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| Committees: Corporate Projects Board <i>for decision</i> Projects Sub <i>for decision</i> Streets & Walkways Sub committee <i>for decision</i> | | Dates: 15 October 2018 07 November 2018 4 th December 2018 |
| Subject: 55 Moorgate Section 278 Public realm and highway improvements Unique Project Identifier: 12028 | Gateway 2: Project Proposal Light | |
| Report of: Director of the Built Environment Report Author: Katie Adnams | | For Decision Public |

Recommendations

| 1. Next steps and Requested decisions | Approval track: 3. Light Next Gateway: Gateway 5 - Authority to Start Work (Light) Next Steps: <ul style="list-style-type: none">• A Section 278 agreement will be drafted and entered into with the developer, to release funding for the scheme.• Design development and stakeholder engagement will take place ahead of the Gateway 5 report. Requested Decisions: Members are asked to approve the initiation of this project. | | | | | | | | |
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| 2. Resource requirements to reach next Gateway | <table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff time</td><td>Project management, detailed design, stakeholder engagement and completing</td><td>Section 278</td><td>£19,500</td></tr></table> | Item | Reason | Funds/ Source of Funding | Cost (£) | Staff time | Project management, detailed design, stakeholder engagement and completing | Section 278 | £19,500 |
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| | | S278 agreement | | |
| | Fees | Survey work | Section s.278 | £8,000 |
| | Total | | | £27,500 |
| | Please note the Section 278 funding is pending. | | | |
| 3. Governance arrangements | <p>Spending Committee: Streets and Walkways Sub-Committee</p> <p>Senior Responsible Officer: Melanie Charalambous</p> <p>Project Board: No</p> <p>Due to the limited risk and known scope of the project, a Project Board is not required.</p> | | | |

Project Summary

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| 4. Context | <p>4.1 55 Moorgate is a development currently under construction on Moorgate and Coleman Street, adjacent to Nun Court. The development involves the renovation and two storey extension of the existing building to provide additional office and flexible retail/leisure space. The S106 agreement requires the developer to enter into a S278 agreement with the City, prior to commencing construction on the highways works, which include Nun Court and remedial repairs to the footway surrounding the development.</p> <p>4.2 The developer's proposals for Nun Court, adjacent to the development, offer a significant opportunity to address the impacts of the scheme by improving pedestrian permeability between Moorgate and Coleman Street. Nun Court is currently a rarely used cul-de-sac service road that offers little perceivable benefit to local users. The proposed arrangements would include enhancements to Coleman Street outside the development and the creation a new passageway from Nun Court to Moorgate, addressing footway capacity and pedestrian comfort. Such improvements to the public realm take into account the demands placed in the Moorgate area as a result of Crossrail, the predicted increase in working population in the Eastern Cluster and the Cultural Mile.</p> |
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| <p>5. Brief description of project</p> | <p>5.1 The project would include enhancements to Nun Court to enable an attractive new pedestrian link between Coleman Street and Moorgate. The project would additionally involve enhancements to Coleman Street outside the development's new entrance, as well as reconstruction of the footways outside the development on Moorgate in high-quality York stone paving to the City's specification. Please see appendix 1 for the proposed project scope.</p> <p>5.2 Enhancements to Nun Court are proposed to involve York stone paving to create a continuous pedestrian surface from Coleman Street through to the new passageway created by the 55 Moorgate development. The design will be coordinated with the developer so that it is consistent in materials, and to ensure the full length of the passageway is step-free. Lighting improvements are also proposed.</p> <p>5.3 Enhancements to Coleman Street directly outside the development's new entrance will be considered. This could involve a widening of the footway, relocation of parking bays and greening measures.</p> <p>5.4 The project would also involve a review of the street furniture in close proximity to the development in an attempt to rationalise and/or declutter the streetscape in order to address pedestrian comfort and convenience.</p> <p>5.5 Amendments to Nun Court's traffic management orders may be required and will be reviewed as part of the evaluation stage of the project.</p> |
| <p>6. Consequences if project not approved</p> | <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 covenant if they are unable to enter into a S278 agreement to enable highway improvement work unless the City waives or varies the covenant .</p> <p>6.3 The City may need to fund any increases in maintenance liability costs made necessary by the development.</p> <p>6.4 The City would miss the opportunity to adapt a seldom used cul-de-sac into a new pedestrian link.</p> |
| <p>7. SMART Project Objectives</p> | <p>The City Public Realm team will manage and deliver a high quality, accessible public realm and pedestrian environment in the proximity of the development (appendix 1). The project will be developed and implemented over 12 months. The implementation of the works will be coordinated with the development's construction programme.</p> |

