

Committees: Streets and Walkways Sub Committee – For Decision Projects and Procurement Sub-Committee – For Information	Dates: 26 September 2023 4 December 2023
Subject: Mansion House Station Environs - Little Trinity Lane public realm enhancements Unique Project Identifier: PV Project ID – 11945	Gateway 4: Detailed Options Appraisal (Regular)
Report of: Interim Executive Director, Environment Report Author: Leila Ben-Hassel	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: This project aims to deliver an enhanced public space through increased greening, improved seating, and accessibility improvements. Following its integration into the City’s Climate Action Cool Streets and Greening Programme in July 2022, the project scope was amended to include additional design objectives aiming to maximise the delivery of climate resilience measures.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £650,000 - £780,000 (for recommended option)</p> <p>Change in Total Estimated Cost of Project (excluding risk): Cost range reported last at committees was £450,000-550,000. The proposed cost range increase is: £200,000 (lower end of cost range) and £230,000 (higher end of cost range) based on the recommended option.</p> <p>Spend to Date: £120,267 (inclusive of evaluation work for all phases).</p>
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	<p>Costed Risk Provision Utilised: 0 Slippage:</p> <p>Cost/Scope</p> <ul style="list-style-type: none"> • Officers investigated opportunities to include minor accessibility improvements and secured additional TfL funding allocation of £75,000 (subject to the LIP 2024-25 programme report being approved by committees in early 2024). • Following initial site surveys and analysis, officers identified additional SuDs opportunities which is welcome considering the site is in the City's Flood Risk Zone. • The change in scope to include minor accessibility improvements and additional SuDs (including a carriageway rain garden) has led to the increase of the overall estimated project cost range. • It is proposed to fund the increase from additional funds from the Cool Streets and Greening Programme (subject to committee approval of the next CSG Programme Update Report) and TfL LIP 2024-25 (subject to committee approval of the next LIP Programme Update Report). <p>Programme</p> <ul style="list-style-type: none"> • The last reported programme provided an indicative construction start date of Summer 2023. The revised indicative start date is now Spring 2024. This delay was caused by the following 2 factors: <ol style="list-style-type: none"> 1- The project was put on hold as part of the wider corporate projects review in July 2022. Officers were able to resume design work in January 2023. 2- The programme was further impacted by additional design work related to the additional scope referenced above (minor accessibility enhancements and additional SuDs).
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5 (Regular) – delegated to the Interim Executive Director, Environment.</p> <p>Next Steps: The next steps are as follows:</p> <ul style="list-style-type: none"> • Additional surveys and analysis including drainage and environmental engineering (October - November 2023). • Continued engagement with key local stakeholders including TfL, St James Garlickhythe Church, Virgin Active, local hotels and Livery Companies. • Detailed design. • Gateway 5 (February/March 2024) – Delegated.

	<p>Requested Decisions:</p> <ol style="list-style-type: none"> I. That design option 2 is approved to taken forward to the next gateway; II. That additional budget of £37,600 from the 39-53 Cannon Street S106 is approved to reach the next Gateway, thus increasing the available project budget to £177,607; III. Note the revised total estimated cost of the project at £650,000-£780,00 excluding risk (if option 2 is approved); IV. That approval of a Costed Risk Provision be delegated to the Interim Executive Director, should one be sought at Gateway 5; V. That approval to undertake the statutory consultation that may be required in relation to the reviewed position of the Doctor’s parking bay and disabled bays, be delegated to the Executive Director. 																				
<p>3. Resource requirements to reach next Gateway</p>	<p>For recommended Option 2:</p> <table border="1" data-bbox="528 902 1390 1850"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>Further site investigations incl. traffic and drainage surveys Detailed design</td> <td>S106 39-53 Cannon Street</td> <td>£5,000</td> </tr> <tr> <td>P&T Staff Costs</td> <td>Facilitate and manage stakeholder engagement, design development and finalisation</td> <td>S106 39-53 Cannon Street</td> <td>£12,600</td> </tr> <tr> <td>Env Services Staff Costs</td> <td>Production of construction package</td> <td>S106 39-53 Cannon Street</td> <td>£20,000</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>£37,600</td> </tr> </tbody> </table> <p>Costed Risk Provision requested for this Gateway: None.</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	Further site investigations incl. traffic and drainage surveys Detailed design	S106 39-53 Cannon Street	£5,000	P&T Staff Costs	Facilitate and manage stakeholder engagement, design development and finalisation	S106 39-53 Cannon Street	£12,600	Env Services Staff Costs	Production of construction package	S106 39-53 Cannon Street	£20,000	Total			£37,600
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<p>4. Overview of project options</p>	<p>The site is currently an unattractive and under-utilised public space (see pictures of existing site condition in Appendix 4). The design focuses on public realm and greening</p>																				

