

Report of Director of City Development

Report to Executive Board

Date: 10 February 2016

Subject: Victoria Gate public realm improvements

Capital Scheme Number: 16500/EAS/000

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|--|---|-----------------------------|
| Are specific electoral Wards affected? If relevant, name(s) of Ward(s): City and Hunslet | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Are there implications for equality and diversity and cohesion and integration? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Is the decision eligible for Call-In? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number:10.4 (3) Appendix number: 3 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

Summary of main issues

1. The Victoria Gate development contributes to the Best Council objective of promoting sustainable and inclusive economic growth through the provision of significant inward investment and the creation of jobs, as well as our best city vision for Leeds to create a world class city with a strong retail offer. The development will also provide significant new job opportunities for the city and the city region, boosting the local economy.
2. Hammerson UK (HUK) started work on site in April 2014, with the development due to open in Autumn 2016. The scheme will deliver, in its first phase, the John Lewis anchor store, which will be the largest store in the country outside of London, 30 high end retail and restaurant units, and an 800+ space multi-storey car park.
3. The development will provide significant improvements to the public realm (roads, footpaths, and seating) around the site, and it is these works that are the subject of the report. The scale of the public realm works are significant and will actively regenerate the area. Hammerson and the Council have agreed that there is a need to provide high quality and extensive public realm works in this area to ensure that Victoria Gate is tied

into the city's fabric and well connected to surrounding destinations. On 18th July 2012 Executive Board approved a capital allocation towards the public realm works around the Victoria Gate site to ensure comprehensive improvements in the area to support the city. This report provides the detail for the works where funding has already been allocated.

4. Alongside the existing approval, there is an opportunity to support further enhancements to the scheme. Since 2012 the detail of the public realm scheme has been developed and in October 2015 the opportunity to enhance the pedestrian experience on Vicar Lane and George Street arose following agreement with West Yorkshire Combined Authority to remove one of the bus stops on Vicar Lane.
5. This enhancement to the public realm scheme late on in the programme has meant some final changes have been made to the design which has delayed the request for the approvals outlined in this report.
6. This report seeks authority to spend the original allocation of funding agreed in 2012, alongside some additional funding, via a windfall capital receipt, to contribute to a significantly enhanced scheme. The scale of the public realm investment is substantial and will act to enhance connections in this part of the city and provide high quality public spaces. The works will have a regenerative impact by allowing seamless connections between Victoria Gate and Victoria Quarter, Briggate, Leeds Kirkgate Market and the West Yorkshire Playhouse.

Recommendations

7. Executive Board is requested to:
 - I. Authorise spend of up to £885,000 from the Economic Initiatives fund as allocated in the Capital Programme Update 2012-15 report to Executive Board on 18th July 2012;
 - II. Authorise the Director of City Development, in consultation with the Executive Member for Regeneration, Transport and Planning and the Chief Officer Highways and Transportation, to agree the final scheme details, including costs, as outlined Appendix 3 of this report;
 - III. Authorise the use of additional capital receipts from the parcels of land adjacent to the former Millgarth Police Station as outlined in this report as required to support the enhanced improvements to the public realm.

1. Purpose of this report

- 1.1 The purpose of this report is to provide an update on the Victoria Gate development, in particular the associated public realm improvement works, and seek authority to spend the capital sum of up to £885,000 as allocated in the Capital Programme Update 2012-15 Report to Executive Board on 18th July 2012. Approval is also sought for additional funding to support recent enhancements to the scheme arising from the sale of parcels of land adjacent to the former Millgarth Police Station as detailed in the report.