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| 8. Key Benefits | <p>8.1 Improved pedestrian movement in the City is expected as a result of the new pedestrian link created.</p> <p>8.2 An increased public perception of safety is expected due to improved lighting and high-quality materials used.</p> <p>8.3 Reduced pedestrian congestion outside the development is expected to result from improvements to Coleman Street.</p> <p>8.4 The developer's aspirations and requirements will be met, by ensuring the surrounding highways work is completed prior to occupation of the development.</p> |
| 9. Project category | 4a. Fully reimbursable |
| 10. Project priority | B. Advisable |
| 11. Notable exclusions | <i>None noted.</i> |

Options Appraisal

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| 12. Overview of options | <p>There are limited options given the need to provide a new pedestrian link as part of the approved development. Footways will be paved in the City's standard palette of materials for conservation areas (York stone paving and granite kerbs). The extent of the highway work is proposed in appendix 1 (excluding remedial works).</p> <p>The creation of a pedestrian route between Coleman Street and Moorgate will be delivered through the enhancement of Nun court, in coordination with the new passage to be implemented as part of the development.</p> <p>Options for enhancements to Coleman Street outside the development would include widening the footway, introducing street trees and relocating parking bays to allow for a wider footway.</p> <p>The surrounding footway of the development will be repaired where necessary to mitigate any damage resulting from the development's construction.</p> |
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Project Planning

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| 13. Delivery Period and Key dates | Overall project: 12 months. The highway work will be coordinated with the building's planned practical completion in Q4 2019. It is envisaged that the project will be completed in |
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| | <p>phases to accommodate the development's construction programme.</p> <p>Other works dates to coordinate: The implementation and completion stages of the highways work are dependent on the development's programme.</p> |
| 14. Risk implications | <p>Overall project risk: Low</p> <ul style="list-style-type: none"> Full cost of works unknown <i>Risk response: accept</i> As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the developer is able to cover the costs. Project not delivered to programme <i>Risk response: reduce</i> The developer requires the environmental enhancement works to be completed to coordinate with their building refurbishment which is to be completed at the end of 2019. Therefore a programme will be developed to ensure compliance with this date. |
| 15. Stakeholders and consultees | <ul style="list-style-type: none"> Developer of 55 Moorgate Developer of 51 Moorgate Local Ward Members Owners/occupiers of adjacent buildings to Nun Court and the development of 55 Moorgate. The City of London Access Team <p>An equality impact assessment will be undertaken prior to Gateway 5. The results will be reported at the next Gateway.</p> |

Resource Implications

| 16. Total estimated cost | Likely cost range: £100,000- £200,000 | | | | | | | |
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| 17. Funding strategy | Choose 1: All funding fully guaranteed | Choose 1: External - Funded wholly by contributions from external third parties | | | | | | |
| | <table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>Section 278 agreement</td><td>£100,000-£200,000</td></tr><tr><td>Total</td><td>£100,000-£200,000</td></tr></table> | | Funds/Sources of Funding | Cost (£) | Section 278 agreement | £100,000-£200,000 | Total | £100,000-£200,000 |
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| | Section 278 agreement | £100,000-£200,000 | | | | | | |
| Total | £100,000-£200,000 | | | | | | | |
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| | Please note the Section 278 funding is pending. |
| 18. Investment appraisal | <p>Not applicable.</p> <p>On-going revenue implications</p> <p>Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at Gateway 5 when the detailed design will be finalised.</p> <p>These costs will be assessed and covered by the developer under a S278 agreement, thereby mitigating the impact on local risk budgets.</p> |
| 19. Procurement strategy/Route to Market | <p>19.1 It is anticipated that all works will be undertaken by the City's Highways term contractor, J.B. Riney. This will be confirmed at Gateway 5.</p> <p>19.2 The design work is proposed to be carried out in-house by the Highways team.</p> <p>19.3 The materials and specification of the design will be the City's standard specification, in accordance with the City Public Realm Supplementary Planning Document.</p> |
| 20. Legal implications | <p>20.1 A Section 278 Agreement is being negotiated with the developer. This will be finalised by Gateway 5.</p> <p>20.2 A Traffic Management Order may be required to facilitate the change of Nun Court from a cul-de-sac to a passageway, as a result of the pedestrian link provided by the development.</p> |
| 21. Corporate property implications | None. |
| 22. Traffic implications | <p>22.1 It is anticipated that the proposed works to Nun Court will have a neutral impact on vehicular traffic and will improve pedestrian flows.</p> <p>22.2 A widened footway outside the development on Coleman Street might require the relocation of parking bays.</p> <p>22.3 A Traffic Management Order may be required to facilitate the change of Nun Court from a cul-de-sac to a passageway, as a result of the pedestrian link provided by the development.</p> |

