

Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub	16/02/2015 23/02/2015	
Subject: Plough Place Environmental Enhancements	Gateway 3 Outline Options Appraisal	Public
Report of: Director of the Built Environment		For Decision
<u>Summary</u>		
<p>Dashboard Project Status – Green Total Estimated Cost – £699,455 Spend to Date – £26,310 Overall project risk – Low</p> <p>Located within the Chancery Lane area, the development of 12-14 New Fetter Lane is now under construction with an anticipated practical completion date of 28th September 2015. Stipulated within the Section 106 Agreement is a requirement to undertake enhancement works to Plough Place (Appendix 1) and to agree the necessary Highway Improvement Works, including the relocation of motorcycle parking on Plough Place, through a Section 278 Agreement.</p> <p>The Section 278 works, and in particular, the relocation of the motorcycle parking on Plough Place, will be necessary to enable the Section 106 enhancement works to take place. The original scope of the project was a basic enhancement scheme to facilitate east-west pedestrian movement, but stakeholder engagement has revealed a strong desire to create a space with enhanced greenery and opportunities to dwell. In order to successfully co-ordinate both elements of the works, Member approval is now sought to change the scope of the project to include increased enhancements on Plough Place and incorporate the Section 278 Highway Improvement Works. The increase in the total estimated cost of the project reflects the inclusion of the Section 278 works (£267,137) and an increase in cost of the Section 106 works (£432,318) set out in Section 6.</p> <p>The Plough Place project received Gateway 2 approval at Planning and Transportation Committee in November 2013. A Working Party was established with representatives from the 2 landowners fronting the space. The Working Party has established a series of objectives that are set out in Appendix 2 and form the basis of the project direction and the Gateway 3 approval. Of the two options outlined within the Gateway 2 report, the Working Party unanimously supported the full pedestrianisation of Plough Place. This will have no significant impact on the wider network as it was previously only used to access a private car park.</p> <p>Recommendations It is recommended that Members:</p> <ul style="list-style-type: none"> • Approve a change in project scope to include increased enhancements on Plough Place and the Section 278 Highway Improvement Works; • Approve the project objectives set out in Appendix 2; • Authorise the release of £125,000 to cover staff costs and fees as outlined in Section 16 of this report, subject to the receipt of the Section 278 funds; • Authorise officers to pursue the necessary approvals to pedestrianise 		

Plough Place and relocate the existing motorcycle parking bay.

Main Report

Progress to Date

Environmental Enhancements (Section 106)

There was a slight delay in the programme following Gateway 2 approval in November 2013 due to progress on the development. Following some initial stakeholder meetings a Working Party was established in with the representatives from the 2 landowners fronting the space - Great Portland Estates and Kirkbi A/S. The Working Party has established a series of objectives set out in Appendix 2.

Townshend Landscape Architects were previously commissioned by the developer prior to the initiation of the Plough Place project. The Working Party has reviewed the initial design options and it was agreed that they should be retained. The designs undertaken on behalf of the developer and some initial response to the Working Party comments are outlined in Appendix 4. A decision is not required on these early concept designs as further work needs to be undertaken to ensure that proposals meet all of the stakeholder objectives. The design will be finalised for Member approval at the next Gateway.

Highway Improvement Works (Section 278)

A two stage approach has been agreed with the developer, with the first Section 278 Agreement covering the evaluation and design work and the second Section 278 Agreement covering the implementation of the local highway changes required to accommodate the development.

The scope of the Section 278 works is as follows:

- Footway upgrade around the development;
- Relocation of the motorcycle parking bay on Plough Place;
- Loading restrictions opposite service bay on Fetter Lane;
- Improvements to pedestrian crossing areas.

Overview of Options

The 2 options that were outlined within the Gateway 1/2 report were:

- Part pedestrianisation of Plough Place;
- Full pedestrianisation of Plough Place.

