works and offsite works is currently designated and maintained as either City Walkway or highway.</p> <p>There is an increase in the density of planting in proposals by St Nicholas Cole Abbey, which is expected to result in an additional £4-5,000 a year to maintain as City Walkway and funded by PRE. The period of maintenance will be between 5 and 20 years and will be subject to negotiation with PRE.</p> <p>Offsite works also include a small apron of land at the front of St Nicholas Abbey Cole on Queen Victoria Street. This land is designated as permissive path and remains the land owner's responsibility to maintain.</p>
<b>10. Procurement strategy</b>	For areas on public highway, permissive path and City Walkway, the works will be carried out by the City's term contractor for highways. The term contractor is currently JB Riney.
<b>11. Legal implications</b>	None
<b>12. Corporate property implications</b>	None
<b>13. Traffic implications</b>	None
<b>14. Sustainability and energy implications</b>	More efficient pedestrian access and circulation from the station to surrounding destinations for pedestrians. A modest, reduction in storm water loading on local infrastructure by directing run off from paved areas into planting beds where possible. Use of durable, high quality paving materials to reduce maintenance costs.
<b>15. IS implications</b>	None
<b>16. Equality Impact Assessment</b>	<p>No change. Further assessment will be carried out as part of detailed design proposals.</p> <p>The area has an extremely steep gradient running from north to south. There is insufficient space available</p>

<b>Appraisal</b>	
	between existing built structures to support safe wheelchair ramp gradients. Existing access via the footway on Distaff Lane has been retained.
<b>17. Recommendation</b>	Recommended Officers recommend members approve the project continuing to the next gateway, subject to receipt of funding from the developer.
<b>18. Next Gateway</b>	Gateway 5 - Authority to Start Work
<b>19. Resource requirements to reach next Gateway</b>	£17,000 staff costs (including £3,866 committed to date) will be covered by a contribution from Pembroke Real Estate.

### Appendices

<b>Appendix 1</b>	Agreed outline design proposals for offsite landscape works.
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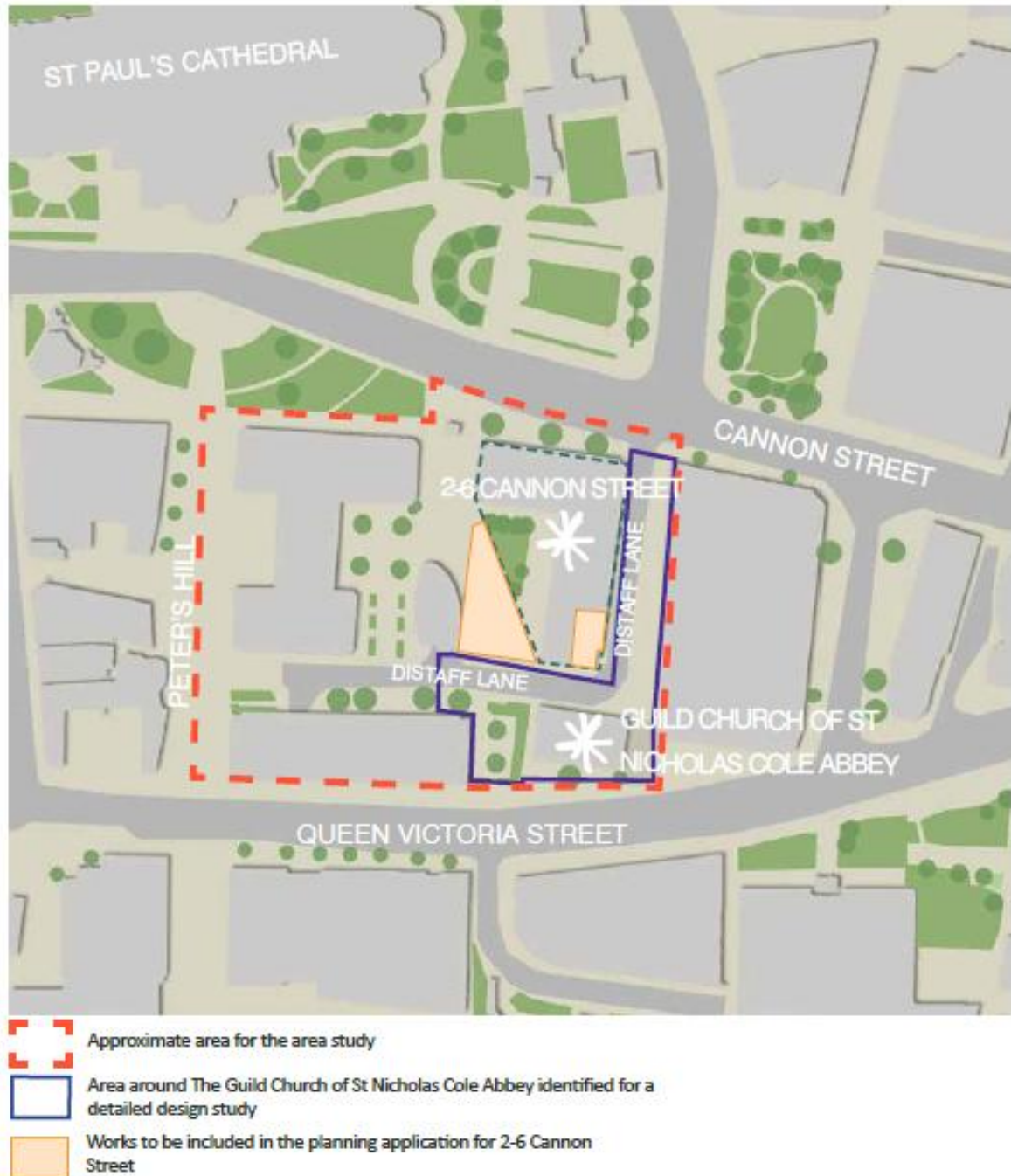
### Contact