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| 23. Sustainability and energy implications | It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. |
| 24. IS implications | None. |
| 25. Equality Impact Assessment | An equality impact assessment will be undertaken prior to Gateway 5. |
| 26. Data Protection Impact Assessment | None. |

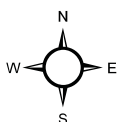
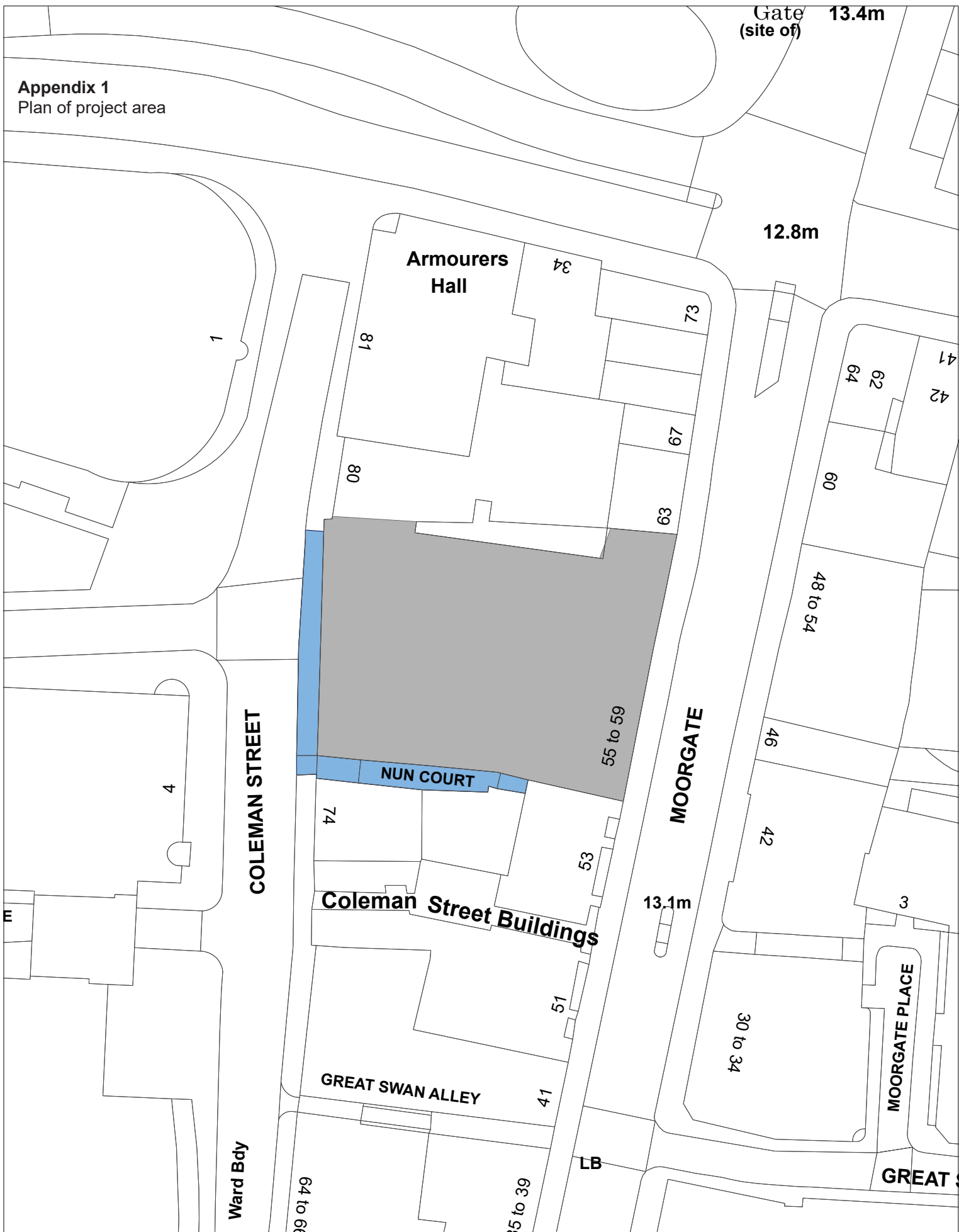
Appendices

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| Appendix 1 | Plan of the project area |
| Appendix 2 | Photo of Nun Court entrance |
| Appendix 3 | Project Briefing document |

Contact

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Appendix 1
Plan of project area