The redevelopment of 12-14 New Fetter Lane will remove the private car park that was previously accessed from Plough Place, thereby eliminating the requirement for vehicular access. In addition to this, the removal of vehicular access from Plough Place was unanimously agreed as a key aspiration of the Working Party (Appendix 2). It is therefore considered that Members support this approach as it will secure the most desirable outcomes for all key stakeholders and the City of London Corporation.

Where the proposals are contingent on traffic orders, they will be subject to statutory consultation, and a decision will be undertaken under Chief Officer delegated authority subject to consideration of the consultation responses.

Proposed Way Forward

Environmental Enhancements

The Working Party has unanimously agreed the objectives for the project and the scope of the work that needs to be carried out. Members' approval of these objectives is now sought in order to progress the project and enable works to

commence in time for the practical completion of the development.

The Working Party will continue to provide local input and guidance on the options as they are developed to ensure that proposals appropriate for current and future users of the space. Following detailed design work stakeholders in the wider area will be given an opportunity to consider and comment on the proposals ahead of a Gateway 4/5 report being presented to Members.

Section 278

It is proposed that the footways around the development on Fetter Lane and New Fetter Lane are upgraded from asphalt to York stone. This will enable the creation of a high quality streetscape and setting for the new development which ties in with recently completed schemes in the locality. York stone is more sustainable and durable than asphalt and is part of a palette of materials that is widely used throughout the City.

The City's Policy for on-street motorcycle parking provision is to seek to maintain on-street parking at current levels. Three potential options have been identified for the relocation of motorcycle parking from Plough Place:

- New Fetter Lane;
- Holborn;
- Bream Buildings.

Following a detailed assessment, the recommended option will be reported at the next Gateway.

Procurement Approach

This project will be managed by officers from the Department of the Built Environment and implemented under the term contract by JB Riney who were appointed via a competitive tender and who have a track record of delivering work of a high standard. Should any specialist contractors be required, the Department of the Built Environment will consult with City Procurement to identify the most appropriate route to market.

Financial Implications

To date, £26,310 has been spent from the Section 106 Pre-Evaluation budget. This can be broken down into £22,845 of staff costs involved in information gathering, project management and the coordination of the Working Party. Of the fees allocation approved at the previous Gateway £3,465 has been spent on undertaking a topographical survey of Plough Place.

Townshend Landscape Architects have been appointed to undertake the initial concept design work at a cost of £13,200 from the Pre-Evaluation fees budget. The design will be finalised for Member approval at the next Gateway.

A two stage Section 278 Agreement has been agreed, with the first agreement covering the evaluation and design work at an estimated cost of £75,000. The second agreement will cover the implementation of the local highway changes required to accommodate the development, at an estimated cost of £192,137.

Appendices

Appendix 1	Plough Place Section 106 Works Area
Appendix 2	Scheme Objectives and Next Steps agreed by Working Party
Appendix 3	Plough Place concept options
Appendix 4	Gateway 2 Project Proposal Report

