

Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub- Committee	13/07/2015 21/07/2015	
Subject: 1 Angel Court Environmental Enhancements (EE113)	Gateway 3 Outline Options Appraisal	Public
Report of: Director of the Built Environment		For Decision
<p style="text-align: center;"><u>Summary</u></p> <p><u>Dashboard:</u></p> <ul style="list-style-type: none"> (i) Project status: Green (ii) Timeline: Gateway 3 (iii) Project estimated cost: £350K – 450K (iv) Spent to date: £4,201 (staff costs). Note: £10,000 was approved at Gateway 2 (v) Overall project risk: Green <p><u>Context</u></p> <p>The project involves public realm enhancements to the streets and spaces in the vicinity of the office and retail re-development at 1 Angel Court. The plan at Appendix 1 shows the streets that form part of the walking network away from main streets and are part of the 'Bank Bypass' walking routes set out in the Bank Area Enhancement Strategy. The recent and on-going improvements in Telegraph Street, Tokenhouse Yard (east) and Austin Friars are examples of the type of enhancements that are proposed through this project. Streets recommended for improvement are Angel Court, Tokenhouse Yard (south), Kings Arms Yard, Great Swan Alley (east) and Copthall Avenue. This 'network' approach is intended to improve the pedestrian experience of moving through and dwelling in the area by creating a more coherent network of streets and spaces, targeting key streets and areas.</p> <p>The proposals primarily relate to areas of public highway. However, there are also areas of private land adjacent to the development that are planned to be enhanced as part of enhancements to Angel Court. See Appendix 2 (1 Angel Court - Public and Private Demise). It is proposed that the design of the public and private areas of Angel Court is coordinated in order to create a seamless public realm which links with recent and proposed improvements in the local area.</p> <p><u>Progress to date</u></p> <p>Given the nature and low level of risk associated with this project, it was not necessary to establish a Working Party but rather a Design Team to coordinate the design across the public and private areas of Angle Court. The design team is chaired by a City officer and includes representatives from the developer of Angel Court, the developer's design consultant and City of London officers.</p> <p>To date, the design team has met twice to agree the existing issues to be addressed, project objectives and next steps which are set out in Appendix 4. These form the basis of the proposed project direction for Angel Court. The developer has also voluntarily agreed to separately fund design work (outside of the Section 106 and Section 278 process) for the public realm in Angel Court using their appointed design consultant under the direction of City officers. This shows a willingness by the</p>		

developer to invest in the local public realm above and beyond their statutory funding contribution.

Proposed way forward

The design approach is one that has been tried and tested and is in line with the City's Street Scene Manual. It predominantly involves raising carriageways where possible, improving access facilities and reinforcing the pedestrian nature and character of the Conservation Area. The project objectives for Angel Court have now been agreed in more detail with the developer and the design team and are set out in Appendix 4. Member's agreement to the streets identified for enhancement and the detailed objectives for Angel Court is now sought in order to move forward.

The next stage will include surveys and design development with the design team continuing to coordinate the proposals across the public and private areas. The scope of the planned S278 works will also be agreed with the developer.

Once designs have been developed, consultation with local occupiers is planned to ensure that stakeholders are given an opportunity to comment on the proposals. This will be carried out ahead of a Gateway 4 report being presented to Members.

Procurement Approach

At this stage, it is proposed to continue to utilise the developer's appointed design consultant to progress the design of the public realm of Angel Court, with the design for the other streets being carried out in-house by the City's team. The developer has agreed to fund their consultant team at their own cost up to Gateway 4 (quite separate from S.106 and S.278 funding). This includes design of both the public and private demise adjacent to the new development. The City will continue to manage design development of the public realm in the project as a whole. The preferred approach for implementation of the works is to utilise the City's highways term contractor for both the Public Highway and Private Areas. This will be confirmed at the next gateway.

Financial Implications

Section 106 funding is available for public realm improvements in the vicinity of Angel Court and a Gateway 2 report which proposed the use of the funding was approved by Projects Sub-committee in February 2015. This project seeks to utilise both the *Local Community Facilities*, *Environmental Improvements* and *Transportation Improvements* elements of the S106 contribution, totalling £332,305 (including any related indexation and interest accrued). There is also additional funding available through a planned S278 agreement for remedial highway works. See paragraph 6 below for further details.