2 Background information

- 2.1 The Council entered into legal agreements to commence the Victoria Gate development in partnership with Hammerson UK (HUK) in 2006. The legal agreements were amended subsequently and approved by Executive Board in 2013 to allow for a phased approach to development between Victoria Gate phase 1 and phase 2. The 2013 approval allowed for the commencement of phase 1, which started on site in April 2014.
- 2.2 The delivery of phase 1 has secured the development of the largest John Lewis store outside of London in Leeds, which will anchor the scheme with a further 30 retail and restaurants/ café units being provided in the adjoining Victoria Gate Arcade alongside the new large casino and an 800 space multi storey car park.
- 2.3 Full planning permission has now been secured on all elements of this first phase, with the shell of the Victoria Gate Arcades (VGA) and John Lewis Buildings (JLB) near completion and the new multi-storey car park well underway. The development is due to open in Autumn 2016.
- 2.4 Phase 2 of the development, on the north side of Eastgate, has outline planning permission for a mixed use retail led development. As the development is now taking place in phases, phase 2 was granted temporary permission for 687 surface car parking spaces (up from 542) for five years from 27th June 2014. This allows for productive use of the site until phase 2 is ready to commence.
- 2.5 Leeds remains in the top 4 retail city centre rankings outside of London, with the ranking anticipated to go up to 3rd on the completion of Victoria Gate. As reported to Executive Board in December 2013, the scheme will also deliver a significant increase in business rates that could total £4.8m with 50% of this being retained by the Council (rising to 100% by 2020).
- 2.6 Additionally, Hammerson acquired Victoria Quarter in 2012 and has developed a vision for the area to connect the Victoria Quarter and Victoria Gate shopping brands so to enhance the shopping experience in this area of the city. Physically this requires improved connections along Vicar Lane but will also act to connect Victoria Gate to the wider shopping district in the city, for example connecting through King Edward Street to Briggate. As such, public realm improvements and connectivity across Vicar Lane form a significant part of this visioning.
- 2.7 Public realm improvements towards the east of the site on the Eastgate Roundabout and around St Peter's Street will assist in connecting the new development to the

West Yorkshire Playhouse, which will be increasingly accessible following improvements to the facility and the reorientation of the entrance in the coming years.

- 2.8 Victoria Gate phase 1 is also immediately adjoining Kirkgate Market. Refurbishment of the market commenced in spring 2015 and will see a multimillion pound investment to reinvigorate and modernise the market's shopping experience. This work will reconfigure the internal space to create a central events space, fresh produce area and new pedestrian access and signage in addition to addressing a number of maintenance needs.
- 2.9 Alongside this are proposals for the redevelopment of George Street shops which are currently going through a procurement exercise. It is anticipated that these works will start on site during the 2017/18 financial year.
- 2.10 Public realm works along George Street are therefore essential in connecting Kirkgate Market to Victoria Gate proving for attractive and safe linked visits, supporting increased footfall to the market, and enhancing the shopping experience in this part of the city.
- 2.11 Overall the scale of the public realm works that have been designed and agreed between Hammerson and the Council are significant and have been enhanced further with the addition of the recent improvements to the design. Works will regenerate this area of the city through the provision of high quality public realm that allow seamless connections between Victoria Gate and Victoria Quarter, Briggate, Leeds Kirkgate Market and the West Yorkshire Playhouse.

3 Main issues

Design Proposals and Full Scheme Description.

- 3.1 The public realm works that surround Victoria Gate phase 1 are required to regenerate the area and connect the development to neighbouring parts of the city. Pedestrian routes will be enhanced through the use of similar materials and designs to tie the city spaces together.
- 3.2 The original planning approval for Victoria Gate phases 1 and 2 included a section 278 legal agreement between Leeds City Council and Hammerson setting out the extent of public realm works required and identifies the contribution to works to be made by the Council as up to a maximum amount of £885,000. The Council contribution was agreed by Executive Board on 18th July 2012 to ensure that the highways works are developed comprehensively with no gaps in improvements around the site, providing a seamless visual link. The Council's contribution ensures that works are procured and developed in a co-ordinated way and delivered together through a single contract.
- 3.3 The s278 agreement was completed in 2012 and amended in 2014 through a deed of variation to allow for the development to occur in 2 phases and to reflect changes as a result of planning consents in 2013 including the construction of a car park on the former Millgarth Police Station site (see s278 plan at appendix 1).

