

Committees: Corporate Projects Board <i>[for decision]</i> Projects Sub <i>[for decision]</i> Streets and Walkways <i>[for decision]</i>		Dates: 31 January 2019 20 February 2019 26 February 2019
Subject: Bernard Morgan House public realm Unique Project Identifier: 12056	Gateway 2: Project Proposal Regular	
Report of: Director of the Built Environment Report Author: Tom Noble		For Decision Public

Recommendations

1. Next steps and Requested decisions	Approval track: 2. Regular Next Gateway: Gateway 3/4 - Options Appraisal (Regular) Next Steps: <ul style="list-style-type: none">• Entering into a S.278 agreement with the developer.• Design development and stakeholder engagement prior to the Gateway 3/4 report Requested Decisions: <ol style="list-style-type: none">1. Authorise officers to enter into a S.278 agreement with the developer.2. Approve the release of £35,000 in order to proceed with the evaluation process with a Gateway 3/4 Options Appraisal submitted in due course, under the Regular reporting route.																			
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 Costs</td><td>Project management, detailed design, stakeholder engagement</td><td>S.106 (initial pre-payment to commence S.278 works)</td><td>20,000</td></tr><tr><td>Fees</td><td>Topographical and radar surveys; site investigations, New Roads & Street works Act estimates, other surveys</td><td>S.106 (initial pre-payment to commence S.278 works)</td><td>15,000</td></tr><tr><td>Total</td><td></td><td></td><td>35,000*</td></tr></table>				Item	Reason	Funds/ Source of Funding	Cost (£)	Staff Costs	Project management, detailed design, stakeholder engagement	S.106 (initial pre-payment to commence S.278 works)	20,000	Fees	Topographical and radar surveys; site investigations, New Roads & Street works Act estimates, other surveys	S.106 (initial pre-payment to commence S.278 works)	15,000	Total			35,000*
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	<p>Transport and Public Realm, and Highways staff allocation - £20,000</p> <p>Approximately 235 hours of Transport and Public Realm officer and Highways engineer 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, project management, evaluation and detail design.</p> <p><i>* Sum already received from the developer. The City will request further funds if required to progress the project to Gateway 5 as per the terms of the Section 106 agreement</i></p>
3. Governance arrangements	<ul style="list-style-type: none"> • <i>Service Committee responsible:</i> Streets & Walkways • <i>Senior Responsible Officer:</i> Simon Glynn, Assistant Director, City Public Realm • Regular updates to be provided to both, internal and external stakeholders

Project Summary

4. Context	<p>4.1 A planning permission to replace the disused building with new residential building to provide 99 dwellings, together with ancillary car park, hard and soft landscaping and associated works (16/00590/FULL), was granted in May 2017, with the construction works currently underway.</p> <p>4.2 The Section 106 Agreement dated 30 August 2017 requires the developer to enter into a S278 agreement to carry out any highway work required to make the development acceptable, including accommodating increased footfall and addressing the impact of the development.</p> <p>4.3 The proposed site lies within the City of London, between the iconic Grade II listed Golden Lane and Barbican Estates and in close proximity to the boundary of the London Borough of Islington.</p>
5. Brief description of project	<p>5.1 Deliver public realm works in the area surrounding the new residential development at Bernard Morgan House.</p> <p>5.2 The works will seek to deliver recommendations from the approved Barbican and Golden Lane Area and Culture Mile Look and Feel strategies. The full scope of works will be developed with key local stakeholders; these may include but are not limited to pavement repairs and realignment around the development, changes to traffic operation in Fann Street, provision of additional greenery and pedestrian priority connection between the Golden Lane Estate and Bernard Morgan House, and the nearby Fortune Street Park.</p>

6. Consequences if project not approved	6.1 Other mechanisms to deliver the required highway changes to accommodate the new development are currently unavailable.
7. SMART Project Objectives	<p>7.1 Improve the environment surrounding the new development to integrate it into the surrounding area, particularly with Fortune Street Park.</p> <p>7.2 Enhance pedestrian links, particularly east-west route through the Golden Lane Estate, by creating better conditions for pedestrians.</p> <p>7.3 All project stakeholders are supportive of the project.</p> <p>Attitude surveys and observations pre and post highway works will be used to measure the project objectives.</p>
8. Key Benefits	<p>8.1 The project will ensure the highway arrangements around the development accommodate needs of the additional footfall and mitigate the impact of the development.</p> <p>8.2 The highway changes will improve the pedestrian accessibility and increase the perception of safety.</p>
9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	None