To date, all consultants have been appointed and funded directly by the developer and the City has incurred staff costs of £4,201 from the S106 contribution approved at Gateway 2. Future staff costs and survey fees up to Gateway 4, estimated at £35,000, are to be funded from the S106.

Recommendation

It is recommended that Members:

- (i) Agree the streets identified for enhancement, as shown on the plan in Appendix 1, and the design objectives for Angel Court as detailed at Appendix 4;
- (ii) Agree that detailed options are developed to reach Gateway 4, at an estimated cost of £35,000;
- (iii) Authorise the Comptroller & City Solicitor to enter into any necessary legal agreements with the developer to fulfil the requirements of the Section 278 remedial instructions in line with the Section 106 Agreement.

Appendices

Appendix 1	Environmental Improvements Indicative Area Map
Appendix 2	Angel Court: Public and Private Demise
Appendix 3	Angel Court Parking and Servicing Plan
Appendix 4	Angel Court Objectives and Next Steps table

Contact

Report Author	Emmanuel Ojugo
Email Address	Emmanuel.Ojugo@cityoflondon.gov.uk
Telephone Number	020 7332 1158

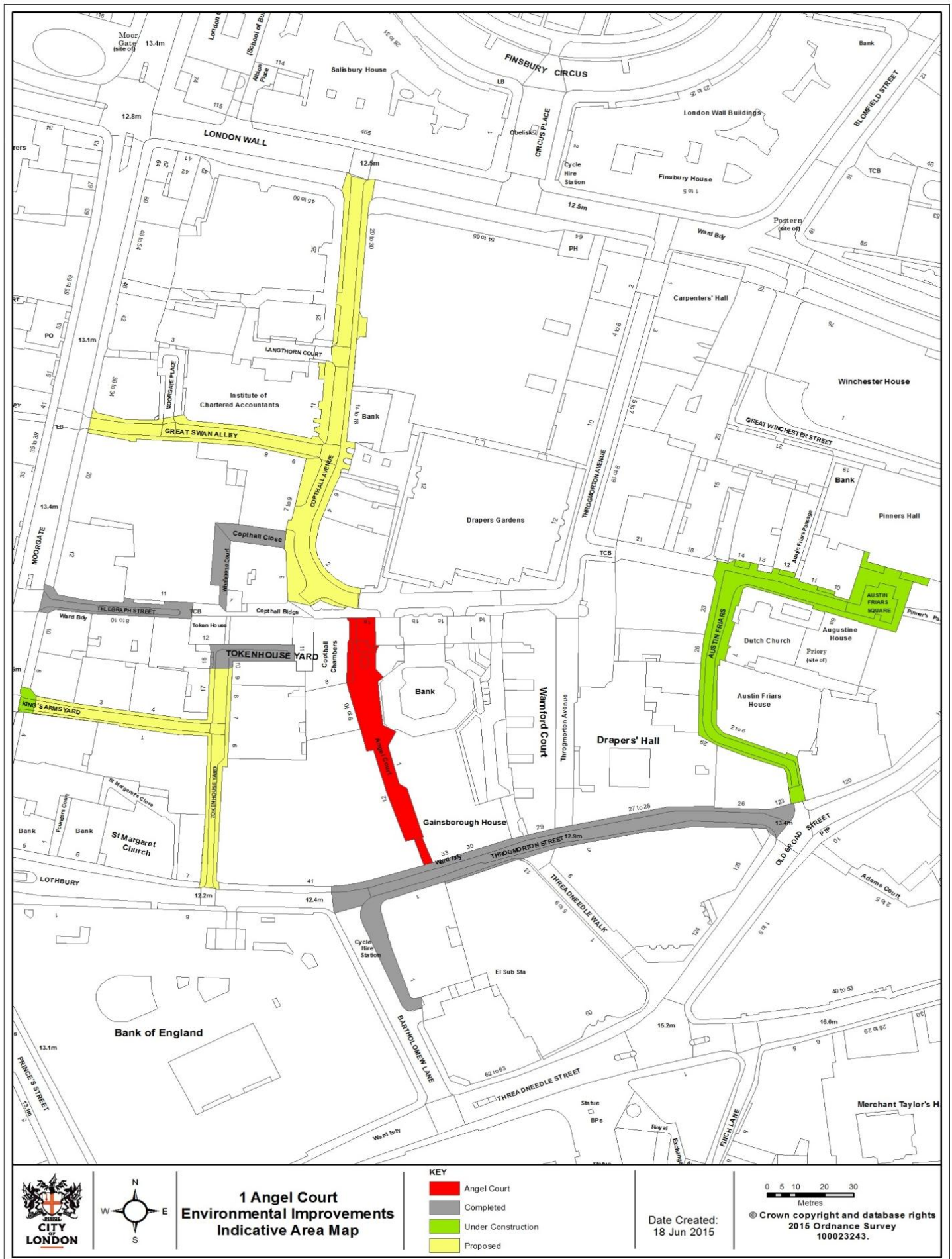
Proposal													
1. Brief description	<p>It is intended to implement public realm enhancements in Angel Court and streets in the local area.</p> <p>The type of enhancements that are proposed include raising carriageways where possible, re-paving in consistent materials, improving access facilities and reinforcing the pedestrian nature and character of the Conservation Area. Streets recommended for improvement include Angel Court, Tokenhouse Yard (south), Kings Arms Yard, Great Swan Alley (east) and Copthall Avenue.</p> <p>Options for Angel Court are to be developed based on the project objectives that have been agreed by the Design Team (see Appendix 4). These objectives stem from an analysis of local needs. The objectives have also been informed by the Bank Area Strategy and recent improvements at Telegraph Street, Tokenhouse Yard and Austin Friars.</p>												