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<b>Telephone Number</b>	0207 3323132

**Appendix 1: Agreed outline design proposals for offsite landscape works.**

A package of on-site and off-site landscape design proposals are intended to mitigate re-development planned at 2-6 Cannon Street. The scope of the work being undertaken is described in Figure 1 below:

*Figure 1 – Showing scope of on and offsite landscape mitigation works.*



The offsite proposals, which are the subject of this report, are described in Figure 2 by the purple line. Figure 2 also shows on site proposals, including a garden designed by Chelsea gold medal winning garden designer, Tom Stuart-Smith.

Figure 2 – Showing the extent of off-site landscape proposals.



Seats in sociable clusters



Existing garden boundary to be retained



Stone kerb edging to planting. Yorkstone paving



Potential to use the same high quality paving in the garden adjacent to 2-6 Cannon Street and in the garden beside the Abbey to connect the gardens across Distaff Lane

<b>Committees:</b>	<b>Dates:</b>	<b>Item no.</b>
Streets and Walkways Sub-Committee	7 July 2014	
Projects Sub-Committee	22 July 2014	
<b>Subject:</b> 125 Wood Street – S278 Works	<b>Issue Report</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>

### Summary

In March 2012 conditional approval was given for refurbishment of the building at 125 Wood Street. Works on the building commenced in 2013 and are now nearing completion.

As part of these works, the developer wishes to upgrade the footway material surrounding the building to a material which would be consistent with other footways in the immediate vicinity (York stone). This is accords with guidance in the Streetscene Manual, and is consistent with advice given to the developer during the planning stage. Unfortunately, the developer was not aware that they needed specific Committee approvals for this change in carriageway material, and this permission is now needed urgently.

In addition, City Officers have identified that when the carriageway improvements referred to above are complete, this will leave only a short section at the southern end of Wood Street with mastic paving. Thus, Officers are proposing that the remaining section of Wood Street should be finished in York stone also, subject to appropriate funds being identified (most likely either S106 or Community Infrastructure Levy funds).

