

<b>Committee(s):</b>	<b>Date(s):</b>
Streets & Walkways Sub Committee	21 June 2016
Projects Sub Committee	29 June 2016
<b>Subject:</b> Bloomberg Development (s278 Highway Changes) - Issue Report No.2: Authority to Pre-Order Material and Place Orders for Preparatory Works in Advance of Gateway 5 Approval	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Summary</b>	
<p>Due to a recent design change at Cannon Street affecting the proposed highway levels, there is now a need to place orders for additional preparatory works (including utility diversions) in advance of the Gateway 5 approval. The design change has been requested by the developer who is funding the highway works as part of their s278 obligations.</p>	
<b>Recommendations</b>	
<p>In order to ensure that construction can commence in a timely fashion to meet the developer's programme, it is recommended that Members:</p> <ul style="list-style-type: none"> <li>• Authorise for orders to be placed for any necessary preparatory works (such as utility diversions) in advance of the Gateway 5 approval provided funding is received from the developer; and</li> <li>• Agree for construction material (such as Yorkstone paving) with critical lead-in times to be pre-ordered before Gateway 5 approval subject to funding being received from the developer.</li> </ul>	

## Background

The original proposal intended to introduce a flush surface over a large section of Cannon Street such that the footway and carriageway would be at a single level whilst realigning the kerb to widen footway areas where possible.

In introducing a flush surface, a series of bollards would need to be introduced on both sides of Cannon Street to manage the risk of vehicles over-running onto

footways and/or underground structures (such as basements) which are not designed to withstand vehicle loading.

In order to minimise clutter and remove the need for the proposed bollards, the design has been revised to retain the kerb upstand along a section of Cannon Street (between Queen Street and Walbrook) such that the footway will be (about 125 mm) higher than the carriageway whilst retaining the proposed kerb realignment to widen footways areas where possible.

Consequently, the utilities that straddle the footway and carriageway now need to be diverted where previously there was no need due to the flush surface (which would have merely required the levels of the utility covers to be adjusted appropriately).

### **Implications**

Any costs implications from this design change will be borne by the developer as part of their s278 obligations. Urgent enquiries are being made with affected utilities to establish relevant costs, but the order of costs is estimated to be below £250,000 based on experience throughout the City. Any costs increase will be detailed at the Gateway 5 report (expected July 2016).

Utility diversions have a significantly longer lead-in time due to its potential complexity, and this may have an impact on the programme if approval is not granted to place orders in advance of the Gateway 5 approval.

### **Conclusion**

Due to the longer lead-in times for utility diversions, orders need to be placed in advance of the Gateway 5 approval to ensure construction can progress in a timely fashion to meet the developer's programme.

Authority is therefore also sought for any other preparatory works and the pre-order of material with critical lead-in times in advance of the Gateway 5 approval subject to funding being received from the developer.

### **Appendices**

Not applicable

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