enhancements to create a more welcoming and comfortable environment where workers, residents and visitors would want to dwell.

The overall design approach celebrates the most striking components of the space including the church façade. More seating and greater greenery are included. The layout takes cues of the rich architecture and history of the site whilst enabling sufficient hard space outside of the Church to accommodate events.

The objective is to achieve a layout that responds to the changing needs of the area, including more space for people to walk and sit individually or in small groups.

Following inclusion of the project in the City's Climate Action Cool Streets and Greening Programme in July 2022, the environmental objectives of the design have been prioritised further to maximise the delivery of climate change adaptations.

Both design options will include:

- Sustainable Drainage Systems (SuDs) achieved through raingardens, channels, reprofiling footways and level changes – please see plan highlighting SuDs opportunities in Appendix 4;
- Additional planting (incl. trees where possible) to provide more shade, absorb rainwater run-off and mitigate pollution from Upper Thames St;
- Climate resilient, low-maintenance planting;
- Inclusion of more elements and planting to support biodiversity.
- Review position of Doctor's bay by a couple of metres westbound (subject to any necessary approvals) to enable carriageway SuDs raingarden to be installed.

Both options include minor accessibility improvements:

- Widened western footway or granite-setted raised table at the junction of Garlick Hill, Little Trinity Lane and Skinners Lane to make the crossing more comfortable for pedestrians.
- Additional dropped kerbs or raised table along Little Trinity Lane (subject to costs).

The difference between both options is focused on how the southern edge of the space is treated:

- Option 1 includes the retention of the existing linear planter wall (See marked up plan and pictures in Appendix 4). This wall is in poor condition in places, as are the existing benches (see pictures included in Appendix 4). As a result of retaining the existing linear planter wall, the opportunity to change levels would be

	<p>reduced. A smaller surface would be draining into the central rain gardens, and these would thus be smaller.</p> <ul style="list-style-type: none"> Option 2 includes the replacement and redesign of the linear planter wall and new seating, to create a more unified and higher quality space. The reconfiguration of the largest planted area in the space would also enable opportunities for more tree planting which would enable greater pollution mitigation from Upper Thames St. <p>Officers have already undertaken initial consultation with local occupiers and further consultation is planned as the detailed design is developed. The proposals have been very well received by all consultees.</p> <p>Further details are set out in the options appraisal.</p>
<p>5. Recommendation</p>	<p>Option 2 is recommended as it provides a more attractive, design solution by bringing the space together using one design language throughout. Option 1 could risk feeling like a juxtaposition of old and new designs not meshing as well together.</p> <p>Foremost, option 2 delivers greater environmental benefits. The relandscaping of the southern planter offers greater opportunities to plant trees than option 1 and trees score highest on the Urban Greening Factor assessment. More tree planting would enable greater pollution mitigation from Upper Thames Street absorbing greater amount of toxic particulate matters. Option 2 also presents greater SuDs opportunities and considering the site is situated in the City’s Risk Flood Zone, maximising areas to drain surface water as shown in the SuDs plan contained in Appendix 4.</p>
<p>6. Risks</p>	<p>The key project risks are set out below:</p> <ul style="list-style-type: none"> Restricted site access. Carrying out works alongside TfL road (coordination required during construction – temporary closure of a section of the Cycle Super Highway on Upper Thames St may be required). Poor health of existing trees on site means that these trees may need to be removed and replaced (subject to City Gardens’ assessment). Objections to the statutory consultation on the traffic orders to move the Doctor’s Bay by a few metres westbound. This risk is low as the relocation is only a few metres and officers have identified the interested party to engage with and have established good relationships with key local occupiers. Unknown structural condition of the planter retaining wall may impact re-planting scope opportunities. Planting design will be adapted to constraints.