### **Recommendations**

It is recommended that Members approve the following:

- That the footway paving material surrounding the 125 Wood Street building be upgraded to York stone;
- That Officers be authorised to negotiate the necessary legal agreements in order for the developer to pay the full costs of this upgrade, with the highways works being undertaken by the City's Term Contractor;
- That Officers be authorised to seek funding to upgrade with York stone the remaining section of Wood Street that is currently finished in mastic asphalt. When a suitable funding source has been identified, the decision to proceed with these works should be delegated to the Director of the Department of the Built Environment.

## Main Report

<b>1. Issue description</b>	<p><b><i>Footway Reinstatement Works</i></b></p> <p>In March 2012 conditional approval was given for refurbishment of the building at 125 Wood Street. Works on the building commenced in 2013 and are now nearing completion.</p> <p>The original planning application for this redevelopment did not contain any proposals for upgrading of the footways around the building – as such the footways would have been reinstated as mastic asphalt following completion of works on the building.</p> <p>However, during negotiations on the planning application, it was indicated to the developer that it would be appropriate for the footway material to be upgraded to York stone. This was considered appropriate as it would make the footways surrounding the building consistent with most of the other footways at that part of Wood Street. The developer agreed to this and the planning application was subsequently approved. The area of enhancement is given in Figure 1.</p> <p>The refurbishment of the building is now approaching completion, and as the hoarding surrounding the building is being removed, it is now possible to undertake works to reinstate the footway. However, as the developer has not had formal approval for the upgrade of the footway material, these works cannot proceed. Unless this situation is resolved imminently the developer's programme to complete the building will be delayed.</p> <p>As the developer is attempting to comply with instructions given to them by the City during the planning application process, it is clearly sensible to facilitate the developer by obtaining the necessary consents to complete their works. It is therefore recommended that approval be given for the upgrade of the footway surrounding the 125 Wood Street building, with the full costs (estimated at £65,000) to be met by the developer.</p> <p><b><i>Further Enhancement Works</i></b></p> <p>On completion of the developer's works, there will only remain a relatively small area of footway at that part of Wood Street that is not completed in York stone. It is therefore recommended that Members approve in-principle the upgrading of that final section of Wood Street footway, subject to an appropriate source of funding being identified (most likely S106 or CIL funding). It is provisionally estimated that these costs would be in the region of £25,000. The area referred to here is given in Figure 2.</p>
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<b>2. Last approved limit</b>	N/A
<b>3. Options</b>	N/A
<b>4. Recommendation</b>	<p>It is recommended that Members approve the following:</p> <ul style="list-style-type: none"> <li>- That the footway paving material surrounding the 125 Wood Street building be upgraded to York stone;</li> <li>- That Officers be authorised to negotiate the necessary legal agreements in order for the developer to pay the full costs of this upgrade, with the highways works being undertaken by the City's Term Contractor;</li> <li>- That Officers be authorised to seek funding to upgrade with York stone the remaining section of Wood Street that is currently finished in mastic asphalt. When a suitable funding source has been identified, the decision to proceed with these works should be delegated to the Director of the Department of the Built Environment.</li> </ul>