Contact

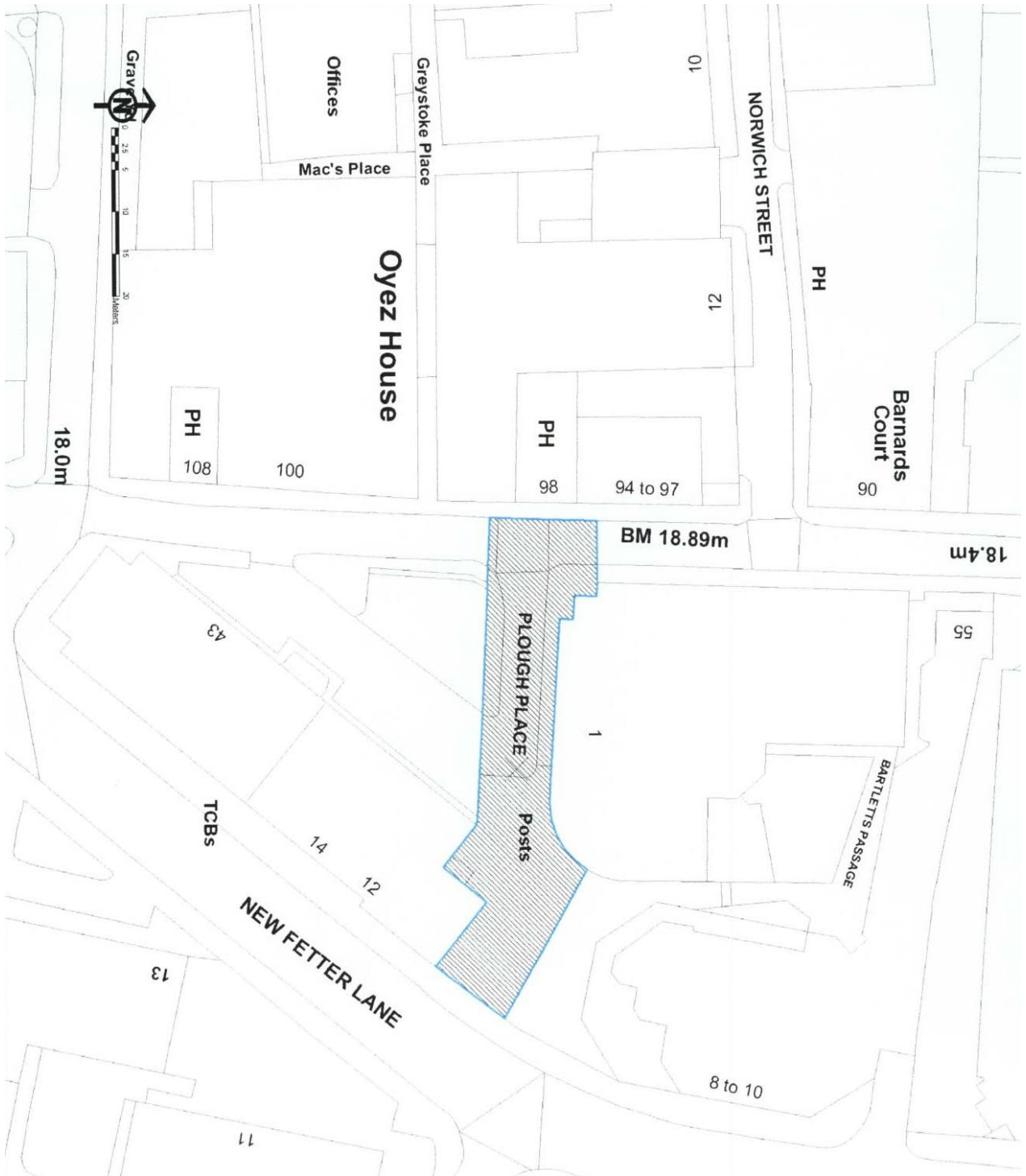
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<i>Proposal</i>	
1. Brief description	<p>Options are to be developed based on the full pedestrianisation of Plough Place and the project objectives that have been agreed by the Working Party (see Appendix 1).</p> <p>These objectives stem from an analysis of local needs that have been identified by officers through initial consultation with key local stakeholders.</p> <p>The next steps to reach Gateway 4/5 will be the development design proposals that will address key objectives established by the Working Party and to establish an appropriate location for the relocation of the motorcycle parking.</p>
2. Scope and exclusions	<ul style="list-style-type: none"> • The core design proposals for Plough Place are restricted to the areas of public highway within the boundary of the plan in Appendix 1 that forms part of the Section 106 agreement. • The Highway Improvement Works will be funded through a separate Section 278 agreement, but the design and implementation of these works will dovetail with the wider enhancement works;
<i>Project Planning</i>	
3. Programme and key dates	<p>Design Development – Feb-May 2015</p> <p>Gateway 4/5 – June 2015</p> <p>Implementation S278 Works – July-Sept 2015</p> <p>12-14 NFL Practical Completion – 28 Sept 2015</p> <p>Implementation Plough Place – Sept-Nov 2015</p> <p>Gateway 7 – Early 2016</p>
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. • Design options do not meet the aspirations of the Working Party members Mitigate through agreement of design options by the Working Party. • Other works in the area impact on the project programme Manage by liaising closely with colleagues, assessing site access requirements and sharing relevant