	<ul style="list-style-type: none"> • Known presence of archaeology in the vicinity – although only shallow excavation is anticipated so this risk is low. • If Option 1 is chosen the existing wall and benches will require repairs which will impact maintenance budgets. <p>Further information is available in Options Appraisal.</p>
7. Procurement strategy	All proposed works are on City Highway and will therefore be undertaken by the City's Highways Term Contractor, FM Conway.

Contact

Report Author	Leila Ben-Hassel
Email Address	Leila.Ben-Hassel@cityoflondon.gov.uk
Telephone Number	Via MS Teams

Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>
1. Brief description of option	This project aims to deliver an enhanced public green space with associated walking and accessibility improvements at Little Trinity Lane to provide a more welcoming and comfortable environment for all. Following its integration into the City's Climate Action Cool Streets and Greening Programme in July 2022, the project also aims to maximise the delivery of climate resilience measures.	This option would be the same as Option 1 but with the addition of replacing and reconfiguring the southern linear planter facing onto the space to provide a higher-quality and integrated design solution with greater potential for tree planting and SuDs.
2. Scope and exclusions	<ul style="list-style-type: none"> • Re-landscaping of public space; • Introduction of climate-resilience measures including sustainable urban drainage (SuDS); • Re-planting southern planter and retain existing layout and wall; • Minor accessibility improvements through either raised table and/or dropped kerbs at junction of Skinners Lane, Garlick Hill and Little Trinity Lane. 	<p>This option would have the same scope as Option 1 but with the additional element of:</p> <ul style="list-style-type: none"> • Re-landscaping and re-configuring the linear planter wall which would enable mounding within the planted area to accommodate some trees. Through the re-landscaping of the southern linear planter, there would be a greater opportunity for level changes and thus enable a larger area of surface water to be drained into the central rain gardens (see SuDs opportunities plan in appendix 4).
<i>Project Planning</i>		
3. Programme and key dates	<p>Overall project: It is anticipated that the construction would start on site in spring 2024 (subject to the City Term Contractor's construction programme) for a period of 4-5 months.</p> <p>Key dates:</p> <ul style="list-style-type: none"> • October - November 2023: additional site surveys and analysis including drainage and environmental engineering. • Ongoing local consultation and engagement with key local stakeholders • Traffic order statutory consultation for the reposition of the Doctor's bay by a few metres westbound (November-December 2023) • Design finalisation • Gateway 5 (February 2024) 	

Option Summary	Option 1	Option 2
4. Risk implications	<p>Overall project option risk: Low</p> <ul style="list-style-type: none"> The main risks are set out in the main report This option has the additional risk of retaining the existing planter wall and seating edge which is in poor condition and in need of repair. This could mean that more repairs are needed in the short-medium term 	<p>Overall project option risk: Low</p> <ul style="list-style-type: none"> The main risks are set out in the main report <p>Further information is available within the risk register (appendix 2).</p>
5. Stakeholders and consultees	<ul style="list-style-type: none"> External consultees: TfL, representatives of local occupiers including Virgin Active, St James Garlickhythe, Westin Hotel, Vintry and Mercer Hotel and Painters' Hall Livery Company. Internal consultees: Climate Resilience Policy Team, City Gardens Team and Cleansing Team 	
6. Benefits of option	<ol style="list-style-type: none"> Public realm and seating improvements Improved green infrastructure with increased green space with biodiverse and low-maintenance planting; Improved blue infrastructure through the introduction of rain gardens, considering the site in the City's Flood Risk Zone; Maintain and/or replacement of legacy trees (central area) – subject to City Gardens' assessment and decision; Improved walking routes and accessibility through minor highway adjustments (dropped kerbs and/or raised tables). 	
		<p>Additional benefits of Option 2:</p> <ul style="list-style-type: none"> Replacement and reconfiguration of existing linear planter (southern end of the site – see plan in appendix 4) wall and seating edge which is in poor condition A more unified and high-quality design solution Opportunities for greater area of surface drainage into central planters thanks to ability to change levels