2. Scope and exclusions	<p>The streets to be enhanced are shown on the plan in Appendix 1. This plan also shows streets and spaces in the area that have recently been improved or where improvements are underway.</p>												
Project Planning													
3. Programme and key dates	<table border="1"> <thead> <tr> <th data-bbox="411 1160 1114 1227">Task</th><th data-bbox="1114 1160 1437 1227">Target date*</th></tr> </thead> <tbody> <tr> <td data-bbox="411 1227 1114 1339">Site Surveys/Design development</td><td data-bbox="1114 1227 1437 1339">Summer 2015 – Autumn 2015</td></tr> <tr> <td data-bbox="411 1339 1114 1406">Public consultation</td><td data-bbox="1114 1339 1437 1406">Winter 2015/16</td></tr> <tr> <td data-bbox="411 1406 1114 1473">Gateway 4</td><td data-bbox="1114 1406 1437 1473">Spring 2016</td></tr> <tr> <td data-bbox="411 1473 1114 1541">Gateway 5</td><td data-bbox="1114 1473 1437 1541">Summer 2016</td></tr> <tr> <td data-bbox="411 1541 1114 1608">Start on site</td><td data-bbox="1114 1541 1437 1608">Autumn 2016</td></tr> </tbody> </table> <p>*Dependent on the developer's programme to enable unobstructed access to the site.</p>	Task	Target date*	Site Surveys/Design development	Summer 2015 – Autumn 2015	Public consultation	Winter 2015/16	Gateway 4	Spring 2016	Gateway 5	Summer 2016	Start on site	Autumn 2016
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4. Risk implications	<ul style="list-style-type: none"> Objections from local occupiers Mitigate by developing design options that take account of local needs and carry out local consultation to inform the design going forward. Design options do not meet the aspirations of the developer Mitigated by including the developer in the Design Team that will guide the project and promote the need for a consistent 												