- 3.4 There have been some significant developments that have changed and enhanced the scope of the works. The Combined Authority has agreed (in October 2015) to move some of the bus stop provision on Vicar Lane, which has allowed for a narrowing of the carriageway. This has a positive impact of improving the pedestrian amenity along Vicar Lane and George Street. In redesigning Vicar Lane in this way, and removing bus stops, there is a requirement to keep bus provision on Eastgate when the phase 2 development takes place. This is because whilst the original phase 2 development proposals envisaged all traffic being removed from Eastgate, which resulted in increased bus movement on Vicar Lane and introduced buses to George Street. The removal of bus stop provision on Vicar Lane under the new designs means that the pedestrianisation of Eastgate under phase 2 is no longer practical due to highway capacity and public transport needs.
- 3.5 Changing the layout on Vicar Lane allows for increased pavement width and improved crossing areas to enhance the pedestrian experience. The pavement on George Street can also be widened to benefit pedestrians and the George Street Shops redevelopment and Victoria Gate. There is also a need to do some additional works on Harewood Street at the entrance with Eastgate due to changes in the scheme over the years, with the enhanced scheme predicated on a requirement not to close Eastgate to public transport as part of phase 2.
- 3.6 Moreover, the introduction of the city's ambition to become a 'cycle city' and significantly improve cycle routes has meant that additional changes are required to the lanes and signalling at Eastgate Roundabout. This additional work also provides for enhancement of the scheme and cycle networks across the city.
- 3.7 The final design work is being concluded to ensure it is in line with the Core Strategy – Leeds Local Development Framework (November 2014), the Eastgate and Harewood Supplementary Planning Document (October 2005) and the Leeds City centre Urban Design Strategy (September 2000).
- 3.8 The design work includes details on the type and colour of materials, the suitability of materials for pedestrian crossing areas where there is significant traffic and use from buses, maintenance and management of the highway, and construction methods. The design will be developed in line with the Council's emerging thinking on 'super crossings' and 'simplified street layout' to provide a high quality walkable public realm (please see report to Executive Board on 21st October 2015 for details on the approach to street design and public realm in the city centre) . There has been significant consultation with a number of stakeholders during the design evolution. The final design will be agreed with all internal Council consultees as well as West Yorkshire Combined Authority and John Lewis Partnership. Further work on street lighting and street furniture is also needed and will be developed and agreed by the Council's highways section and the planning authority in due course.
- 3.9 As a result of the changes to the proposals, the elements of works that the Council is earmarked to fund have increased since the s278 agreement was signed and the approval to fund £885,000 of works in the 2012 Executive Board report. For the works that were included in the s278 agreement the £885,000 will be used to cover these works. Namely these works are improvements to the footway and carriageway on Vicar Lane, at the Junction of George Street and Vicar Lane, and on George Street between the market entrance and the arcade leading to John Lewis.

Improvements to the crossings were also included in this work. (The plan at appendix 1 shows the areas covered in the s278 agreement).

- 3.10 There is now also an opportunity for the Council to contribute to the enhancements which have widened the footway and crossing areas on Vicar Lane and George Street, and also the improved junction signalling at the Eastgate roundabout to facilitate improved cycle traffic routes in the area as part of wider cycle improvement measures.
- 3.11 A plan showing the indicative design for the works in their totality is shown at appendix 2. This is an architect's plan and is currently being developed further by the consultant highway engineers on behalf of the principal contractor Sir Robert McAlpine (SRM), in consultation with LCC Highways officers.
- 3.12 The details of scope of works and costs, alongside proposed Council contributions are shown in exempt Appendix 3. This also details which works are proposed to be funded via the approved £885,000 and which are the 'enhanced' works to be funded via the windfall capital receipt. While figures are currently detailed estimates, these cannot be finalised until the technical plans are agreed and checked by Council Highways officers. As such this report seeks authority to delegate final decisions on the scheme details, including costs, to the Director of City Development, in consultation with the Executive Member (Regeneration, Transport and Planning) and the Chief Highways Officer.
- 3.13 The costs shown in exempt Appendix 3 are above the original £885,000 allocation due to the scheme enhancements, which include both the additional scope of works and quality of materials in places. . However, as detailed in the exempt appendix, the Council will also be in receipt of a sales receipt from Hammerson for some parcels of land that they need to acquire adjacent to the former Millgarth Police Station. The report proposes for the reasons outlined above that this receipt could be used to support the delivery of the enhanced scheme elements listed in 3.10 and bridge the funding gap, subject to the outcome of the review of the final design and costs.
- 3.14 If the additional capital receipt is not used to support the scheme, this will result in either partly developed public realm around the Victoria Gate site, or a reduced specification for the works, both of which would have a negative impact on the visual amenity. It is likely that the Council will be required to allocate additional funding from elsewhere in the future (e.g. the George street redevelopment scheme) to complete the public realm in the area.
- 3.15 Executive Board is asked to authorise the spend of the original £885,000 and the use of additional capital receipts from the parcels of land adjacent to the former Millgarth Police Station as outlined in this report as required to support the enhanced public realm scheme. Executive Board is also asked to delegate the final scheme details, including costs, to the Director of City Development, subject to consultation with the Executive Member (Regeneration, Transport and Planning) and the Chief Highways Officer.
- 3.16 The Director of City Development has already asked for significant information in relation to construction methodology, materials and design to ensure that what is currently presented at Appendix 2 is deliverable, durable and viable. Commuted