<i>Proposal</i>	
	<p>programmes.</p> <ul style="list-style-type: none"> • Relevant Traffic and Parking Orders cannot be made Mitigate by discussing any necessary Orders during the next stage of design.
5. Stakeholders and consultees	<ul style="list-style-type: none"> • The Working Party is chaired by the City of London, and comprises representatives from the developer, Great Portland Estates and adjacent landowners Kirkbi A/S (8-10 New Fetter Lane and 1 Plough Place) • As part of the next stage of design work, and before the next Gateway report, Ward Members, residents and other stakeholders will be consulted on the emerging proposals.
<i>Resource Implications</i>	
6. Total Estimated cost	<p>Plough Place (S106) - £432,318. Whilst a detailed cost estimate has not yet been undertaken, the increase in cost from the Gateway 1/2 report reflects the objectives of the Working Party to achieve the creation of a Plough Place as a destination and place to dwell through the use of hard and soft landscaping, seating, lighting and public art. Whilst the previous estimate had considered some of these elements, there was a greater focus on Plough Place as a through route rather than a destination in its own right.</p> <p>Highway Improvement Works (S278) £267,137</p>
7. Funding strategy	The project is to be entirely funded through the relevant Section 106 and Section 278 agreements.
8. Ongoing revenue implications	To be confirmed at the next Gateway.
9. Affordability	The estimated cost of the project is fully funded under the terms of the existing Section 106 agreement and the associated Section 278 agreement
10. Procurement strategy	The City's highways term contractor is likely to be recommended to implement the scheme. This is to be confirmed at the next gateway. Any other consultants that are deemed to be necessary shall be appointed by competitive tender (where appropriate) through the City of London Procurement Service.
11. Legal	There a no specific legal implications at this stage. Any

Proposal																																					
implications	emerging implications will be reported at the next Gateway.																																				
12. Traffic implications	The pedestrianisation of Plough Place will not have significant traffic implications as it was previously only used as an access for a private car park. An assessment of the re-location of motorcycle parking on Plough Place will be undertaken and reported at the next Gateway.																																				
13. Equality Impact Assessment	Officers have carried out an Equalities Impact Assessment, with results indicating that the project could deliver positive impacts for a number of user groups.																																				
14. <u>Recommendation</u>	It is recommended that Members approve the Scheme Objectives as set out in Appendix 2, and also approve the resources required to reach the next Gateway as set out in section 16 of this report.																																				
15. Next Gateway	Gateway 4/5 Authority to Start Work																																				
16. Resource requirements to reach next Gateway	<p>Table 1 – Expenditure incurred to Jan 2015</p> <table border="1"> <thead> <tr> <th>Works</th> <th>Approved Budget</th> <th>Spent/ Committed</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>Pre-Evaluation P&T Fees</td> <td>£20,000</td> <td>£3,465</td> <td>£16,535</td> </tr> <tr> <td>Pre-Evaluation P&T Staff Costs</td> <td>£23,000</td> <td>£22,845</td> <td>£155</td> </tr> <tr> <td>Total</td> <td>£43,000</td> <td>£26,310</td> <td>£16,690</td> </tr> </tbody> </table> <p>Table 2 – Budget required to reach next Gateway</p> <table border="1"> <thead> <tr> <th>Works</th> <th>Approved Budget</th> <th>*Additional Funds</th> <th>Budget to next Gateway</th> </tr> </thead> <tbody> <tr> <td>P&T Fees</td> <td>£20,000</td> <td>£40,000</td> <td>£60,000</td> </tr> <tr> <td>P&T Staff Costs</td> <td>£23,000</td> <td>£59,550</td> <td>£82,550</td> </tr> <tr> <td>Highways Staff Costs</td> <td>£0</td> <td>£25,450</td> <td>£25,450</td> </tr> <tr> <td>Total</td> <td>£43,000</td> <td>£125,000</td> <td>£168,000</td> </tr> </tbody> </table> <p>*Additional £125,000 funded from: 12-14 New Fetter Lane s106 - £50,000 12-14 New Fetter Lane s278 - £75,000</p>	Works	Approved Budget	Spent/ Committed	Remaining	Pre-Evaluation P&T Fees	£20,000	£3,465	£16,535	Pre-Evaluation P&T Staff Costs	£23,000	£22,845	£155	Total	£43,000	£26,310	£16,690	Works	Approved Budget	*Additional Funds	Budget to next Gateway	P&T Fees	£20,000	£40,000	£60,000	P&T Staff Costs	£23,000	£59,550	£82,550	Highways Staff Costs	£0	£25,450	£25,450	Total	£43,000	£125,000	£168,000
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Appendix 1 - Plough Place Section 106 Works Area