	<p>approach that respects the existing environment. Close working with the developer on technical briefs ahead of commissioning consultancy work.</p> <ul style="list-style-type: none">• Significant accessibility improvements are not feasible Mitigate by developing alternative design options for highway layout and focus on achieving level surfaces and appropriate widths where possible.• 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 that complement local design character.																																							
5. Stakeholders and consultees	<ul style="list-style-type: none">• The Developer (Stanhope) and their professional advisory team• Local Ward Members• Local Residents (particularly at 7 Lothbury)• Local Livery Companies (including the Drapers' Hall)• Local Occupiers in adjacent streets																																							
Resource Implications																																								
6. Total Estimated cost	<p>Estimated Financial Costs Summary Table:</p> <table><tr><th>Item</th><th>Cost (£)</th><th>Total (£)</th></tr><tr><td>Works (S106)</td><td>200,000 - 250,000</td><td rowspan="2"></td></tr><tr><td>Works (S278)</td><td>55,000 - 85,000</td></tr><tr><td colspan="2">Sub total</td><td>255,000 – 335,000</td></tr><tr><td colspan="3"></td></tr><tr><td>Fees (S106)</td><td>15,000 - 20,000</td><td rowspan="2"></td></tr><tr><td>Fees (S278)</td><td>5,000 -10,000</td></tr><tr><td colspan="2">Sub total</td><td>20,000 – 30,000</td></tr><tr><td colspan="3"></td></tr><tr><td>Staff Costs (S106)</td><td>70,000 - 75,000</td><td rowspan="2"></td></tr><tr><td>Staff Costs (S278)</td><td>5,000 -10,000</td></tr><tr><td colspan="2">Sub total</td><td>75,000 – 85,000</td></tr><tr><td colspan="3"></td></tr><tr><td></td><td>Total</td><td>350,000 – 450,000</td></tr></table> <p>The total project cost is estimated to be between £350K – 450K.</p>	Item	Cost (£)	Total (£)	Works (S106)	200,000 - 250,000		Works (S278)	55,000 - 85,000	Sub total		255,000 – 335,000				Fees (S106)	15,000 - 20,000		Fees (S278)	5,000 -10,000	Sub total		20,000 – 30,000				Staff Costs (S106)	70,000 - 75,000		Staff Costs (S278)	5,000 -10,000	Sub total		75,000 – 85,000					Total	350,000 – 450,000
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7. Funding strategy	The project is to be entirely funded by the developer of 1 Angel Court, through Section106 and Section 278 (Remedial Works) Agreements.																																							
8. Ongoing revenue	To be confirmed at next Gateway.																																							