sums have been requested to support elements of the scheme, such as the crossing areas, if future maintenance issues arise.

3.17 Programme

3.18 The contract for works will be managed by Sir Robert McAlpine, Hammerson's contractor, and governed by the s278 agreement in place between the Council and Hammerson. A works programme has been developed around the construction programme. Works commenced on the Eastgate Roundabout in September 2015, at Hammerson's own risk (see confidential appendix 3), with the whole s278 works scheduled for completion by end of summer 2016.

3.19 The works on Vicar Lane commenced in January 2016 and are due to be complete by April 2016. The George Street works will commence in March 2016, for completion by May 2016.

3.20 There has been a delay in the final designs for Vicar Lane and George Street due to the changes outlined in 3.4 above. While the works on Vicar Lane have been agreed at a basic level which allows works to commence, the detail of design is yet to be finalised along with the costs for the Council's contribution to works as detailed above.

3.21 The s278 agreement requires that the Council gives written approval to let the contract to ensure that works are specified correctly and provide the Council with value for money. Highways officers are fully involved in developing the detailed specification for works with Hammerson. Additionally as detailed above the Director of City Development, subject to consultation with the Executive Member for Regeneration, Transport and Planning and the Chief Highways Officer, will agree the final plans and costs (relating to the Council's contribution) prior to works commencing on site. For the works that have already commenced, these have been undertaken entirely at the Hammerson's own risk and cost.

3.22 It should be noted that the Council funded works on Vicar Lane and George Street will not commence until late February 2016 after Executive Board.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Significant consultation as part of the overall Victoria Gate development has taken place over recent years. The principal contractor, Sir Robert McAlpine (SRM), has undertaken consultation with key stakeholders during both the design and delivery phases for the s278 works. Workshop sessions have been held by SRM with highways, planning officers and West Yorkshire Combined Authority to ensure that the design details for the works meet the requirements of all stakeholders, which includes the access group (see section 4.2 below).

4.1.2 Hammerson has undertaken direct consultation with John Lewis Partnership (JLP) on the Public Realm designs available at this point and JLP are supportive of these designs, including the enhanced footpath and crossing areas and the materials to be used. Hammerson will continue to liaise with JLP as the design evolves further in the final stage.

- 4.1.3 Hammerson has also undertaken consultation with an access group to review both the s278 works and the overall scheme design. Access discussions have fed into the final design and concepts of the scheme which have moved away from a shared surface approach towards a legible, high quality designed scheme which is accessible to all. The final scheme design will also be subject to a safety audit and consultation with the council's Access Officer.
- 4.1.4 Throughout the works there will be ongoing consultation with local businesses, markets, and residents to ensure that disruption is minimised. A drop in session was held by SRM in early January for local businesses to inform them of the works on Vicar Lane and the traffic management arrangements. These types of sessions will continue as the works progress down George Street. While the works will cause some disruption it is hoped that this will be minimised by good communication between SRM, businesses and residents.
- 4.1.5 The Executive Member for Regeneration, Transport and Planning and ward members have also been briefed on the proposals, providing feedback which has been incorporated into the design and requirements for the scheme (such as the commuted sum for the maintenance of the crossing area on Vicar Lane).

