

Committees:		Dates:
Projects Sub (Policy and Resource) Committee Corporate Projects Board		14 February 2018 16 February 2018
Subject: 20 Farringdon Street / Old Fleet Lane	Gateway 1&2 Project Proposal Light	Public
Report of: Director of the Built Environment Report Author: Leah Coburn		For Decision

Recommendations

1. Approval track and next Gateway	Approval track: 3. Light Next Gateway: Gateway 5 - Authority to Start Work (Light)											
2. Resource requirements to reach next Gateway	<table border="1"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff time and fees</td> <td>Project management, detailed design of current proposals and completing S278 agreement</td> <td>Developer</td> <td>£30,000</td> </tr> </tbody> </table> <p>Transport and Public Realm staff allocation – £10,000 Approximately 100 hours of Transport and Public Realm officer staff costs associated with initial project planning, negotiating the terms of the legal agreements, facilitating the detail design discussions, securing the necessary approvals from key stakeholders and project management.</p> <p>Highways staff allocation - £10,000 Approximately 100 hours of Highways officer staff costs associated with evaluation and detail design, including street lighting, drainage and coordinating works with Transport for London.</p> <p>Professional fees allocation - £10,000 This covers the procurement of technical assessments, including any surveys and utility enquiries required.</p>				Item	Reason	Funds/ Source of Funding	Cost (£)	Staff time and fees	Project management, detailed design of current proposals and completing S278 agreement	Developer	£30,000
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	<p>These figures are based on similar past projects and are funded by the developer via the S278 agreement.</p> <p>£30,000 has been provided by the developer for the design and evaluation stage of this project under the 2016 S278 agreement. Any remaining monies will be put towards the implementation stage. The allocation of resources is subject to advance receipt of all funds.</p>
3. Next steps	<ul style="list-style-type: none"> • Carry out underground (radar) surveys to ascertain location of underground utilities to inform design. • Sign S278 Agreement with the Developer

Project Summary

4. Context	<p>4.1 20 Farringdon Street is a development located at the junction of Farringdon Street and Old Fleet Lane. The development is a 12-storey building comprising office accommodation and a public house at ground floor level. There is a servicing bay contained within the development which is accessed via Old Fleet Lane.</p> <p>4.2 In August 2015 the development was granted planning consent subject to a S278 agreement being entered prior to implementation. The S278 work includes the resurfacing of the carriageway and the upgrade of the footway materials to City specifications.</p> <p>4.3 In August 2016 the developer entered into a S278 agreement relating to the highways alterations to Old Fleet Lane. At this time, they paid a 'design and evaluation fee' of £30,000 to progress the S278 detailed design works. The extent of highways work to Old Fleet Lane was agreed 'in principle' at this stage. It included resurfacing of the footway on the northern side and resurfacing of the carriageway (identified as remedial works).</p> <p>4.4 The developer is also entering into a S278 agreement with Transport for London to undertake highways work along Farringdon Street.</p> <p>4.5 The development will be completed in May 2018 with a three-month fit out period. Highways design work needs to progress at pace to ensure the highways work is completed prior to occupation.</p>
5. Brief description of project	<p>5.1 The project will involve some changes of the levels along Old Fleet Lane to accommodate the new building line and the upgrade of the existing footway on the northern side to high quality paving to City specifications. The footways were removed during the construction phase so need to be replaced.</p> <p>5.2 The crossover which served the previous building near the</p>

