

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

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

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

Contact

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Proposal																	
1. Brief description	<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>																
2. Scope and exclusions	<ul style="list-style-type: none"> • 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 • The proposals do not cover areas of private land 																
Project Planning																	
3. Programme and key dates	<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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4. Risk implications	<ul style="list-style-type: none"> • Objections from local occupiers and residents 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. 																

	<ul style="list-style-type: none"> • Design options do not meet the aspirations of the developer 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. • Significant accessibility improvements are not feasible Mitigate by developing alternative design options for highway layout and focus on key routes to the doctor's surgery • Proposals are not in keeping with the conservation area Mitigate by liaising with the City's conservation and design officers to achieve suitable design options
5. Stakeholders and consultees	<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"> • The Developer (Helical Bar), and their professional advisory team • Two Ward Members • Local Resident representatives • Three Local Livery Companies • Key Local Occupiers including the Doctor's surgery • City Officers
<i>Resource Implications</i>	
6. Total Estimated cost	£7.5million
7. Funding strategy	The project is to be entirely funded by the developer of Bart's Close through Section 106 and Section 278 Agreements
8. Ongoing revenue implications	To be confirmed at next Gateway.
9. Affordability	The £7.5 estimated cost of the project is fully funded under the terms of the existing Section 106 Agreement.

10. Procurement strategy	The City's highways term contractor is likely to be recommended to construct the scheme. This is to be confirmed at the next gateway.
11. Legal implications	These are included in the body of the report
12. Transport implications	<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>
13. Equality Impact Assessment	<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>
14. <u>Recommendation</u>	
15. Next Gateway	Gateway 4a - Inclusion in Capital Programme
16. Resource requirements to reach next Gateway	£75,000 (staff costs)

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

Bart's Close Public Realm Objectives			
	<p>Strategic Objectives: Approved West Smithfield Area Strategy: 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</p>		
	Local Issues	Outcome/ Objective	Next Steps
	Transportation		
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"> • Officers to carry out detailed review existing transport data provided in developer's Transport Assessment • Officers to review developers information outlining expected demand from new development in relation to parking and servicing • Transport consultants to be appointed to assess existing conditions in relation to on-street loading, servicing & parking through surveys
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"> • Transport consultants to be appointed to undertake a wider area study of existing conditions (e.g. night time economy issues with taxis) • Officers to undertake a wider area study of future conditions e.g. Crossrail pedestrian predictions (data expected summer 2014), new hospital trip predictions • 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.
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"> • Vehicles currently strike buildings • No space for pedestrians on footways • Road safety concerns • Conflict point for vehicles, esp large delivery vehicles • Consider raised carriageway/ shared surface like Exhibition Road near V&A. However, this may make vehicle strikes to building more likely. Consider bollards 	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	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"> • Assess existing lighting levels & type and identify areas where improved lighting is required • Identify areas where public space can be created or footways widened • Identify areas for potential tree planting and greenery • Develop ideas for public art
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	
E4	Bart's Close North (cobbled square) has great potential for further enhancement: <ul style="list-style-type: none"> • Reconfigure parking spaces/adjust layout to reduce conflict and stop taxis idling • Consider additional greening and public art 	
E5	Encourage pedestrianisation and enhancement of main square (Barts Close South)	
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	
		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 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 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 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

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"> • Project officers will liaise with CoL conservation team in the development of design options • Officers and design consultants will develop a materials palette for the scheme in accordance with the street scene manual
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		

		Accessibility	Next Steps
A1	Pinch-point outside 38 Bart's Close issues: <ul style="list-style-type: none"> No space for pedestrians (forced to use carriageway) Prams and wheelchairs particularly badly affected (esp. significant because of nearby doctors surgery) Road safety concerns 	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		
		Process	Next Steps
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"> Officers will prepare a detailed project programme Officers will consult the Working Party on design options ahead of public consultation
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

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

Overview

<p>1. Spending Committee Streets and Walkways Sub-Committee.</p>
<p>2. Project Board A project board is proposed in view of the large scale of the project.</p>
<p>3. Area Strategy Authorising Committee and date of Authorisation West Smithfield Area Enhancement strategy is planned to be adopted in summer 2013.</p>
<p>4. Brief description of project</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"> • adapting the highway layout to take account of the new development, including adjustments to crossings; • taking excess carriageway space and creating widened footways; • access improvements; • public space enhancements; • carrying out tree and other planting; • repaving with York Stone and providing seating where appropriate. <p>The improvements are all in accordance with the soon to be adopted West Smithfield area strategy.</p>
<p>5. Do materials used comply with ‘material review’ approved use? 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