Option Summary	Option 1	Option 2
		<ul style="list-style-type: none"> The redesign of the southern end planter would enable mounding of the planter thus creating opportunities for tree planting in that location along Upper Thames St (one of the City's most polluted streets) thus delivering greater pollution mitigation.
12. Disbenefits of option	<ul style="list-style-type: none"> Retention of linear planter wall and seating edge which is in poor condition and would cost in maintenance in the longer term. 	<ul style="list-style-type: none"> Additional cost of replacing and relandscaping existing linear planter wall and seating edge – however this report demonstrates affordability through the funding strategy proposed in Appendix 3.
Resource Implications		
13. Total estimated cost	£550,000-£650,000	£650,000-£780,00
14. Funding strategy	<p>The project is funded from a mix of sources including:</p> <ul style="list-style-type: none"> TfL (LIP) S106 deposits from the local area The Cool Streets and Greening Programme (CoL Climate Action Strategy) 	<p>Same as option 1 but with additional funding from the Cool Streets and Greening Programme</p> <p>Further details are provided in Appendix 3</p>
15. Investment appraisal	N/A	
16. Estimated capital value/return	N/A	
17. Ongoing revenue implications	<p>Planting establishment costs and maintenance cost of additional planting is included in the project budget.</p> <p>This option would have an additional revenue implication as a result of the need to maintain the existing planter wall which is in poor condition</p>	<p>Planting establishment costs and maintenance cost of additional planting is included in the project budget.</p>

Option Summary	Option 1	Option 2
18. Affordability	<p>S106, TfL LIP (2022-23) and Cool Streets and Greening allocations are confirmed.</p> <p>£75,000 of TfL LIP (2023-24) funding is subject to further approvals (LIP Annual Report anticipated early 2024)</p>	
19. Legal implications	<p>Legal processes will be followed to undertake any traffic orders and associated statutory consultation necessary to enable moving two disabled bays and a doctor's bays a few metres west bound along Little Trinity Lane.</p>	
20. Corporate property implications	<p>N/A</p>	
21. Traffic implications	<p>For both design options, it is proposed to maintain the existing two Disabled Bays in their current location and to move the Doctor's Bay a few metres westbound to enable a rain garden to capture a large surface water run-off from Garlick Hill and Little Trinity Lane.</p> <p>A statutory traffic management order consultation is required to do this, and the design finalisation is subject to the successful outcome of this consultation.</p>	
22. Sustainability and energy implications	<ul style="list-style-type: none"> • Both options will increase the amount of planting and trees enabling greater absorption of surface water run-off – although option provides less capacity for additional tree planting; • Both options will introduce a SuDs system and rain gardens • Both options will introduce climate resilient, low maintenance and biodiverse planting. 	
23. IS implications	<p>N/A</p>	
24. Equality Impact Assessment	<p>The project will deliver a more accessible pedestrian environment through the introduction of a raised crossing table at Skinners Lane and dropped kerbs by Virgin Active along Little Trinity Lane.</p> <p>A COLSAT assessment and EQIA of the design proposals will be undertaken ahead of the design finalisation and conclusions will be shared at the next Gateway.</p>	
25. Data Protection Impact Assessment	<p>NA</p>	<p>NA</p>
26. Recommendation	<p>Not recommended</p>	<p>Recommended</p>

Appendix 1: Project Cover Sheet

[1] Ownership & Status

UPI: 11945

Core Project Name: Mansion House Station Environs: Little Trinity Lane public realm enhancements

Project Manager: Leila Ben-Hassel

Definition of need: The space is proposed to be transformed into a larger and more attractive green public space that is greatly needed in this area, in line with the Climate Action Strategy and Transport Strategy.

The current space is in need of enhancement to improve the setting of St James Garlickhythe Church, improve accessibility and comfort along one of the key routes to the riverside and create a high-quality space for local occupiers (office workers, visitors and residents) to dwell by mitigating the impact of the pollution from Upper Thames St (one of the most polluted streets in the City).