	<p>eastern end of Old Fleet Lane will be widened to accommodate the turning circle of servicing vehicles.</p> <p>5.3 The carriageway will need to be resurfaced to take into account the level of the new kerbs and to repair the surface which has been damaged during the construction of the development.</p>
6. Consequences if project not approved	<p>6.1 There will be no mechanism through which the highway changes required to accommodate the new building can be delivered.</p> <p>6.2 The developer will be in breach of their S106 agreement if they are unable to enter into a second S278 agreement to enable highway improvement work to be constructed.</p> <p>6.3 The City may need to fund any increases in maintenance liability costs made necessary by the development.</p>
7. SMART Objectives	<p>Deliver a high quality public realm in the vicinity of the development.</p> <p>Deliver a scheme that benefits all users of the public highway.</p>
8. Success criteria	<p>Meeting the needs of the developer to ensure the surrounding highways work is completed prior to occupation of the development</p> <p>Meeting the City's requirements for appearance and function of the highway.</p> <p>Delivery of the work to a timetable which is set by the occupation date of the development.</p>
9. Key Benefits	Providing an enhanced environment for all street users
10. Notable exclusions	Work to Farringdon Street will be undertaken by Transport for London as this forms part of their street network
11. Governance arrangements	<p>Spending Committee: Streets and Walkways Sub-Committee</p> <p>Senior Responsible Officer: Leah Coburn</p> <p>Project Board: No</p>

Prioritisation

12. Link to Strategic Aims	1. To support and promote The City as the world leader in international finance and business services
13. Links to existing strategies, programmes and projects	N/A
14. Project category	4a. Fully reimbursable

15. Project priority	A. Essential
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Options Appraisal

16. Overview of options	<p>The extent of the highway work matches what was agreed by delegated decision in August 2015 and confirmed in the S106/278 Agreement (December 2016).</p> <p>There are very limited options given the constraints of the site and the need to provide a footway and access into the servicing bay. It is possible that the scheme will need to include footway work on the southern side of Old Fleet Lane – this is due to southern footway currently topped in mastic, and the northern side will be surfaced in paving to City specifications. Any change will be considered during the detailed design process.</p> <p>The choice of kerbs and paving will follow the City’s material palette.</p>
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Project Planning

17. Programme and key dates	<p>Overall programme: Completion of highway work in time for the building’s practical completion in May 2018.</p> <p>Key dates:</p> <p>1) City and Developer enter into a S278 Agreement (Q2 2018)</p> <p>Other works dates to coordinate: Coordination required with Transport for London who will be completing work along Farringdon Street. We will be meeting with TFL shortly to discuss their programme.</p>
18. Risk implications	<p>Overall project risk: Green</p> <p>Currently we believe we can meet the developer’s programme dates.</p>
19. Stakeholders and consultees	<p>Building owners and occupiers who access via Old Fleet Lane</p> <p>Transport for London</p> <p>Ward Members</p>

Resource Implications

20. Total estimated cost	<p>Likely cost range:</p> <p>1. Under £250k</p>
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21. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties						
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The construction cost of the scheme will be approximately £110K which will be fully funded by the developer as will associated staff costs and fees.								
22. On-going revenue implications	None anticipated at this time. Any increase in project costs will be met by the developer.							
23. Investment appraisal	N/A							
24. Procurement strategy/Route to Market	Any work to public highway will be undertaken by the City's highways term contractor. JB Riney was chosen as the term contractor through a competitive tender process and represent good value for money. The City's procurement strategy will be adhered to.							
25. Legal implications	1) The City will enter into a S278 Agreement with the developer to ensure payment is provided prior to work being initiated.							
26. Corporate property implications	None							
27. Traffic implications	<p>1) We are not anticipating any changes to the existing waiting restrictions in Old Fleet Lane.</p> <p>2) It is likely that some footway and lane closures will be needed whilst various elements of the work are underway. The project will aim to limit the duration of these closures and where possible, facilitate cyclist and pedestrian movement at all times.</p>							
28. Sustainability and energy implications	<p>Environment sustainability: It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset.</p> <p>Financial sustainability: As the developer is paying for the scheme it is financially sustainable for the City.</p>							

29. IS implications	None
30. Equality Impact Assessment	An equality impact assessment will be undertaken

Appendices

Appendix 1	Proposed S278 works
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Contact

Report Author	Leah Coburn
Email Address	Leah.coburn@cityoflondon.gov.uk
Telephone Number	Ext 1567