

<b>Committees:</b> Streets and Walkways Sub Committee - for decision Projects and Procurement Sub-Committee – for information	<b>Dates:</b> 07 November 2023 15 January 2024
<b>Subject:</b> Dauntsey House, Frederick’s Place - Public Realm Improvements (S278)  <b>Unique Project Identifier:</b> <i>TBC at the next reporting stage</i>	<b>Gateway 2:</b> <b>Project Proposal</b> Light
<b>Report of:</b> Interim Executive Director Environment  <b>Report Author:</b> Emmanuel Ojugo	<b>For Decision</b>
<h1>PUBLIC</h1>	

## Recommendations

<b>1. Next steps and requested decisions</b>	<p><b>Project Description:</b> Public realm improvements related to the redevelopment of Dauntsey House, 4A &amp; 4B Frederick’s Place, to improve pedestrian movement, including, but not restricted to:</p> <ul style="list-style-type: none"> <li>- Raising sections of public highway,</li> <li>- Improving lighting coverage,</li> <li>- Introducing greenery and seating,</li> <li>- Introducing measures to maintain the performance of local highway network.</li> </ul> <p><b>Next Gateway:</b> Gateway 3/4 - Options Appraisal (Regular)</p> <p><b>Next Steps:</b></p> <p><u>Evaluation and Design to reach the next gateway:</u></p> <ul style="list-style-type: none"> <li>○ Carry out site location surveys to establish conditions, subject to access.</li> <li>○ Appoint consultants if necessary</li> <li>○ Develop design with the City Highways Team to reach the next reporting stage</li> <li>○ Develop an outline design for consultation.</li> <li>○ Draft the Section 278 Agreement in accordance with the legal obligation stated in the Section 106 Deed of Agreement.</li> </ul> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>i. That budget of £25,000 is approved for Evaluation and Design to reach the next Gateway;</li> </ol>
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	<p>ii. Note the total estimated cost of the project <b>£350K - £600K</b> (excluding risk), funded from the Section 106 and Section 278;</p> <p>iii. Permission to enter into a Section 278 Agreement in accordance with the completed Section 106 Deed of Agreement related to the redevelopment of Dauntsey House, 4A &amp; 4B Frederick's Place.</p>																				
<p><b>2. Resource requirements to reach next Gateway</b></p>	<table border="1"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs (P&amp;T)</td> <td>Project Management, Design Development, Section 278 scope</td> <td>Section 106</td> <td>12,000</td> </tr> <tr> <td>Staff Costs (DES - Engineer)</td> <td>Civils, Design Development</td> <td>Section 106</td> <td>8,000</td> </tr> <tr> <td>Fees</td> <td>Survey information</td> <td>Section 106</td> <td>5,000</td> </tr> <tr> <td><b>Total</b></td> <td></td> <td></td> <td>25,000</td> </tr> </tbody> </table> <p><b>Costed Risk Provision requested for this Gateway: X</b> (Cost Risk Provision is not deemed necessary at this stage).</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff Costs (P&T)	Project Management, Design Development, Section 278 scope	Section 106	12,000	Staff Costs (DES - Engineer)	Civils, Design Development	Section 106	8,000	Fees	Survey information	Section 106	5,000	<b>Total</b>			25,000
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<p><b>3. Governance arrangements</b></p>	<ul style="list-style-type: none"> <li>• Streets and Walkways Sub-Committee of Planning and Transportation Committee.</li> <li>• Senior Responsible Officer: Brue McVean.</li> <li>• At this stage it is not deemed necessary to form a project board to manage governance.</li> </ul>																				

### Project Summary

<p><b>4. Context</b></p>	<p>4.1. There is a legal obligation to mitigate the effects of the Dauntsey House, 4A &amp; 4B Frederick's Place development as stated in the completed Section 106 Agreement.</p>
<p><b>5. Brief description of project</b></p>	<p>5.1. According to Schedule 9 of the completed Section 106 Agreement that provides the mechanism for entering into a Section 278 Agreement; the works may include but will not be limited to:</p>