Expected timeframe for the project delivery: The originally reported programme has slipped due to TfL funding being withdrawn and additional design work to include climate resilience measures since the project was included in the Cool Streets and Greening Programme. The revised programme is to start on site spring/summer 2024 (estimated 5 month works programme).

Are we on track for completing the project against the expected timeframe for project delivery?

Programme and scope were reset through the June 2022 Issues Report, following the project being put on hold due to TfL withdrawing project funding.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G2 report

The total estimated cost was **£350K-£700K** and a budget of £60,000 was approved to reach Gateway 3.

The following streets and spaces were included in scope to be improved:

- Little Trinity Lane, including the green public space adjacent to St James's Church and the area adjacent to the new Queenhithe hotel development.
- Garlick Hill
- Pedestrian subway signage at Mansion House tube station

The key objectives were defined as follows:

- An accessible and inclusive public realm;
- A more comfortable and pleasant environment (including subways);
- Additional greenery and measures to help mitigate the impact of pollution and noise;
- An enhanced setting for the redevelopments in the area

G3 report (as approved by PSC as part of the Queenithe and Vintry Area Enhancement Programme December 2018)

- Total Estimated Cost (excluding risk):
£418,445, funded from a mix of S106 contributions from local developments (amount capped in S106 Prioritisation Report) and TfL (Local Implementation Plan) funding.
 - Spend to date: £41,507 (including evaluation costs)
 - Costed Risk Against the Project: 0
 - CRP Requested: 0
 - CRP Drawn Down: 0
 - Estimated Programme Dates: To be coordinated with the programme of the neighbouring hotel development (Which was subsequently delayed by the pandemic)
 - January to September 2019: Design development
 - Nov/Dec 2019 Gateway 4/5 – Authority to Start Work;
 - July 2020: start on site – construction works to be phased and coordinated with hotel development programme and connected Globe View Walkway Works.

Through the programme approach, existing City projects in the vicinity and the Queensbridge House Hotel development's timescales would be coordinated with the project. However the hotel development timescales slipped in 2019 and further in 2020 due to the pandemic. The project was subsequently put on hold in 2020 when TfL funding was withdrawn.

- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little Trinity Lane to provide a more welcoming and comfortable environment to transform this currently unattractive and under-utilised public space.

The concept design seeks to exploit and celebrate the most striking components of the space such as the mature trees and church façade as well as introducing more seating and a strongly planted edge to increase greenery and encourage longer dwell time.

Two options were explored and included the same hard landscaping elements with widened footways (incl. relocation of doctor's parking bay), a granite-setted carriageway cutting through a York stone paved pedestrian space and additional seating. The options explored offered different treatments to the southern edge of the space. Option 2 was approved by committees.

The landscape design Option two proposed the introduction of:

- a feature pergola structure to the southern edge of the space providing a framework for climbing plants and creating a semi-perforated wall of greenery and canopy. This would act as a screen and buffer from the adjacent road noise and add important leaf cover to filter air particulates.

The planting would also provide seasonal colour as well as shade for the seating.

- integrated feature lighting making the lower level hedging and planting beds would become a more prominent focal point in the space.
- Seating centred around the feature trees and new planting

This design is proposed to be reviewed as part of this Issues' Report to refocus the benefits of the project to align with the City's Climate Action Strategy objectives and the Cool Streets and Greening Programme's requirements.

Issues report – July 2022

- Total Estimated Cost (excluding risk): £418,445 (set at Gateway 3).
- Spend to date: £81,992 (including evaluation costs for all phases and fee commitments)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: The project has been on hold since 2020 because of the withdrawal of TfL funding as a result of the pandemic. The previous completion date was late 2020. The revised completion date is summer 2023.
- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little The project funding strategy included a mix of S106 and TfL funds.

However, following the impact of the pandemic on TfL's overall financial position and ongoing uncertainty around future funding, £100k of TfL LIP funding was withdrawn from this project, and the project was subsequently put on hold in 2020.

Officers identified some project efficiencies, however the loss of the TfL funds and additional costs as a result of inflation, mean that not all of the planned improvements will be affordable, and the original project objectives will not be met.