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening has been completed for these works as part of the wider project.
- 4.2.2 The design of public realm improvement works has taken into account accessibility issues and consultation has taken place with an Access Group that has been established by the Communities Team, Citizens and Communities. The Access Group have reviewed the s278 works alongside the overall scheme and provided feedback to Hammerson. This feedback included the height requirement for kerbs and the need to move away from 'shared surfacing.' This feedback has been incorporated into the final designs. Further details are provided in the screening document at appendix 4.
- 4.2.3 Officers are of the view that the design at appendix 2 incorporates the requirements of the Access Group while balancing these with the requirements for an enhanced public realm that meets pedestrian needs with increased footfall in this area of the city once Victoria Gate opens. The design incorporates the requirements of all stakeholders, with the final design being assessed by the council's Access Officer to ensure that the access requirements are maintained. The works will have a positive impact on a number of groups with the removal of un-necessary street furniture and making the area more legible and suitable for all.
- 4.2.4 A screening document has been prepared (at appendix 4) and an independent impact assessment is not required for the approvals requested. The screening document has been sent to the Equality Team to be approved and published.

4.3 Council policies and Best Council Plan

4.3.1 The delivery of Victoria Gate and the associate public realm works will contribute to the Council achieving several objectives:

4.3.2 **Leeds Growth Strategy 2012:** Retail is one of the seven core priorities identified in this strategy. The strategy aims to address the slip in retail rankings which has faced Leeds, but has now been partly corrected by the success of the trinity development. However, in order to maintain and improve on this ranking Leeds needs to keep pace with its competitors. The delivery of Victoria Gate, John Lewis will provide a real draw to Leeds, alongside other unique shops within the VGAs.

4.3.3 **The Best Council Plan 2013-2017:** In line with the plan's ambition for Leeds to become the best city, with an economy that is both prosperous and sustainable, the Victoria Gate development delivers against the objective of promoting sustainable and inclusive economic growth, helping people into jobs, boosting the local economy and generating income for the Council.

4.3.4 **Leeds Vision 2011-2030:** The development of Victoria Gate will help to improve the strength of the city region and the draw of Leeds as a city nationally and internationally, with high quality brand shopping. The development will also provide sustainable growth to the economy and the city region.

4.4 Resources and value for money

4.4.1 The s278 legal agreement includes provision to ensure that the works contract provides the Council with value for money. LCC highways officers will review costs provided by the contractor for the Council element of the works and establish whether the works are value for money. The agreement provides for the Council to pay its proportion of the works on a monthly valuation basis, to ensure that only completed works are ultimately funded.

4.4.2 If works are deemed not to present value for money the Council has the option of removing the works from the contract and procuring and delivering these works separately to the set timetable. However, it is considered that this is unlikely given the economies of scale achieved by delivering these works within a larger highways improvement contract.

4.4.3 The s278 makes provision for a fee for the Council to check the design and construction of the works and intervene. The developer also has to provide a bond against default in delivery of the works.

4.4.4 As detailed in section 3.9-3.10, the total cost for Council contributions is £1.1 million. These costs are subject to final approval and this report seeks authority to delegate the final scheme details, including costs, to the Director of City Development, subject to consultation with the Executive Member (Regeneration, Transport and Planning) and the Chief Highways Officer.

4.4.5 The table below assumes the approval to utilise capital receipts funding alongside the £885,000 that is already allocated to these works in the capital programme.

4.4.6 Capital Funding and Cash Flow

| Authority to Spend required for this Approval | TOTAL £000's | TO MARCH 2014 £000's | FORECAST | | |
|---|-----------------|----------------------------|-------------------|-------------------|-------------------|
| | | | 2014/15 £000's | 2015/16 £000's | 2016/17 £000's |
| LAND (1) | 0.0 | | | | |
| CONSTRUCTION (3) | 1100.0 | | | 0.0 | 1100.0 |
| FURN & EQPT (5) | 0.0 | | | | |
| DESIGN FEES (6) | 0.0 | | | | |
| OTHER COSTS (7) | 0.0 | | | | |
| TOTALS | 1100.0 | 0.0 | 0.0 | 0.0 | 1100.0 |
| | | | | | |
| Total overall Funding (As per latest Capital Programme) | TOTAL £000's | TO MARCH 2014 £000's | FORECAST | | |
| | | | 2014/15 £000's | 2015/16 £000's | 2016/17 £000's |
| LCC Supported Borrowing | 885.0 | | | | 885.0 |
| Capital Receipt | 215 | | | | 215.0 |
| Total Funding | 1100.0 | 0.0 | 0.0 | 0.0 | 1100.0 |
| | | | | | |
| Balance / Shortfall = | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Parent Scheme Number : 16500/000/000