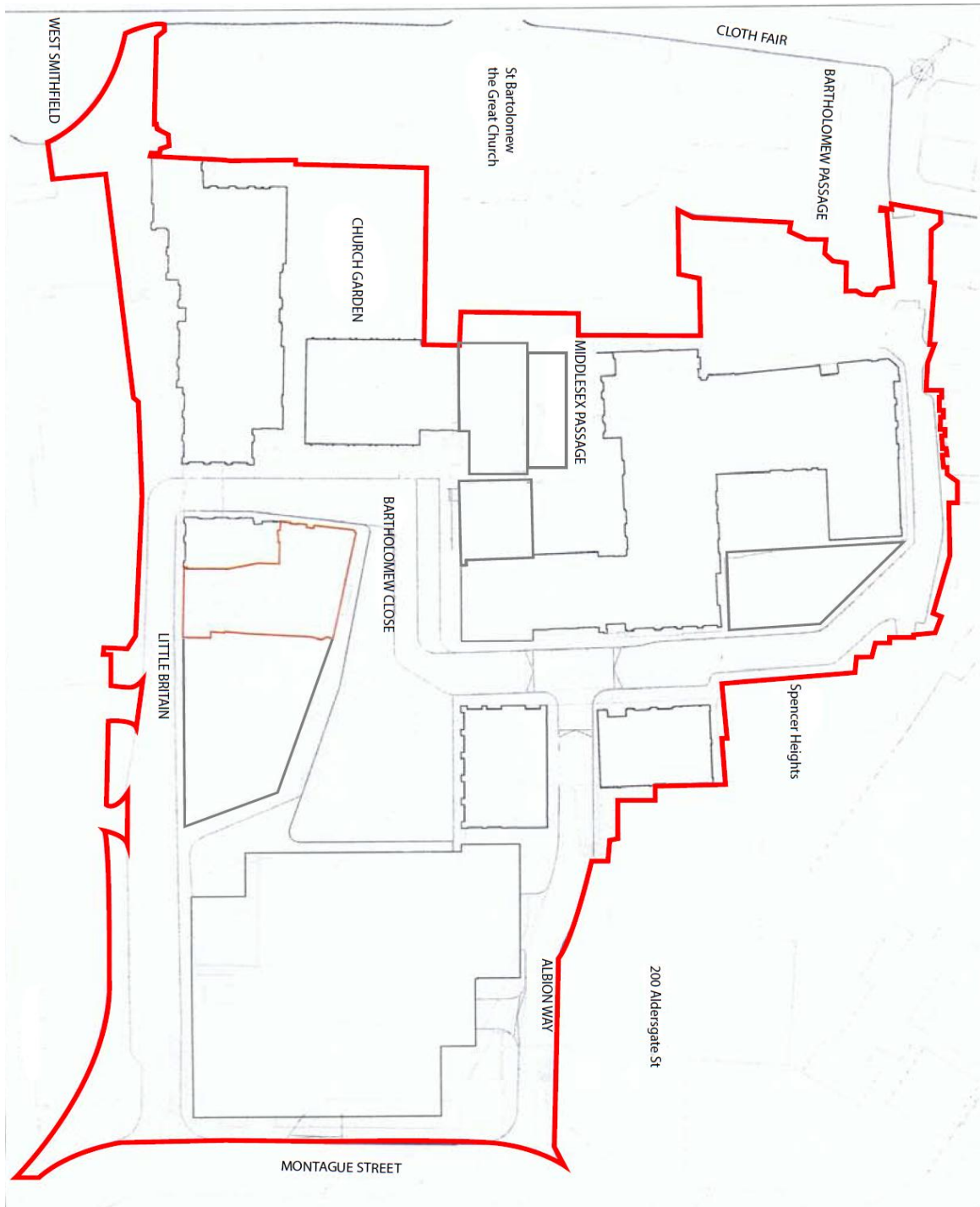
16. Resources requirements to reach next Gateway

£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