	<ul style="list-style-type: none"> <li>• Works to Ironmonger Lane, including new paving and raised section of carriageway or raised table to cater for new and existing pedestrian movement between Frederick's Place, St Olave's Court and Prudent Passage,</li> <li>• Other improvements may include new lighting works to accommodate pedestrian movement immediately south of the development around private loading areas; an increase in greenery subject to site conditions, seating and historical interpretation.</li> </ul>
<b>6. Consequences if project not approved</b>	<p>6.1. If this project is not approved the City would not fulfil its legal obligation to enter into a Section 278 Agreement to mitigate the effects of the development. There will be no mechanism through which the highway changes required to accommodate the new building can be delivered without investment.</p> <p>6.2. The developer will be in breach of their Section 106 covenant if they are unable to enter into a Section 278 agreement to enable highway improvement work unless the City waives or varies the covenant.</p> <p>6.3. The City would need to fund any increases in maintenance liability costs made necessary by the development.</p>
<b>7. SMART project objectives</b>	<p>7.1. Improve pedestrian accessibility particularly between Ironmonger Lane, Frederick's Place and Old Jewry.</p> <p>7.2. Increase greenery in the area subject to site conditions.</p> <p>7.3. Improved lighting around the development and provision of seating in the area.</p> <p>7.4. Include local historic interpretation in the design/potential for public art.</p>
<b>8. Key benefits</b>	<p>8.1. An increased public perception of safety is expected due to improved lighting and the quality of materials used.</p> <p>8.2. An increase in greening and seating coverage in the area.</p> <p>8.3. The developer's aspirations and requirements met, by ensuring the surrounding highways work is completed in alignment with the developer's programme.</p>
<b>9. Project category</b>	4a. Fully reimbursable
<b>10. Project priority</b>	C. Desirable
<b>11. Notable exclusions</b>	11.1. No notable exclusions at this stage

## Options Appraisal

<p><b>12. Overview of options</b></p>	<p>12.1. It is proposed to develop options and present them at the next reporting stage in accordance with the Transport Strategy objectives and in collaboration with key stakeholders including the Cheapside Business Alliance.</p> <p>12.2. Options will focus mainly on how works are to be phased accord with existing development and highways activity in the area.</p>
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## Project Planning

<p><b>13. Delivery period and key dates</b></p>	<p><b>Overall project:</b> Public realm works are expected to be completed within approx. 6-8 months of approval to start works (Gateway 5) – subject to the developer's programme.</p> <p><b>Key dates:</b></p> <ul style="list-style-type: none"> <li>- Streets and Walkways Committee approval to initiate the project - Nov 2023</li> <li>- Produce design brief - Q1 2024</li> <li>Carry out site surveys - Q2 2024</li> <li>- Outline design for local consultation - Q3 2024</li> <li>- Gateway 3/4 – Q4 2024</li> </ul> <p><b>Other works dates to coordinate:</b> Project manager to maintained regular communication with developer and local stakeholders.</p>
<p><b>14. Risk implications</b></p>	<p><b>Overall project risk:</b> Low</p> <p>Post Gateway 3/4, it is proposed to request that a Gateway 5 report is delegated provided costs identified at Gateway 3/4 are not exceeded.</p> <ul style="list-style-type: none"> <li>• <b>Full cost of works unknown</b> <i>Risk response: accept</i> As the design develops, the likely cost of the scheme will be established..</li> <li>• <b>Costs of the work prove excessive</b> <i>Risk response: reduce</i> The scheme will be designed efficiently with options and associated costs will be agreed as part of the Section 278 Agreement which will contain a standard mechanism for seeking reasonable excess funds, should they be required.</li> <li>• <b>Project not delivered to programme</b> <i>Risk response: accept</i> Access to carry out the public realm improvement works are subject to the developer's programme. Any excessive</li> </ul>

	changes to the project programme will be subject to the Gateway reporting process.
<b>15. Stakeholders and consultees</b>	<p>15.1. Developer of 9 Dauntsey House, 4A &amp; 4B Frederick's Place</p> <p>15.2. Owners/occupiers of adjacent buildings to Dauntsey House, 4A &amp; 4B Frederick's Place</p> <p>15.3. Local Ward Members</p> <p>15.4. Cheapside Business Alliance</p> <p>15.5. Internal City teams including Highway, City Garden, and the Access Team.</p>