### Figures

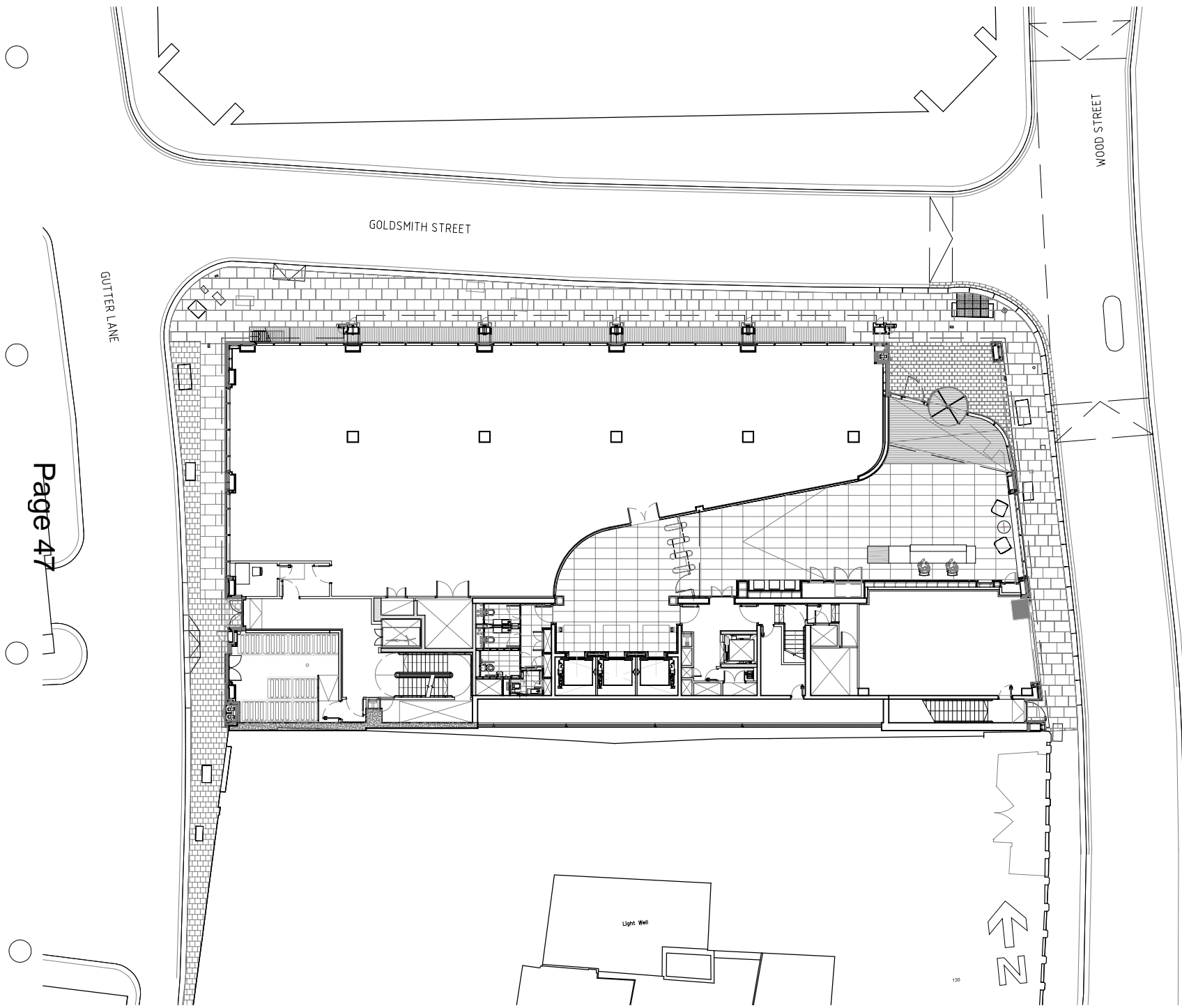
<b>Figure 1</b>	125 Wood Street Reinstatement Works
<b>Figure 2</b>	Possible Additional Enhancement Area

### Contact

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Notes

Revisions By Authorised

**Important note**

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Client  
 Orchard Street Investment Management

Project  
 125 Wood Street

Title  
 Hard landscaping overview (Figure 1)

