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Committees: Streets and Walkways sub <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i>	Dates: Click here to enter a date. 16 September 2025 14 October 2025
Subject: Dauntsey House, Frederick's Place - Public Realm Improvements (S278) Unique Project Identifier: 12411	Gateway 3/4 Light Issue Report
Report of: Executive Director of Environment Choose an item. Report Author: Emmanuel Ojugo	For Information
PUBLIC	

1. Status update	Project Description: Public realm improvements to Ironmonger Lane, including those related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place. <u>Current Position</u> Existing Approvals On 19 March 2024, Streets and Walkways sub-Committee approved the initiation of a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. The same report noted that, while there was not a need to directly link improvements to Ironmonger Lane with the Old Jewry experiment, there was the potential to improve accessibility and increase pedestrian priority on Ironmonger Lane. A subsequent update report to committee in July 2024 was approved to widen the scope of this project to accommodate the whole of Ironmonger Lane, subject to a successful bid for On-Street Parking Reserve (OSPR) funding. OSPR funding was approved by Policy and Resources Committee (P&R) on 8 July 2025. Proposals were initially restricted to raising the carriageway in Ironmonger Lane to footway level between the new Dauntsey
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	House colonnade and Gresham Street in the north. This was due to potential topographical difficulties associated with raising the section of carriageway south of the colonnade. Subsequent investigations have suggested that, owing to complex drainage requirements with the previous proposals, it may now be more efficient and cost effective to also raise the section of Ironmonger Lane, south of the colonnade. This approach would provide a raised carriageway for the entire length of Ironmonger Lane, providing greater benefits for people walking and wheeling. RAG Status: Amber (Green at last report to Committee) Risk Status: Low (as at last report to committee) Total Estimated Cost of Project (excluding risk): £350K-£600K – The actual costs required to implement this project will be reported at the next stage. Change in Total Estimated Cost of Project (excluding risk): The cost range of the project is still expected to fall within £300K-£600K as previously reported. Costs required to implement works will be reported at the next stage. Spend to Date: £21,593 (£25,000 previously approved budget). £3,407 remaining of S278 design and Evaluation funding. Costed Risk Provision Utilised: X (no CRP was specified in the previous report to Committee); Slippage: Changes to the developer's programme, mainly to carry out the fit-out of retail units in Ironmonger Lane, meant the space was occupied intermittently for approximately six months up to the end of June 2025 restricting the City's access to carry out site assessments for the finalisation of the S278 design. Further to this, the OSPR Bid process to fund the remaining length of the Street took longer than expected and was not approved until July 2025. The City are now in a position to carry out further site assessments that will inform the final design for the street. This additional work is deemed necessary by the City highway engineers and will require a draw down from the OSPR allocation to proceed to complete the work required for the whole Street ahead of the Gateway 5. See Section 3: Budget. Subject to the completion of the construction design package and statutory approvals, City Highways Engineers have suggested S278 works could commence in February 2026, the intention is for the whole Street to be delivered as part of these works.
2. Requested decisions	Next Gateway: Gateway 5 - Authority to Start Work (Light) Requested Decisions:

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	1. Note the total On-Street Parking Reserve (OSPR) allocation of £450,000 for additional public realm improvements to Ironmonger Lane as approved by Members of the Policy and Resources Committee; 2. Approve a drawdown of £50,000 from the OSPR allocation towards further surveys/investigations to finalise the development of public realm proposals for Ironmonger Lane; 3. Approve the budget adjustment summarised in table 2 Appendix 4. 4. Approve an amendment to the scope of the project to include the delivery of a raised carriageway for the full length of Ironmonger Lane; 5. Note the total estimated cost of the project at £350K-600K (excluding risk). The actual resources required to deliver this project will be finalised at the next reporting stage; 6. Note that the S278 element of the work is expected to be in the region of £160k subject to the last surveys being completed and will be funded by the S278 of the development.
3. Budget	3.1. As previously stated, further evaluation is required to achieve a viable construction package for implementing public realm improvements in Ironmonger Lane. This will require funding to be drawn down from the OSPR allocation as summarised in the table below. It should be noted that on completion of the evaluation stage, should any funding remain from either the S278 allocation or the OSPR funding, this will be utilised as part of the implementation stage to be reported at Gateway 5: Authority to Start Work. 3.2. The total estimated cost of the project is within the range of £350K-600K (excluding risk) as previously reported. The actual resources required to deliver this project will be finalised at the next reporting stage, Gateway 5, and are not expected to exceed the current cost range. No CRP is requested at this stage of the project. Should CRP be deemed necessary subsequent to this report, this will also be reported at the next reporting stage. 3.3. The budget source for this project is summarised in the table below and further detail can be seen in Appendix 4, Table 3. In addition to the approved OSPR funding there is also a