Since the Gateway 3 approval, the City has adopted the Climate Action Strategy (CAS) which seeks to introduce more climate resilience measures in the public realm through the implementation of the Cool Streets and Greening Programme (CSG). The CSG programme is a £6.8m programme to be implemented over 4 years.

This site has been identified as a priority project of the Cool Streets and Greening programme as it has great potential to incorporate climate resilience measures due to its location, topography and greening capacity. In February 2022, the Cool Streets and Greening Programme report for Year 2 was approved and this included a funding allocation of £165,000 to widen the scope to deliver climate resilience measures as part of this project. This funding is specific to deliver climate resilience measures and is not able to be used to offset the loss of TfL funding to deliver minor accessibility measures.

Appendix 2 – Finance tables

- Spend to date

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Mansion House Station (SRP) - 16800384			
P&T Staff Costs	27,557	27,557	-
P&T Fees	13,950	13,950	-
Total – 16800410	41,507	41,507	-
Mansion House Station (CAP) - 16100384			
Env Servs Staff Costs	14,000	2,167	11,833
Legal Staff Costs	600	524	76
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	37,000	34,804	2,196
P&T Fees	44,400	41,265	3,135
Total – 16100410	98,500	78,760	19,740
TOTAL	140,007	120,267	19,740

- Budget to reach next gateway

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Mansion House Station (SRP) - 16800384			
P&T Staff Costs	27,557	-	27,557
P&T Fees	13,950	-	13,950
Total – 16800410	41,507	-	41,507
Mansion House Station (CAP) - 16100384			
Env Servs Staff Costs	14,000	20,000	34,000
Legal Staff Costs	600	-	600
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	37,000	12,600	49,600
P&T Fees	44,400	5,000	49,400
Total – 16100410	98,500	37,600	136,100
TOTAL	140,007	37,600	177,607

- Revised funding allocation:

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL LIP - FY 2017/18	14,424	-	14,424
TfL LIP - FY 2018/19	45,053	-	45,053
TfL LIP - FY 2019/20	7,487	-	7,487
TfL LIP - FY 2022/23	25,000	-	25,000
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - LCE	48,042	37,600	85,642
Total Funding Drawdown	140,007	37,600	177,607

- Funding strategy:

Table 4: Funding Strategy (option 2)	
Funding Source	Amount (£)
TfL LIP - FY 2017/18	14,424
TfL LIP - FY 2018/19	45,053
TfL LIP - FY 2019/20	7,487
TfL LIP - FY 2022/23	25,000
TfL LIP - FY 2024/25 (TBC)	75,000
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - LCE	121,090
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - Transportation	36,455
S106 - Bucklersbury House - 11/00935/FULEIA - LCE	100,900
CAS - Cool Streets and Greening Programme*	354,591
TOTAL	780,001

***To be approved in the next CAS Cool Streets and Greening Programme report**

Appendix 3: Visuals

- Existing:



- Southern planter – existing condition: wall and coping stone in poor condition with cracks and chips in various places



Design Option 2:

Proposed character

The introduction of perimeter legacy tree and shrub planting within the southern raised bed creates a more balanced and framed space, accentuating and celebrating the view and dominance of the church tower within the space. At night the church may once again become the 'lantern' of historic name.

The low level raingardens that stagger their way down the slope present a greener heart to the space, with raingarden planting benefitting from good natural daylight to improve planting conditions.

The kerbside pathway ensures disabled users occupying the roadside parking spaces benefit from a simple pavement edge whilst also maintaining the existing informal crossing towards the northern buildings.



Proposed character

The heart of the space provides a greener character with backed seating beneath the shade of trees overlooking the central raingardens. The relocated Barge Master and Swan sculpture now occupies a prominent position at the head of the raingardens.



A tree survey has been undertaken for the existing trees in the central areas and are subject to assessment of the City Gardens' team to establish whether they should be retained or replaced.