Options Appraisal

12. Overview of options	<p>12.1 Officers will collaborate with the developer's team on design process and engage local stakeholders to ensure the final designs for public realm around Bernard Morgan House accommodate projected future needs of the development and the surrounding area, supporting the recommendations and objectives of the Barbican and Golden Lane Area, Culture Mile Look and Feel, and Transport strategies.</p> <p>12.2 The highway works may include but are not limited to pavement repairs and realignment around the development, potential changes to traffic operation in Fann Street, provision of additional greenery and pedestrian priority connection between the Golden Lane</p>
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	Estate and Bernard Morgan House, and the nearby Fortune Street Park.
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Project Planning

13. Delivery Period and Key dates	<p>Overall project: Completion expected in Summer 2020*</p> <p>The highways works will be co-ordinated with the building's practical completion and will be completed in phases to minimise disruption.</p> <p>Key dates:</p> <ul style="list-style-type: none"> • July 2019 – Gateway 3/4 Option Appraisal report to be submitted to committee • August 2019 – designs for improvements to the surrounding highways finalised • Late 2019 – Gateway 5 report to be finalised and submitted for delegated approval • Early 2020 - public realm construction works to start on site • Summer 2020 – completion of public realm works <p><i>*subject to developer programme</i></p>
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14. Risk implications	<p>Overall project risk: Low</p> <ul style="list-style-type: none"> • Full costs of works unknown <p><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 costs are agreeable and will deliver the required change.</p> <ul style="list-style-type: none"> • Programme delays <p><i>Risk response: reduce</i> The project is adjacent to the Barbican and Golden Lane Conservation area, which may potentially impact procurement of materials specified for use in the City's conservation areas. The type of materials and their quantity will be agreed during the design phase and their delivery leading times incorporated within the programme.</p> <p>The programme of this project will be impacted by any delays in the development's schedule.</p>
15. Stakeholders and consultees	<p>15.1 Developer of Bernard Morgan House 15.2 Local Ward Members 15.3 London Borough of Islington 15.4 Owners / occupiers of adjacent buildings, including local residents</p> <p>An equality analysis will be undertaken prior to Gateway 5. The results will be reported at the next Gateway.</p>

Resource Implications

16. Total estimated cost	<p>Likely cost range: £250,000 - £800,000</p> <p>This cost range reflects the design options available at this early stage of the project. The range will be refined at future gateways as the project scope becomes more defined.</p>	
17. Funding strategy	<p>Choose 1: All funding fully guaranteed</p>	<p>Choose 1: External - Funded wholly by contributions from external third parties</p>

	Funds/Sources of Funding	Cost (£)
	S.278	250 – 800k
	Total	250 – 800k
	<p>The project is fully funded via S.278. The total costs depend on the final design and materials chosen. The scope of the project will be tailored to ensure the costs are agreeable and will deliver the required change.</p>	
18. Investment appraisal	<p>Not applicable.</p> <p>The project team is looking to introduce robust materials to reduce the revenue impact. The highway maintenance costs will be confirmed at Gateway 5 when the detailed design will be finalised.</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 and utility providers and/or specialist contractor where necessary. This will be confirmed at Gateway 5.</p> <p>19.2 The design work is proposed to be carried out inhouse 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 The Section 106 agreement requires the developer to enter into a Section 278 agreement with the City, prior to implementation. The S278 agreement will be finalised before the Gateway 5 report is submitted for approval.</p>	
21. Corporate property implications	<p>None</p>	

22. Traffic implications	<p>22.1 Temporary road closures may be required during the construction period.</p> <p>22.2 It is anticipated that the completion of the proposed works to the highways around Bernard Morgan House will have a neutral impact on vehicular traffic and will ensure improved pedestrian flows can be accommodated.</p> <p>22.3 The designs will be developed with Transportation and Highways teams and updated on at the next gateway.</p>
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	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken

Appendices

Appendix 1	Project Briefing
Appendix 2	Site location plan

Contact

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Appendix 1

Project Briefing

Project identifier			
[1a] Unique Project Identifier	12056	[1b] Departmental Reference Number	TBC
[2] Core Project Name	Bernard Morgan House public realm		
[3] Programme Affiliation <i>(if applicable)</i>	Barbican and Golden Lane Area Strategy Culture Mile Look and Feel Strategy City of London Transport Strategy (draft)		

Ownership	
[4] Chief Officer has signed off on this document	Yes (Carolyn Dwyer)
[5] Senior Responsible Officer	Simon Glynn
[6] Project Manager	Tom Noble

Description and purpose
[7] Project Mission statement / Elevator pitch
<p>Deliver public realm works to the area surrounding the new residential development at Bernard Morgan House. The works may include but are not limited to pavement repairs and realignment around the development, changes to traffic operation in Fann Street, provision of additional greenery, and pedestrian priority connection between the Golden Lane Estate and Bernard Morgan House, and the nearby Fortune Street Park.</p> <p>The proposals will seek to incorporate / implement recommendations from the Barbican and Golden Lane Area and Culture Mile Look and Feel strategies and support a number of objectives within the draft City of London Transport Strategy.</p> <p>The project provides opportunities for community led initiatives, such as community gardens, creating places for community or cultural events.</p>
[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>A planning permission to replace the disused building with new high-quality homes, together with ancillary car park, hard and soft landscaping and associated works (16/00590/FULL), was granted in May 2017, with the construction works currently underway.</p> <p>The Section 106 Agreement dated 30 August 2017 requires the developer to enter into a S278 agreement to carry out work on the adjacent highway to help ensure a well-functioning street environment that improves pedestrian permeability, accommodates increased footfall and provides opportunities for biodiversity enhancements.</p> <p>The proposed site lies within the City of London, between the Grade II listed Golden Lane and Barbican Estates, and in close proximity to the boundary of the London Borough of Islington.</p>

[9] What is the link to the City of London Corporate plan outcomes?					
<p>[1] People are safe and feel safe.</p> <p>[9] Our spaces are secure, resilient and well-maintained.</p> <p>[10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment.</p> <p>[11] Our spaces are digitally and physically well-connected and responsive.</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>					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	N	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

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improve the environment surrounding the new development to integrate it into the surrounding environment, particularly with Fortune Street Park.
2) Enhance pedestrian links, particularly east-west route through the Golden Lane Estate, by creating better conditions for pedestrians.
3) All project stakeholders are supportive of the project.
[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)[£]?
<p>Lower Range estimate: £250,000</p> <p>Upper Range estimate: £800,000</p> <p>This cost range reflects the design options available at this early stage of the project. The range will be refined at future gateways as the project scope becomes more defined.</p>
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
To be confirmed at the next Gateway.

[16] What are the expected sources of funding for this project?

The project will be fully funded by a S278 agreement entered into with the developer of the Bernard Morgan House. Fees of £35,000 to progress the highway designs have now been received from the developer under the terms of the S106 agreement.

**[17] What is the expected delivery timeframe for this project (range values)?
Are there any deadlines which must be met (e.g. statutory obligations)?**

It is envisaged that the final designs will be agreed before August 2019 and the highway works will be completed in stages / phases to accommodate the developer's construction programme and minimise the impact of the work on residents, businesses and visitors to the City in summer 2020.

Project Impact:**[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?**

It is unlikely the project will create widespread public / media interest, however, due to opposition the development received at the planning stage, the project team will engage local stakeholders throughout the project development.

[19] Who has been actively consulted to develop this project to this stage?

Chamberlains: Finance	Officer Name: Julie Smith
Chamberlains: Procurement	Officer Name: Mona Lewis
IT	N/A
HR	N/A
Communications	N/A
Corporate Property	N/A
External	Taylor Wimpey, Central London (Developer), McAleer & Rushe (Developer PM)

Appendix 2