**55 Moorgate
Public Realm
Enhancements**

Legend

- 55 Moorgate redevelopment
- 55 Moorgate s.278 scope



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Appendix 2

Photo of Nun Court entrance



Project Briefing

| Project identifier | | | |
|---|---|------------------------------------|-----|
| [1a] Unique Project Identifier | TBC | [1b] Departmental Reference Number | TBC |
| [2] Core Project Name | 55 Moorgate Section 278 Public realm and highway improvements | | |
| [3] Programme Affiliation (if applicable) | N/A | | |

| Ownership | |
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| [4] Chief Officer has signed off on this document | Yes |
| [5] Senior Responsible Officer | Melanie Charalambous |
| [6] Project Manager | Katie Adnams |

| Description and purpose |
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| [7] Project Mission statement / Elevator pitch |
| To deliver public realm enhancements to Nun Court and the surrounding footway of the development 55 Moorgate. The enhancements will include the creation of a new pedestrian link between Moorgate and Coleman Street, as well as a widening of the footway on Coleman Street outside the development. |
| [8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)? |
| <p>55 Moorgate is a development currently under construction on Moorgate and Coleman Street, adjacent to Nun Court. The development involves the renovation and two storey extension of the existing building to provide additional office and flexible retail/leisure space. The S106 agreement requires the developer to enter into a S278 agreement with the City, prior to commencing construction on the highways works, which include Nun Court and remedial repairs to the footway surrounding the development.</p> <p>The developer's proposals for Nun Court, adjacent to the development, offer a significant opportunity to address the impacts of the scheme by improving pedestrian permeability between Moorgate and Coleman Street. Nun Court is currently a rarely used cul-de-sac service road that offers little perceivable benefit to local users. The proposed arrangements would include enhancements to Coleman Street outside the development and the creation a new passageway from Nun Court to Moorgate, addressing footway capacity and pedestrian comfort. Such improvements to the public realm take into account the demands placed in the Moorgate area as a result of Crossrail, the predicted increase in working population in the Eastern Cluster and the Cultural Mile.</p> |
| [9] What is the link to the City of London Corporate plan outcomes? |
| <p>[2] People enjoy good health and wellbeing.</p> <p>[11] Our spaces are digitally and physically well-connected and responsive.</p> <p>[12] Our spaces are secure, resilient and well-maintained.</p> |
| [10] What is the link to the departmental business plan objectives? |
| <p>[1] Advancing a flexible infrastructure that adapts to increasing capacity and changing demands.</p> <p>[5] Creating an accessible city which is stimulating, safe and easy to move around in</p> <p>[8] Improving quality of life for workers, residents and visitors.</p> |

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| [11] Note all which apply: | | | | | |
| Officer: Project developed from Officer initiation | Y | Member: Project developed from Member initiation | N | Corporate: Project developed as a large scale Corporate initiative | N |
| Mandatory: Compliance with legislation, policy and audit | Y | Sustainability: Essential for business continuity | N | Improvement: New opportunity/ idea that leads to improvement | Y |

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| Project Benchmarking: |
| [12] What are the top 3 measures of success which will indicate that the project has achieved its aims? |
| 1) A new pedestrian link will be created, which is expected to enable improved pedestrian movement in the City. |
| 2) Improved lighting and high-quality materials is expected to increase public perception of safety when using the new passageway. |
| 3) The developer's aspirations and requirements will be met, by ensuring the surrounding highways work is completed prior to occupation of the development. |
| [13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.) |
| Not applicable. |
| [14] What is the expected delivery cost of this project (range values)[£]? |
| Lower Range estimate: £100,000 Upper Range estimate: £200,000 |
| [15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]: |
| Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at Gateway 5 when the detailed design will be finalised. These costs will be assessed and covered by the developer under a S278 agreement, thereby mitigating the impact on local risk budgets. |
| [16] What are the expected sources of funding for this project? |
| The project will be fully funded by a s.278 agreement which will be entered into with the developer of 55 Moorgate. |
| [17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)? |
| Overall project: 12 months. The highway work will be coordinated with the building's planned practical completion in Q4 2019. It is envisaged that the project will be completed in phases to accommodate the development's construction programme. Other works dates to coordinate: The implementation and completion stages of the highways work are dependent on the development's programme. |

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| Project Impact: |
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| [18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum? | |
| The project will not be a high-profile activity, it is not expected to generate public or media impact. | |
| [19] Who has been actively consulted to develop this project to this stage? | |
| Chamberlains: Finance | Officer Name: Julie Smith |
| Chamberlains: Procurement | Officer Name: not applicable |
| IT | Officer Name: not applicable |
| HR | Officer Name: not applicable |
| Communications | Officer Name: Not applicable |
| Corporate Property | Officer Name: Not applicable |
| External | Developer of 55 Moorgate |