Date	Drawn	Checked	Authorised
01-07-2014	DW	SK	----

Scale  
 1:300@A4

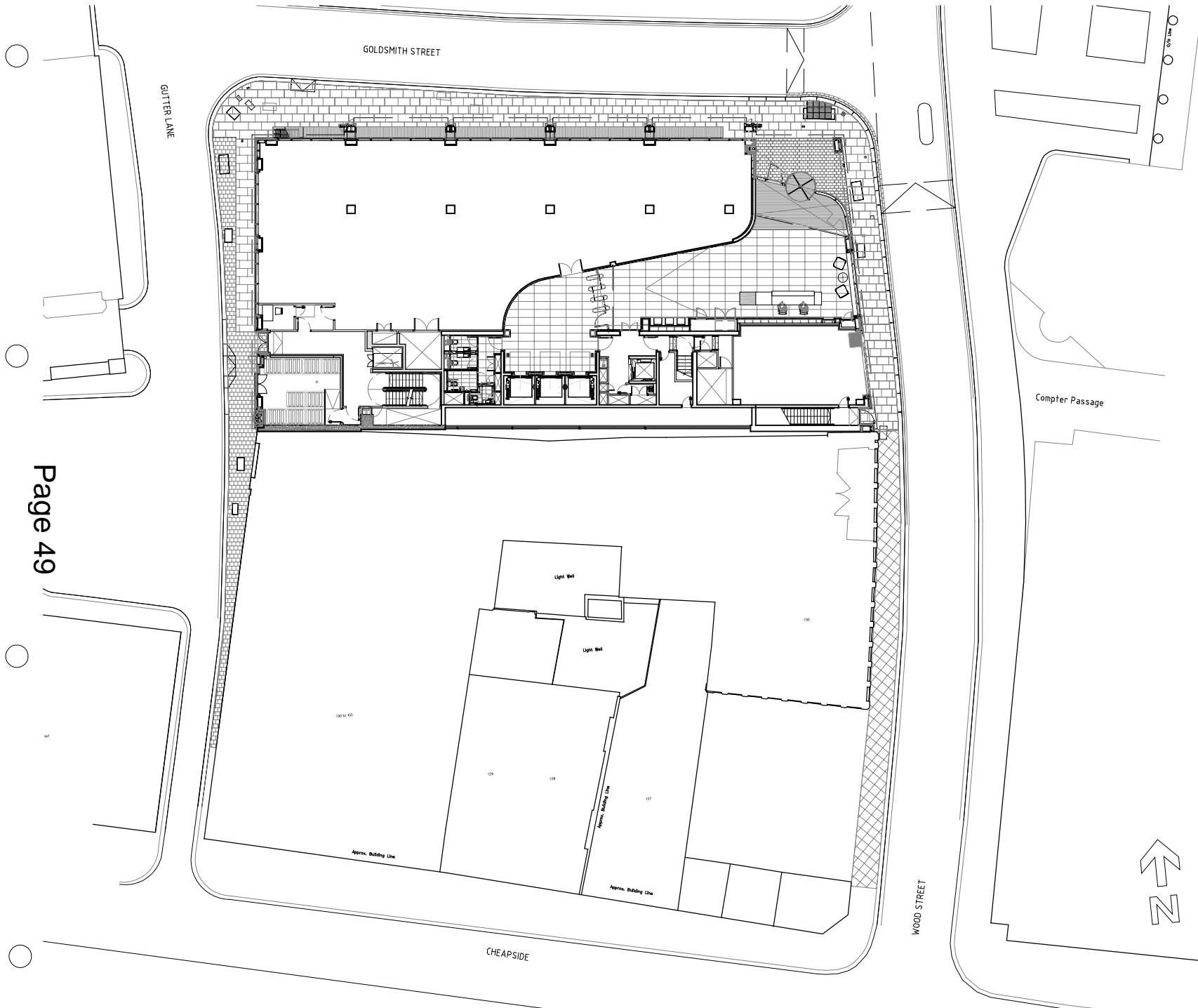
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Client Drawing number  
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Notes



Additional Wood Street paving works proposed & funded by CoL.

Revisions

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Client

Orchard Street Investment Management

Project

125 Wood Street

Title

Hard landscaping- increased extent (Figure 2)

Date	Drawn	Checked	Authorised
01-07-2014	DW	SK	----

Scale  
 1:400@A4

Issue status

**FOR INFORMATION**

Drawing number	Rev
20675-01-AR-99-102	-

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