

Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	115-123 Houndsditch S278 Improvements		
[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 115-123 Houndsditch. The project is to be fully funded by the developer through a Section 278 agreement.</p> <p>The scope of the Section 278 Works include but are not necessarily restricted to:</p> <ul style="list-style-type: none"> • Carriageway works on Cutler Street (West), including the provision of junction treatments at the junctions with Cutler Street (North) and Houndsditch; • New vehicle crossover on Houndsditch; • Footway improvements on Cutler Street (West), Cutler Street (North) and Houndsditch, adjacent to the building; • Dedication and adoption of some parcels of land as public highway and, • any other works necessary to make the Development acceptable; <p>The nature of the Section 278 Works is also set out in the in the associated Section106 agreement and include, but are not limited to the aforementioned streets, inclusive of carriageway/network reconfiguration, relandscaping, greening, tree planting, resurfacing and wayfinding.</p> <p>A sum of £100,000 has been identified to cover the City’s reasonable costs to undertake evaluation and design of the S278 works. However, as is standard in such agreements there is a mechanism to seek reasonable sum or sums by which the actual costs of the Evaluation and Design exceed the Evaluation and Design Fee payment. Equally any savings made or unused funds post evaluation will be utilised as part of the implementation stage.</p> <p><u>Other Considerations</u></p> <p>Whilst the City will be responsible for the completion of the Section 278 Works construction design, unusually, the Section 106 Agreement states (possibly in error) that the Owner shall implement or procure the implementation of the Section 278 Works in accordance with the terms of the Section 106 Agreement. Clarification of this arrangement will be sought with the City of London’s Highway Authority responsible for maintaining Public Highway and will be reported at the next gateway.</p> <p>3-4</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)?

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

On 25th January 2022, permission was granted for the:

Demolition of existing buildings and construction of a new mixed use 24 storey building comprising four basement levels (plus one basement mezzanine), ground floor plus 23 upper storeys.

The building appears to fall within the City Cluster to the east of the City and will local contribute to projected footfall increase in the area and that will require an appraisal of various and competing uses affecting the use of public highway both locally and further afield that it may affect and in-turn be affected by. The aforementioned will consider but will not necessarily be restricted to appraisal of carriageway for walking, cycling and public realm, or junctions improvements that address the Bevis Marks Gyratory.

Recognition of 115-123 Houndsditch contribution to the local townscape and skyline is reflected in the scope of suggested mitigation measures in the Section 106 agreement. The agreement requires the developer to enter into a Section 278 agreement to fund works to the public highway considered necessary to make this development acceptable in planning terms.

[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 and improvements in street network resilience.
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: £900,000 Upper Range estimate: £1,750,000 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. Note: A Tree Maintenance Cap of £75,000 is specified within the Section 106 Agreement.
[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>
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