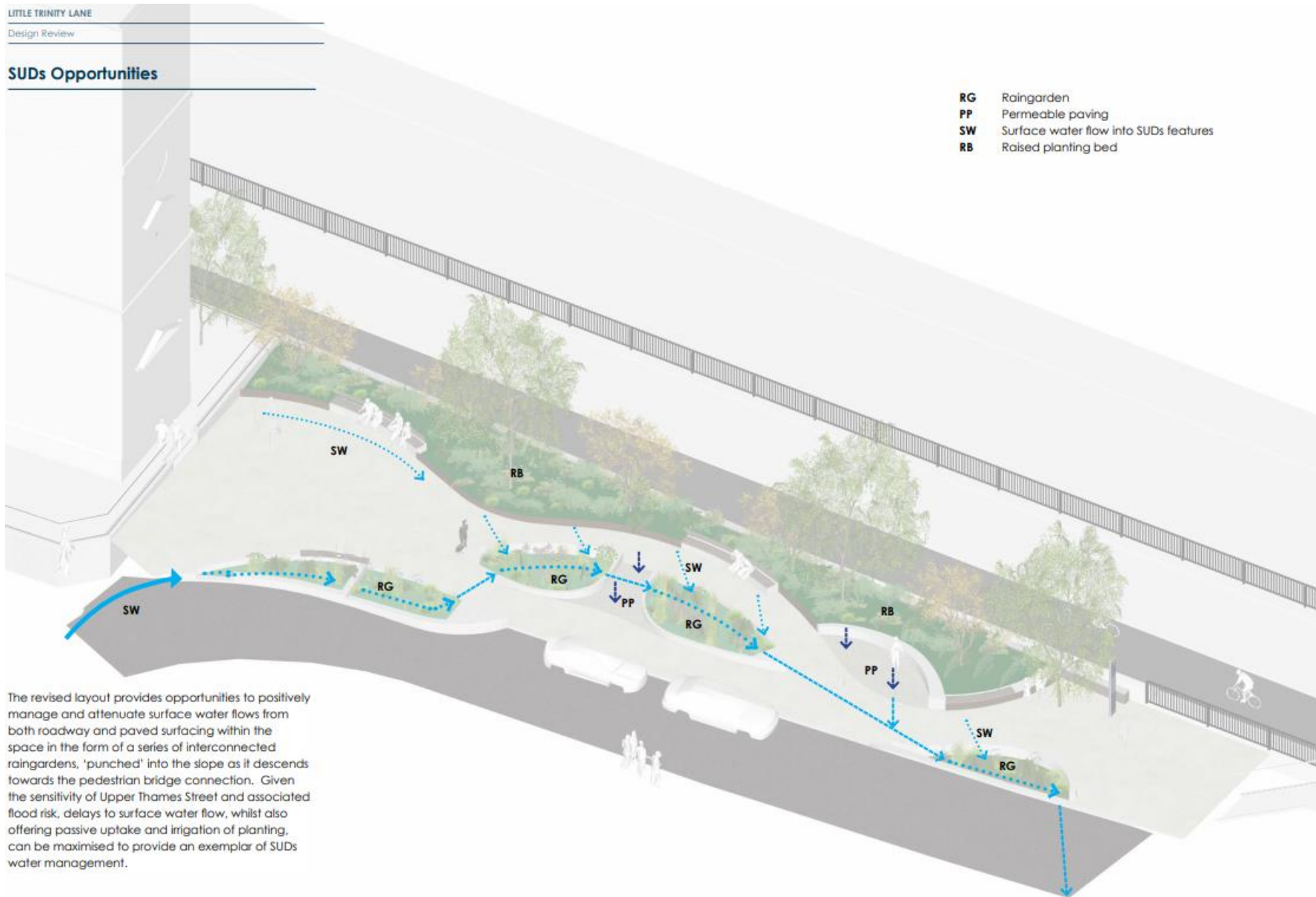
- Plan highlighting SuDs opportunities – option 2:

