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## Project Briefing

Project identifier			
<b>[1a] Unique Project Identifier</b>	12359	<b>[1b] Departmental Reference Number</b>	N/A
<b>[2] Core Project Name</b>	2 Aldermanbury Square Section 278		
<b>[3] Programme Affiliation (if applicable)</b>	N/A		

Ownership	
<b>[4] Chief Officer has signed off on this document</b>	Yes (Juliemma McLoughlin)
<b>[5] Senior Responsible Officer</b>	Bruce McVean, Assistant Director, Policy & Projects
<b>[6] Project Manager</b>	TBC (Projects & Programmes team, City Operations)

Description and purpose
<b>[7] Project Description</b>
<p>The project will deliver changes to the public highway in the vicinity of the development at 2 Aldermanbury Square, also known as City Place House, through a Section 278 agreement that is fully funded by the developer. The scope of the project is defined in the associated Section 106 agreement and includes, but is not limited to:</p> <ul style="list-style-type: none"> <li>• Walking and cycling improvements to London Wall, including widening and greening of the footways, and the introduction of cycle infrastructure mirroring the cycle lane on the north side of the street;</li> <li>• Redesign of the junction of Basinghall Avenue and Aldermanbury;</li> <li>• Works to integrate a new pedestrian route through the development site, including an assessment of whether cycling should be permitted through the new route;</li> <li>• Other changes deemed necessary as part of the development;</li> <li>• Potential works to improve Brewers Hall Gardens, subject to agreement with the developer.</li> </ul> <p>The next steps to reach Gateway 3-4 include:</p> <ul style="list-style-type: none"> <li>• Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;</li> <li>• Negotiate and enter into a Section 278 agreement.</li> </ul>
<b>[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)?</b>
The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>
<p>[1] People are safe and feel safe.            [2] People enjoy good health and wellbeing.            [9] Our spaces are secure, resilient and well-maintained.            [10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment.            [11] Our spaces are digitally and physically well-connected and responsive.</p>
<b>[10] What is the link to the departmental business plan objectives?</b>

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

<b>Project Benchmarking:</b>
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>
1) Improvements to walking and cycling conditions in the vicinity of the development
2) Integration of the new pedestrian route, between London Wall and Basinghall Street, with the surrounding public highway
3) Ensuring the new building can be adequately access and serviced
<b>[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.)</b>
None.
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>
Lower Range estimate: £600,000 Upper Range estimate: £1,500,000
The broad cost range reflects the options for the redesign of the Basinghall Street junction.
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>
Committed sums to maintain upgraded sections of the highway will be presented at a future Gateway, but will be covered for a period of 20 years as is standard for Section 278 projects.
<b>[16] What are the expected sources of funding for this project?</b>
The project will be fully funded from a Section 278 agreement.
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>
Lower Range estimate: works expected to start in mid-2025 Upper Range estimate: late 2025 / early 2026, in line with practical completion of the development

<b>Project Impact:</b>	
<b>[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?</b>	
No.	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
Chamberlains: Finance	Officer Name: TBC

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Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	None.
Comptrollers:	Officer: TBC