### Resource Implications

<b>16. Total estimated cost</b>	<p><b>Likely cost range (excluding risk):</b> <i>Anticipated lifetime cost to deliver this project (excluding risk).</i></p> <p>Note: £350K-£600K. Costed risk will be determined at the next reporting gateway.</p>									
<b>17. Funding strategy</b>	<p>Choose 1:</p> <p>Partial funding confirmed</p>	<p>Choose 1:</p> <p>External - Funded wholly by contributions from external third parties</p> <table border="1" data-bbox="531 1050 1401 1451"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>S106 related to the redevelopment of Dauntsey House, 4A &amp; 4B Frederick's Place</td> <td>25K</td> </tr> <tr> <td>S278 related to the redevelopment of Dauntsey House, 4A &amp; 4B Frederick's Place</td> <td><b>325K – 575K</b></td> </tr> <tr> <td style="text-align: right;"><b>Total</b></td> <td><b>350K – 600K</b></td> </tr> </tbody> </table> <p>Note: The £25,000 funding is identified here is a requirement of the approved Section 106 Design and Evaluation obligation.</p> <p>It is further noted that funding required to carry out implementation is to be established entering into a legal Section 278 Agreement to be agreed prior to Gateway 5.</p>	Funds/Sources of Funding	Cost (£)	S106 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place	25K	S278 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place	<b>325K – 575K</b>	<b>Total</b>	<b>350K – 600K</b>
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<b>Total</b>	<b>350K – 600K</b>									
<b>18. Investment appraisal</b>	<p>Not applicable.</p> <p><b>On-going revenue implications</b></p> <p>18.1. Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at Gateway 5 when the detailed design will be finalised.</p>									

	18.2. These costs will be assessed and covered by the developer under a Section 278 agreement, thereby mitigating the impact on local risk budgets.
<b>19. Procurement strategy/route to market</b>	<p>19.1. It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway. This will be confirmed at Gateway 5.</p> <p>19.2. A design brief seeking expressions of interest will be drafted to develop the full scope of the Section 278 works area, following procurement rules.</p> <p>19.3. The Construction Design will be overseen by the City of London Highways Team.</p> <p>19.4. The materials and specification of the design will be the City's standard specification, in accordance with the City Public Realm Supplementary Planning Document.</p>
<b>20. Legal implications</b>	20.1. A Section 106 Agreement has been approved and provides the mechanism to enter into a subsequent Section 278 Agreement is being negotiated with the developer. This is to be finalised prior to the submission of a Gateway 5 report.
<b>21. Corporate property implications</b>	None.
<b>22. Traffic implications</b>	22.1. The proposed adjacent works are unlikely to have any long-term impact on vehicular traffic and will improve pedestrian flows.
<b>23. Sustainability and energy implications</b>	<p>23.1. It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</p> <p>23.2. The project will seek to introduce greenery in the local area.</p>
<b>24. IS implications</b>	None
<b>25. Equality Impact Assessment</b>	<p>An equality impact assessment (scoping exercise) will be undertaken as part of the pre evaluation process. Should a more fulsome assessment be required this will be carried out as part of the design development process.</p> <p>The City of London's Street Accessibility Tool (COLSAT) will also be used to establish the existing issues and for the progressing design to improve on this situation.</p>
<b>26. Data Protection Impact Assessment</b>	None

## **Appendices**

<b>Appendix 1</b>	Project Briefing
<b>Appendix 2</b>	Site Location Plan

## **Contact**

<b>Report Author</b>	Emmanuel Ojugo
<b>Email Address</b>	<a href="mailto:emmanuel.ojugo@cityoflondon.gov.uk">emmanuel.ojugo@cityoflondon.gov.uk</a>
<b>Telephone Number</b>	020 73321158