LITTLE TRINITY LANE

Design Review

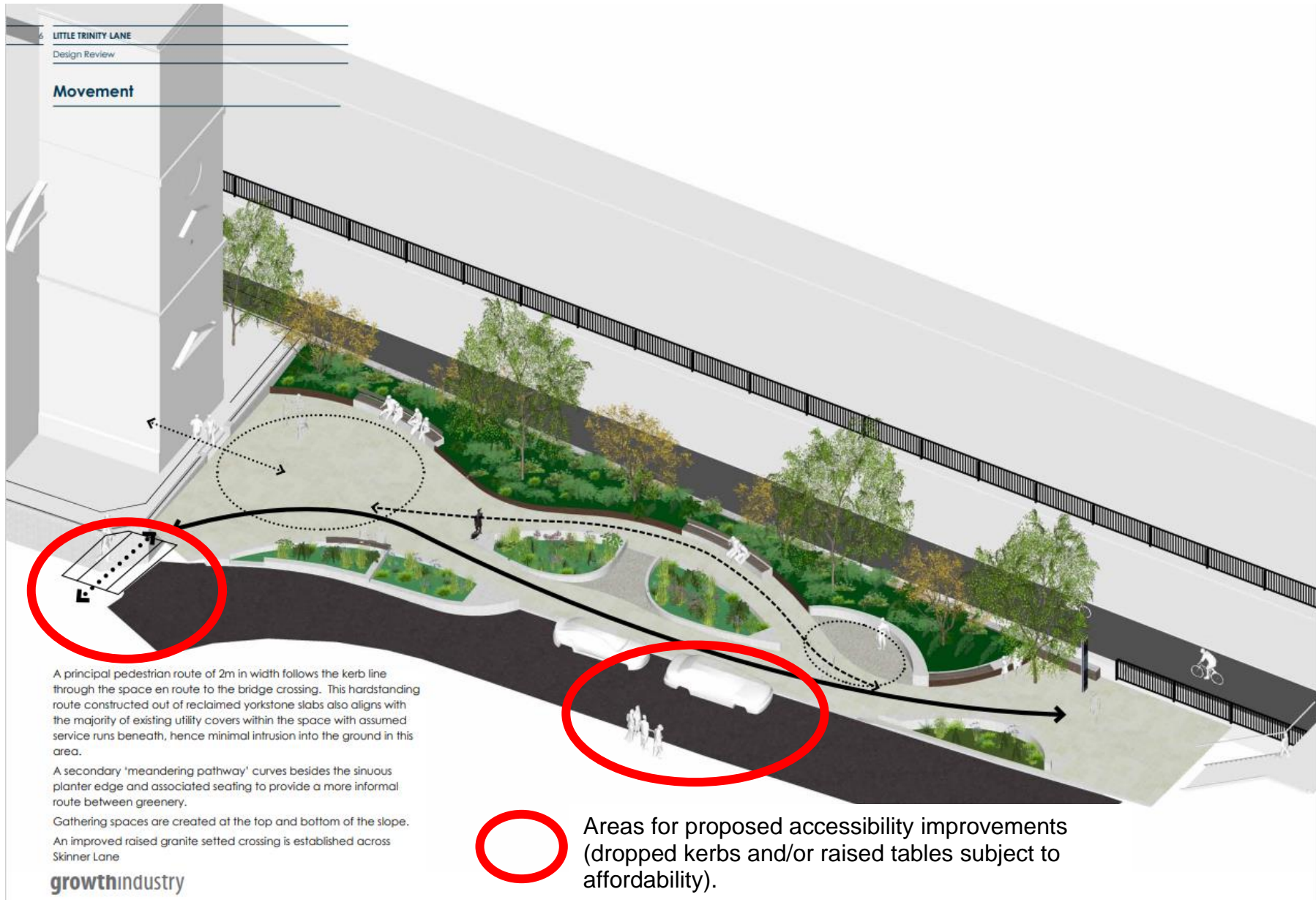
SuDs Opportunities

- RG Raingarden
- PP Permeable paving
- SW Surface water flow into SuDs features
- RB Raised planting bed



The revised layout provides opportunities to positively manage and attenuate surface water flows from both roadway and paved surfacing within the space in the form of a series of interconnected raingardens, 'punched' into the slope as it descends towards the pedestrian bridge connection. Given the sensitivity of Upper Thames Street and associated flood risk, delays to surface water flow, whilst also offering passive uptake and irrigation of planting, can be maximised to provide an exemplar of SuDs water management.

- Visual highlighting improved movement along route to riverside and opportunities for minor accessibility improvements along Little Trinity Lane:



- Option 1: plan and pictures





This area at the southern end of the space is excluded in Option 1 and would remain as existing.