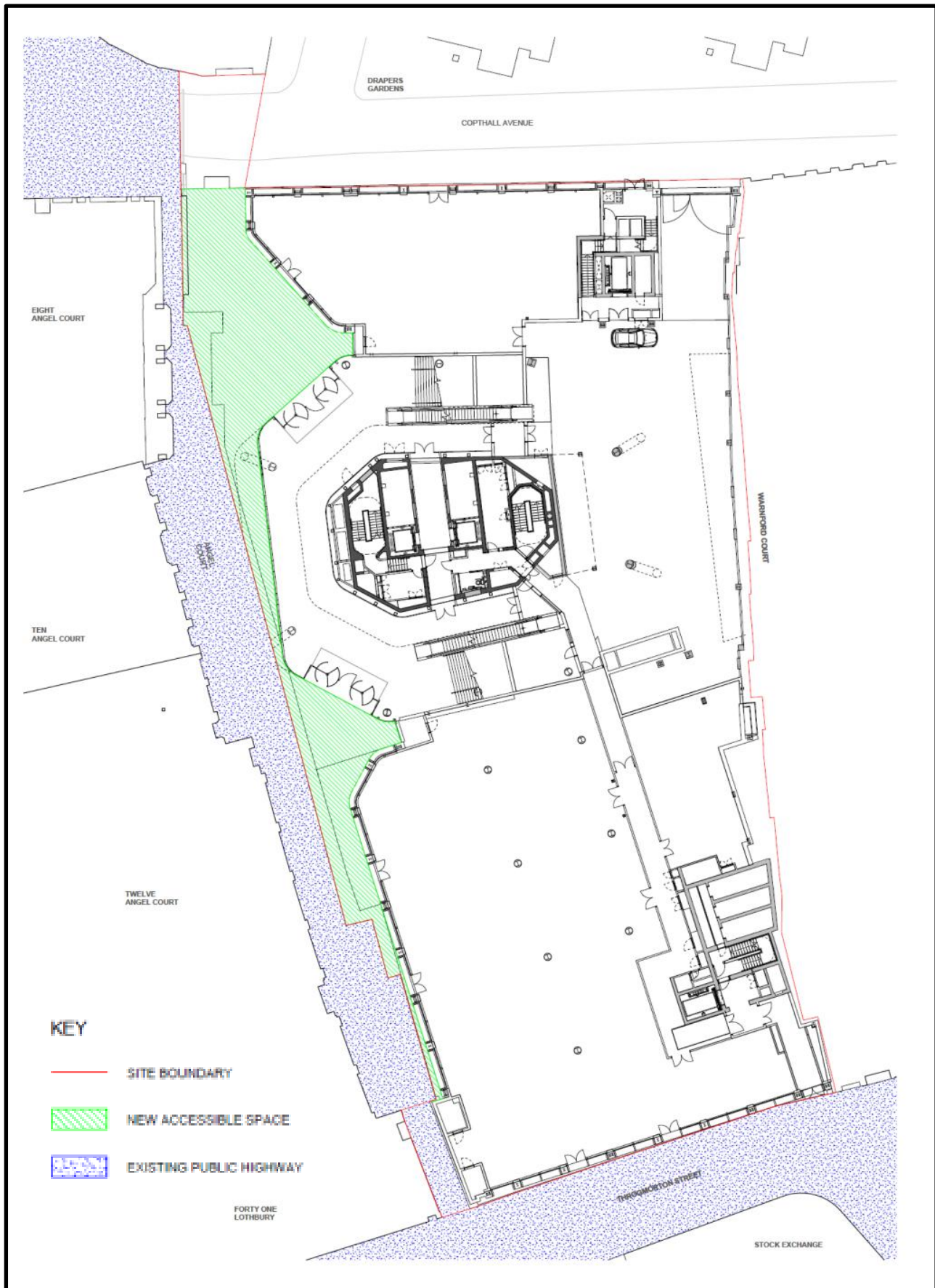
implications	
9. Affordability	The cost of the project is fully funded under the terms of the existing Section 106 Agreement and planned S278 Agreement.
10. Procurement strategy	The City's highways term contractor is likely to be recommended to construct the scheme. This is to be confirmed at the next gateway.
11. Legal implications	<p>The S106 agreement includes the requirement for the City to enter into a separate Section 278 agreement with the developer for Remedial Works following an inspection to determine if this arrangement is necessary. It has been agreed with the developer that a Remedial Section 278 Works agreement is necessary and will be concluded prior to the completion of the development. .</p> <p>The S106 contributions have been received pursuant to the S106 agreement signed in relation to the planning application 10/00889/FULMAJ dated 15th March 2013 and the deed of variation signed in relation to the subsequent planning application, 13/00985/FULL dated 14th November 2014.</p>
12. Transport implications	<p>Angel Court is a pedestrian route so transport impacts are minimal. Also the planning permission states that all servicing and waste collection will take place within an internal ground level loading bay, accessed from Copthall Avenue. A ground floor plan of the development has been included in Appendix 3.</p> <p>The options that are to be developed for the other streets are unlikely to have any transport or servicing implications as proposals will focus on improvements to walking routes. Any implications will be investigated as part of the next stage and reported at Gateway 4.</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 improve accessibility. This is because the local area is typified by a medieval street pattern which includes narrow footways at Tokenhouse Yard and Copthall venue and pinch-points, particularly at the northern entry point at Angel Court. This means pedestrians with mobility difficulties are often forced to use adjacent carriageway.</p>
14. Next Gateway	Gateway 4a - Inclusion in Capital Programme
15. Resource requirements to reach next	Budget to be revised to: £25,000(staff costs) and £10,000 (Fees for survey and design work)

Gateway	
16. Next Steps	<p>The next steps to reach Gateway 4 include:</p> <ul style="list-style-type: none">• Surveys to establish pedestrian movement patterns and initial ground condition surveys.• Design development that will address key objectives, and• Consultation with the stakeholders (including the developer) and local occupiers.

