

Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	14-21 Holborn Viaduct S278		
[3] Programme Affiliation (if applicable)	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Ian Hughes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director Policy & Projects
[6] Project Manager	Emmanuel Ojugo

Description and purpose
[7] Project Description
<p>The project seeks to deliver changes to areas of public highway in the vicinity of the development at 14-21 Holborn Viaduct, including 32-33 & 34-35 Farringdon Street and Newcastle Close. The project is to be fully funded by the developer through a Section 278 agreement.</p> <p>The scope of the project is defined in the associated Section 106 agreement and includes but is not limited to the aforementioned streets inclusive of relandscaping, greening, tree planting, resurfacing and wayfinding.</p> <p>Whilst it is widely accepted that some enabling work will be required particularly in Newcastle Close where a new access to the building is proposed; it should be noted that the developer will also agree a S278 with TfL to carry out improvement works on Farringdon Street for which TfL have jurisdiction. These works will need to interface with adjacent public highway maintained by the City to ensure consistency of approach, materials and quality of construction. A sum of £50,000 has been identified to cover the City’s reasonable costs to undertake evaluation and design of the S278 works.</p> <p><u>Other Considerations</u></p> <p>It should be noted that betterment also includes improvements to the Grade II Listed Holborn Viaduct Gatehouse Steps. It is believed that this element will be undertaken by the City Surveyor and these works will need to be programmed to meet the schedule of development and subsequent S278 works.</p> <p>The next steps to reach Gateway 3-4 include:</p> <ul style="list-style-type: none"> • Negotiations and entering into Section 278 agreement. • Preparatory survey work and liaison with the required statutory undertakers and stakeholders to investigate structural issues and develop highways and public realm improvements with the developer.
[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>Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts as a result of the new development</p> <p>On 1st February 2022, permission was granted for the demolition of three existing buildings at 14~21 Holborn Viaduct, 34-35 and 32-33A Farringdon Street. The new construction of a new building is to be</p>

arranged over 2 basement levels, ground and 10 upper floors to Holborn Viaduct and 12 upper floors to Farringdon Street. The building is expected to provide a new commercial, business and service; new publicly accessible lift to provide step-free access between Holborn Viaduct and Farringdon Street; hard and soft landscaping works; and other works incidental to the development.

The new building represents a significant increase when compared to existing buildings on the site typified by the much reduced prominence of the Grade II Listed Holborn Viaduct Gatehouse. It is therefore necessary for the City to work closely with TfL to ensure the needs of the area are met due to expected increase in visitors to the building and wider area.

[9] What is the link to the City of London Corporate plan outcomes?

- [1] People are safe and feel safe.
- [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.
- [12] Our spaces inspire excellence, enterprise, creativity, and collaboration

[10] What is the link to the departmental business plan objectives?

2023/34 business plan

- Deliver key Strategies: Climate Action, City Plan, Transport, Air Quality, Volunteering
- Provide Thriving, Biodiverse, relevant spaces
- Improve public security, safety and environmental resilience

[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) Improvements to walking and cycling conditions to streets and spaces in the vicinity of the development
- 2) Integration of new pedestrian routes with the surrounding public highway
- 3) Improved greening, and opportunities to increase local biodiversity in keeping with City's policies to respond to Climate Change.

[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.)

No
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £500,000 Upper Range estimate: £1,000,000
The broad cost range reflects the options for maintaining network resilience given the scale of change in the area and compliance with the City's Climate Resilience policies to create safe, sustainable and biodiverse environments.
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Committed sums to maintain upgraded sections of the highway and greenery will be presented at future Gateways, and will be covered for a period of 20 years as per Section 278 projects' standard.
[16] What are the expected sources of funding for this project?
The project will be fully funded by the developer through Section 106/278 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)?
Lower Range estimate: to be confirmed with developer's programme Upper Range estimate: to be confirmed with developer's programme

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?	
No	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: TBC
Chamberlains: Procurement	N/A
Communications	Officer Name: TBC
External	N/A
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: Please note the Client supplier departments. Who will be the Officer responsible for the designing of the project? If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?	
Client	Department: N/A
Supplier	Department: N/A
Supplier	Department: N/A
Project Design Manager	Department: N/A
Design/Delivery handover to Supplier	Gateway stage: N/A <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>