Appendix 2 - Scheme Objectives and Next Steps agreed by Working Party

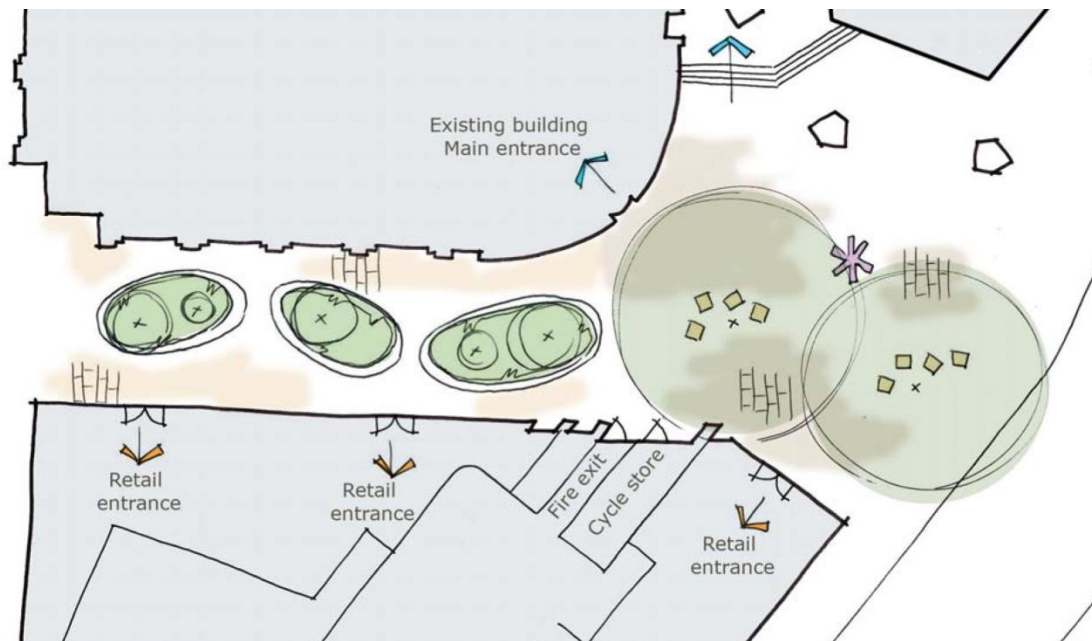
Plough Place public realm objectives			
ID	Connectivity & Wayfinding	Outcome / objective	Next steps
C1	There is a strong pedestrian desire line across the site	CO1 To create a pedestrian focussed space with a clear route through and opportunities to dwell. CO2 To develop an inclusive design that supports universal access and considers the necessary access requirements for maintenance and emergency services.	CoL to quantify pedestrian movement and establish the requirements for cycle parking in the area. All parties to explore the necessary emergency and maintenance access requirements. As built drawings or a radar survey to be undertaken.
C2	Removal of vehicles from the space supported by all parties.		
C3	Cycle parking is well used and needs to be re-provided, but should be carefully considered – cycling through the space should not be encouraged.		
C4	Building maintenance and emergency access needs to be maintained (UKPN Access Hatch in Area 2).		
C5	Accessibility should be improved for all user groups		
ID	Materials & Maintenance	Outcome / objective	Next steps
M1	Retention of existing trees is supported by all parties	MO1 To create a green space where soft landscaping is integrated with the hard urban environment.	Landowners to explore the possibility of private maintenance of green spaces. Meeting to be held with CoL Open Spaces team, Townshends and Working
M2	Need to increase greenery in the space		

