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| Committees: | | Dates: |
| Projects Sub (Policy and Resource) Committee Corporate Projects Board | | 14 February 2018 16 February 2018 |
| Subject: 30- 32 Lombard Street | 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>£40,000</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 – £15,000 Approximately 150 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 - £15,000 This will cover the procurement of technical assessments, including any surveys and utility enquiries.</p> | | | | Item | Reason | Funds/ Source of Funding | Cost (£) | Staff time and fees | Project management, detailed design of current proposals and completing S278 agreement | Developer | £40,000 |
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| | These figures are based on similar past projects and will be funded by the developer via the S278 agreement. |
| 3. Next steps | <ul style="list-style-type: none"> • Secure developer funds to detail the outline design • Carry out underground (radar) surveys to ascertain location of underground utilities to inform design. • Sign S278 Agreement with the Developer |

Project Summary

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| 4. Context | <p>4.1 30 – 32 Lombard Street is a development located on the south side of Lombard Street between Clements Lane and Plough Court. The development is a 9 storey office building. Servicing to the building is on-street from Clements Lane.</p> <p>4.2 The site is surrounded by listed buildings (St Edmund the King (grade I), 24-28 Lombard Street (grade II), 39-40 Lombard Street (grade II) and 60 Lombard Street (grade II). The site is within the Bank conservation area. Accordingly, the report's proposals will follow the City Public Realm manual for conservation areas.</p> <p>4.3 The developer was granted planning consent in October 2007. This consent was then extended in December 2010 under reference 10/00344/FUL.</p> <p>4.4 The developer has agreed to enter into S278 agreement to undertake highways work relating to the development. This includes resurfacing of the footways surrounding the site, and incorporates resurfacing of the carriageway on Clements Lane.</p> |
| 5. Brief description of project | <p>5.1 The new building line is located slightly further north of the previous building line. This has the advantage of regulating the building frontage along the site but has reduced the available footway width from that previously. This has been regulated by way of a Stopping Up order.</p> <p>5.2 To tie into the existing carriageway levels there will be a need for level changes along the footway and kerbs may need to be laid to new levels.</p> <p>5.3 The footways will be resurfaced in high quality paving to City specifications.</p> <p>5.4 As part of the detailed design we will assess placing a raised side entry table at the northern end of Clements Lane to improve the pedestrian crossing facility.</p> |

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| 6. Consequences if project not approved | <p>6.1 There will be not be a mechanism through which the highway changes required to accommodate the new building can be delivered.</p> <p>6.2 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 by having the surrounding footways complete to a high standard prior to the occupation of their building.</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 | <p>Providing an enhanced environment for all street users</p> |
| 10. Notable exclusions | <p>None</p> |
| 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

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| 12. Link to Strategic Aims | <p>1. To support and promote The City as the world leader in international finance and business services</p> |
| 13. Links to existing strategies, programmes and projects | <p>N/A</p> |
| 14. Project category | <p>4a. Fully reimbursable</p> |
| 15. Project priority | <p>A. Essential</p> |

Options Appraisal

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| 16. Overview of | <p>There are limited options for the work as this is a voluntary S278 agreement to improve the footways and carriageways</p> |
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| options | around the development site. The choice of kerbs and paving will follow the City's material palette. |
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Project Planning

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| 17. Programme and key dates | <p>Overall programme: Completion in time for the building's practical completion in June 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: None</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 require vehicle and pedestrian access via Clements Lane and Plough Court.</p> <p>Ward Members</p> |

Resource Implications

| 20. Total estimated cost | Likely cost range: 1. Under £250k | | | | | | | |
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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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| Staff time and fees | £40,000 | | | | | | | |
| Total | 40,000 | | | | | | | |
| 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 | 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 | | | | | | | |

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| Market | 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 | 1) We are not anticipating any changes to the existing waiting restrictions around the site 2) It is likely that some footway and lane closures will be needed whilst various elements of the work is underway. The project will aim to limit the duration of these closures and where possible, facilitate cyclist and pedestrian movement at all times. |
| 28. Sustainability and energy implications | 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. Financial sustainability: As the developer is paying for the scheme it is financially sustainable for the City. |
| 29. IS implications | None |
| 30. Equality Impact Assessment | An equality impact assessment will be undertaken |

Appendices

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| Appendix 1 | Proposed S278 works |
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Contact

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