Appendix 1 Environmental Improvements Indicative Area Map



Appendix 2 Angel Court | Public and Private Demise



Appendix 3 Angel Court Parking and Servicing Plan



Appendix 4 – Angel Court Objectives and Next Steps

Angel Court – Issues, Objectives & Next Steps			
	<p>Objectives of the Bank area strategy</p> <ul style="list-style-type: none"> • Reduce conflict and improve Road Safety for all modes of transport • Accommodate future growth, ensuring that the area functions well and provides a suitable environment that contributes towards maintaining the City's status as the world's leading international financial and business centre • Improve the pedestrian environment, create more space for pedestrians and ensure that the streets and spaces are inclusive and accessible to all 		
ID	Issue	Objective	Next steps
Use of the Space			
U1	There are opportunities for retail units to provide external seating to make better use of the space in Angel Court and increase vibrancy. There are limited opportunities for people to rest at present	UO1: Design makes best use of space available to meet local needs, whilst limiting clutter and maximising space for pedestrians and providing seating.	<ul style="list-style-type: none"> • Undertake surveys and develop design options • Consult local occupiers and stakeholders on designs • Develop a seating plan that does not interfere with pedestrian movement.
U2	Cyclists entering the public realm and possible conflict with pedestrians whilst accommodating cyclist parking facilities	UO2: Develop options to reduce conflict between pedestrians and cyclists	<ul style="list-style-type: none"> • Carry out site appraisal/surveys to inform the design going forward

U3	There are some issues of anti-social behaviour particularly in the evening, associated with spill out from nearby pubs and bars	UO3: To create a public realm scheme that limits the opportunities for anti-social behaviour, taking into account the evening and night-time use of the area.	<ul style="list-style-type: none"> Design options will be developed with local emergency services to improve security and natural surveillance.
U4	Understanding the varied uses of the area and designing accordingly	UO4: Develop a design that responds to local needs and integrates well with local streets	<ul style="list-style-type: none"> Carry out local pedestrian and condition surveys in order to better inform design options and subsequent consultations.

Environment and Accessibility

ID	Issue	Objective	Next steps
E1	Accessibility across the area is restricted by level changes, restricted widths and clutter	EO1: To develop a design that improves accessibility and enables ease of movement by maximising widths and providing clear access to building entrances.	<ul style="list-style-type: none"> Develop options to improve ease of access and legibility, to rationalise street furniture and ensure that only essential signage is retained.
E2	There are opportunities to improve the quality of the space and enhance the setting of the Bank Conservation Area and nearby Listed Buildings.	EO2: Develop a design that responds to the unique character of the Bank Conservation Area and Listed Buildings within the local environment.	<ul style="list-style-type: none"> Discuss outline design options with City Conservation/Design officers to establish design principals in-line with the Bank Conservation Area Character Summary.
E3	Consistency of materials could be enhanced	EO3: Develop design in line with the City of London Street Scene Manual	<ul style="list-style-type: none"> Develop design options that ensure consistent use of materials that enhance the local environment and integrate well with the quality of surrounding streets.
E4	Increase greenery within the area	EO4: To develop an environment that facilitates a feeling of well-being by	<ul style="list-style-type: none"> Carry out site condition surveys to establish the potential for additional

		improving local biodiversity	planting within the area.
E5	Lighting is adequate but could be much improved to enhance feeling of safety	EO5: Users of the public realm feel safe, particularly at night time	<ul style="list-style-type: none"> • A lighting plan has been agreed with City Engineers to finalise lux levels for functional lighting associated with the development. • Design options for public areas will be developed at Gateway 4 to ensure appropriate levels of lighting.
E6	There is currently a lack of features to attract visitors to the area	EO6: There is an opportunity to introduce art/sculpture to animate the space	<ul style="list-style-type: none"> • Developer has commissioned an artist to develop a sculpture within the publicly accessible "private demise" of the development.