M3	Orientation of the space and scale of adjacent buildings means there will not be a significant amount of sun.	MO2 To deliver a design with appropriate planting and materials that can be adequately maintained in the long term.	Party members to establish exact requirements for soft landscaping
M4	Ongoing maintenance costs (up to 20 years) of any proposed planters must be secured from the private landowners.		
M5	Materials should be of a high quality and comply with the City's street scene manual.		
ID	Design features	Outcome / objective	Next steps
D1	Landscape should be designed to respond to the form of the buildings - aligning landscape with facade	DO1 A design that creates a strong local identity by responding to the local character, context and site constraints.	Townshend to explore design options that achieve the desired outcomes
D2	A design should respond to the local character, considering spaces such as Bartlett's Passage as design drivers.		
D3	Although the area is likely to be in shade for long parts of the day due to its orientation, this should be considered as an asset rather than a weakness.		
D4	Plough Place should be considered as a destination in which to dwell, rather than simply a through route.	DO2 To provide appropriate seating that encourages use of the space throughout the day.	

D5	Street furniture and, in particular, cycle parking needs to be carefully considered in order to minimise clutter in such a narrow space.	DO3 A simple design for an uncluttered space that provides the necessary facilities without hindering access.	
D6	Lighting should form an important part of the design in order to create a safe, attractive space. Need to focus on simple, high quality lighting.		
ID	Responding to land uses	Outcome / objective	Next steps
R1	Break out area for seating – cafes etc. 1 Plough Place	RO1 To create a space which is flexible enough to enable active ground floor uses to spill out into the public realm. RO2 Planting should be designed to ensure that building frontages are unobstructed visually or physically.	Townshend to explore design options that achieve the desired outcomes
R2	Change of use – 8-10 frontage?		
R3	Ground floor frontages should be clearly legible and free from obstruction		

Appendix 3 - Plough Place concept options

The images below represent the initial concept design work undertaken by Townshend Landscape Architects on behalf of the developer of 12-14 New Fetter Lane.



The following images represent further options currently being explored for the design of the space that will be progressed further and presented in more detail at the next Gateway.



Appendix 4 Gateway 2 Project Proposal Report

Project Gateway 2	
Project: Plough Place	Public
Report of: Director of the Built Environment	For Decision

Overview

1. Spending Committee Streets & Walkways Sub-Committee
2. Project Board A Project Board is not recommended given the scale and nature of this project. Regular design team meetings will be held with the project team and Senior Responsible Officer.
3. Area Strategy Authorising Committee and date of Authorisation The project area is contained within the boundary of the Chancery Lane Area Strategy which was approved by Court of Common Council in 2010; however no specific proposals were included for the project area.
4. Brief description of project As stipulated in the Section 106 agreement relating to the development site at 12-14 New Fetter Lane and 43 Fetter Lane, initial works will focus on enhancements to Plough Place, a small but important east-west route through the area for pedestrians. The existing site at 43 Fetter Lane contains a car park which is accessed via Fetter Lane and Plough Place. The redevelopment will remove this car park, thereby eliminating the requirement for access from Plough Place and presenting an opportunity to fully pedestrianise the street. The focus of this project will therefore be to investigate options for the enhancement of Plough Place (see Appendix 1 for a site plan). Plough Place is located within the area covered by the Chancery Lane Area Enhancement Strategy, although no specific proposals for this street were included. However, Chancery Lane is connected to Plough Place and New Fetter Lane via Cursitor Street, which has recently been improved and so options for the enhancement of Plough Place will take these works into consideration. The enhancement of Plough Place may involve the introduction of street trees, seating, improved lighting and public art, taking the proposed local frontages and uses into consideration. A Traffic Order will be required to formally remove vehicular access to the street, and options for the existing motor cycle parking on the street will be investigated as the project develops.
5. Do materials used comply with 'material review' approved use? Yes.
6. Success Criteria <ul style="list-style-type: none">Improved east-west links through the Chancery Lane area;

- Accessibility improvements.