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	Section 106 obligation for the developer of Dauntsey House to enter into a Section 278 with the City to fund improvements in the vicinity of their building. The developer has indicated they would be willing to enter into a Section 278 Agreement to fund the improvements along the frontage of their building on Ironmonger Lane. This will likely reduce the OSPR commitment for this project. Confirmed funding and cost allocations will be reported at the next reporting stage. <table><tr><th>Item</th><th>Reason</th><th>Funding Source</th><th>Cost (£)</th></tr><tr><td>Env Servs Staff Costs</td><td>To make the necessary design changes and accommodate a new drainage plan for construction. Statutory C2,C3,C4 etc.. process for utilities.</td><td>S278/OSPR</td><td>20,000</td></tr><tr><td>P&T Staff Costs</td><td>Manage design changes and communicate these to the stakeholders, finalise the draft S278, initiate statutory traffic order process</td><td>S278/OSPR</td><td>20,000</td></tr><tr><td>Fees</td><td>Further site condition surveys and initiate the notification process with Utilities Services (C2, C3, C4 etc..)</td><td>S278/OSPR</td><td>10,000</td></tr><tr><td>Total</td><td></td><td></td><td>50,000</td></tr></table> Costed Risk Provision requested for this Gateway: N/A	Item	Reason	Funding Source	Cost (£)	Env Servs Staff Costs	To make the necessary design changes and accommodate a new drainage plan for construction. Statutory C2,C3,C4 etc.. process for utilities.	S278/OSPR	20,000	P&T Staff Costs	Manage design changes and communicate these to the stakeholders, finalise the draft S278, initiate statutory traffic order process	S278/OSPR	20,000	Fees	Further site condition surveys and initiate the notification process with Utilities Services (C2, C3, C4 etc..)	S278/OSPR	10,000	Total			50,000
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4. Issue description	4.1. In the July 2024 report to committee, it was reported that a Gateway 3-5 delegated report was expected to be submitted in November 2024. This did not occur due to an extension in the developer’s programme mainly to fit out retail units in the Ironmonger Lane colonnade and the need to restrict access to the carriageway to facilitate this. 4.2. When the City gained access to the southern section of Ironmonger Lane in early June 2025 following completion of the development, it became apparent that the scope of the works needed to be extended for the whole street and it was necessary to increase funding to achieve a viable																				

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	construction design. The proposed extension of the project area represents a nominal increase in the scope of works. 4.3. Members will be aware the S278 Design and Evaluation allocation for this project was £25,000. £21,593 has been spent to date with £3,407 remaining. Having discussed the need to carry out further survey and design with the City Highways engineers, the remaining funds are clearly insufficient. Therefore, it is necessary to draw down on a proportion of the OSPR allocation to design the full extent of Ironmonger Lane and finalise the cost of implementation. 4.4. However, following further design development, officers believe that, by raising the full length of the carriageway, the drainage issues can be overcome whilst also delivering an improved overall design.
5. Options	5.1. Ironmonger Lane has characteristically narrow pavements and does not meet minimum requirements for accessibility, therefore, a single option is being proposed to raise the carriageway to footway level. This involves raising the entire Ironmonger Lane carriageway to footway level and adjusting the drainage to improve accessibility for people walking and wheeling the whole length of the street. 5.2. This approach, although slightly revised from the previously reported scope, is in keeping with the existing Section 106 agreement for Dauntsey House and the wider Transport Strategy objectives. 5.3. Drawing down of some of the OSPR funding to complete the design and evaluation for the whole street will ensure that we can deliver an integrated approach with the development work. 5.4. It is anticipated that subject to the release of the OSPR funds, that a gateway 5 report would be considered under delegation by the Executive Director Environment as per the current procedure, the programme for implementation will be reported at that stage. 5.5. NB: It should be noted the delivery and servicing plan for the development particular to Ironmonger Lane, agreed in accordance with loading restrictions on-site, will be restricted to between 12 midnight and 7am. Discussions are currently underway to explore whether a timed access closure could improve pedestrian movement without impacting local

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	servicing delivery.
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Site Location Plan, General Arrangement Plan, Images
Appendix 4	Finance

Contact

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