Revenue Effects

The scheme is agreed on the basis that there will be no revenue effects with respect to this scheme. However, a risk has been identified that the main crossings on Vicar Lane may have some ongoing maintenance liabilities if it fails. As such a commented sum has been negotiated with the developer to cover such an eventuality.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The Council entered into an agreement with the developer in October 2012 pursuant to section 278 of the Highways Act 1980 and this was varied updated in June 2014. This agreement describes the proposed modifications to the existing highway network to facilitate or service the Victoria Gate development and provides a legal basis for the responsibilities (financial and otherwise) of parties involved in constructing works on the public highway, including the agreed highway works design, payments associated with the works and possible claims and land provision and dedication. The agreement also includes certain additional highway works which are to be funded by the Council but which are intended to be carried out as part of the overall highway scheme. The agreement specifies that the Council's financial contribution towards these works shall not exceed £885,000.
- 4.5.2 The information contained in the Appendix 3 to this report relates to the financial or business affairs of a particular person, and of the Council. This information is not publicly available from the statutory registers of information kept in relation to certain companies and charities. It is considered that since this information was obtained from a third party and is subject to their contract negotiations then it is not in the public interest to disclose this information at this point in time. Also the release of such information would or would be likely to prejudice the Council's and the third party's commercial interests in relation to the works contract and any future contracts on similar works. It is therefore considered that this element of the report

should be treated as exempt under rule 10.4(3) of the Access to Information Procedure Rules.

4.6 Risk Management

- 4.6.1 If Authority to Spend is not approved, the risk is that the additional works to develop a comprehensive highways scheme do not happen. This would have significant implications as the Council would be in breach of the s278 agreement in which the contribution and works are detailed. If the additional funding is not approved there is a risk to the Council that the scheme will not be completed for the area and works to comprehensively improve the public realm will not be undertaken.
- 4.6.2 The works are essential in delivering a comprehensive public realm improvement scheme in the area. If the works did not take place there would be gaps where the highways would not be improved. This would have a negative impact on the streetscape in the area and would fail to tie the Victoria Gate development in with Kirkgate market, Victoria Quarter and the surrounding area.
- 4.6.3 This risk is partly mitigated through the legal s278 agreement that is in place and binds the Council to make a contribution of up to £885,000 for the highways works. The risk that the Council will be unable to agree the specification of works within the agreement is limited as detailed design discussions have taken place to ensure the design is agreed by all stakeholders.
- 4.6.4 As detailed in 4.4.2 above, if the works proposed through the contract are deemed not to be value for money by the Council, works can be removed from the Contract with Hammerson. However, the s278 agreement still requires the Council to undertake the works to a set programme, so funding will still be required to complete the works.

5. Conclusions

- 5.1 This report requests authority to spend on the public realm improvement works that surround the Victoria Gate development. The provision for investment for these works was agreed at Executive Board in July 2012, and was subsequently written into the section 278 agreement with Hammerson which was signed in October 2012.
- 5.2 However, further approvals for additional funding are now required, as outlined in this report. The additional funding provides for an enhanced scheme due to the new opportunities to improve vehicular and in particular amenity flows.
- 5.3 As detailed in this report the public realm improvements works that will be delivered around the entirety of the Victoria Gate site will allow for seamless transition between key destinations, such as John Lewis, Victoria Quarter, Victoria Gate, Leeds Kirkgate Market, West Yorkshire Playhouse and beyond. These are improvements which will be seen by all passing and visiting this area of the city and will be designed in a way to reflect the inspirational design detail of the 'new' in Victoria Gate, while being sympathetic to the 'old' in Kirkgate market and Victoria

Quarter. These works are key to regenerating this area of the city in connecting Victoria Gate to neighbouring areas and beyond.

6. Recommendations

6.1 Executive Board are requested to:

- i. Authorise spend of up to £885,000 from the Economic Initiatives fund as allocated in the Capital Programme Update 2012-15 report to Executive Board on 18th July 2012.
- ii. Authorise the Director of City Development, in consultation with the Executive Member for Regeneration, Transport and Planning and the Chief Officer Highways and Transportation, to agree the final scheme details, including costs, as outlined in Appendix 3 of this report.
- iii. Authorise the use of additional capital receipts from the parcels of land adjacent to the former Millgarth Police Station as outlined in this report as required to support the enhanced improvements to the public realm.

7. Background documents¹

7.1 None.

¹ The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.