

Appendix 7 – Project history and previous gateways

- 1.1 Planning permission for the redevelopment of the Fleet Building and Plumtree Court site was granted in October 2013. The new building, referred to in this report as the *London Development Project (LDP)*, is currently under construction. This project relates to the combined security, public realm and highway changes (Section 106 and 278 funded) required to integrate the development into the public highway and must be delivered in time for the building's occupation in Q1 2019. A Section 106/278 Legal Agreement between the City and the developer was signed in October 2013.
- 1.2 A separate Section 278 (for the Farringdon Street side of the site which is managed by TfL) was also signed between Transport for London and the developer in October 2013.
- 1.3 The Shoe Lane Quarter project was initiated in February 2013. The project seeks to enhance a significant area of the Shoe Lane Quarter in the vicinity of key new developments at *1 New Street Square* (Land Securities) and the *London Development Project*.
- 1.4 Phase 1 of the project around the 1 New Street Square development has now been implemented. The highway works were completed in September 2016 and delivered new yorkstone paving around the building and a raised carriageway on Little New Street in granite setts.
- 1.5 The principle of providing building protection measures for the London Development Project on the public highway was approved by Members in February 2013 (Gateway 2 Report).
- 1.6 In September 2013, Members approved a Gateway 3 report outlining the proposed approach to the public realm and security measures around the London Development. These measures incorporate an integrated perimeter of security rated features in the form of City bollards, planters (with vegetation) and granite benches.
- 1.7 In July 2014, a Gateway 3 Report was presented to Members setting out measures to greatly enhance the attractiveness of the Shoe Lane Quarter to give the area a marketable identity and distinctive sense of place through substantial highway and public realm improvements. Members approved:
 - Combining the security and public realm improvements (s278 funded) around the London Development with the (s106 funded) highway improvements, to be delivered as one project;
 - The preferred option for highway changes to be a single surface approach featuring raised carriageway in natural stone on Shoe Lane, St. Andrews Street, Stonecutter Street and Plumtree Court.