7. Key options to be considered

The key options to be considered will be centred on the enhancement of the public realm as defined in the Section 106 agreement.

The key options are likely to include:

- Part pedestrianisation of Plough Place;
- Full pedestrianisation of Plough Place.

Both options will consider the introduction of street trees, new seating, improved lighting and public art.

These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the Chancery Lane Area Enhancement Strategy.

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

The project will link with the existing Chancery Lane Area Enhancement Strategy. Although not included as a specific project within the strategy document, Chancery Lane is connected to Plough Place and New Fetter Lane via Cursitor Street, which has recently been improved and so options for the enhancement of Plough Place will take these works into consideration.

The project aim to deliver some of the main aims of the area strategy, namely to create new public space and improve pedestrian links through the area.

9. Within which category does this project fit?

Fully reimbursable.

Asset enhancement/ improvement (capital).

10. What is the priority of the project

Advisable.

Financial Implications

11. Likely capital/supplementary revenue cost range

£150,000 - £200,000.

12. Potential source (s) of funding

Fully funded through the Section 106 agreement related to the development site at 12-14 New Fetter Lane and 43 Fetter Lane, the total contribution of which is £432,318 (for Local Community & Environmental Improvement Works). However, it should be noted that the initial 10% contribution (£43,232) has not yet been received from the developer, despite preparatory works for the development commencing (which is the trigger for such payments). Therefore the progression of the project is subject to this funding being received from the developer.

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

It is anticipated that the project would be largely revenue neutral as the area is already cleansed and maintained by the City. There may be revenue implications if increased soft landscaping is proposed however this will be identified as the design develops and reported at the next Gateway.

14. Indicative Procurement Approach

It is anticipated that all works will be undertaken by the City's term contractor, JB Riney. The use of J.B Riney will be confirmed in future Gateway reports.

15. Major risks

Overall Project - Low Risk

Risk breakdown:

1. Full cost of works unknown

As the design options are identified the anticipated cost of the scheme will be refined. The scope of the project will be tailored to ensure delivery within the available Section 106 funding.

2. Presence of utilities requires additional works

Appropriate surveys, such as radar surveys and trial holes, will be carried out during the design stage to establish the presence of utilities and any required works.

3. The project is delayed due to uncertainty arising from the developer

The City will continue to liaise with the developer to understand the expected timescales, and no substantive design work will take place until such confirmation is received.

16. Anticipated stakeholders and consultees

- Developer
- Local business owners/occupiers
- Local residents
- City of London Police
- City Transportation
- Highways
- City Surveyors
- Open Spaces
- Access Team
- Chamberlain
- Comptroller & City Solicitor

17. Sustainability Implications

It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.

18. Resources requirements to reach next Gateway

- Staff costs allocation - £23,000
- Professional fees allocation - £20,000

The staff allocation will allow for approximately 120 hours of time for the Project Officer, and approximately 20 hours of time for the Assistant Director

where required; this will include work to progress the project to outline options appraisal, conduct initial consultation work including liaison with local stakeholders, and to prepare necessary reports back to Members.

The professional fees allocation will be used for the appointment of consultants to undertake any initial transport reviews or surveys if so required.

Any unspent resource will be reported at the next gateway and allocated to future stages of the project.

These resources are fully externally funded through the Section 106 agreement relating to the development site at 12-14 New Fetter Lane and 43 Fetter Lane.

19. Standard or streamlined approval track
Streamlined.

Appendix 1 – Map of the project area

