



Planning and Transportation Committee

Addenda

Date: TUESDAY, 19 JULY 2022
Time: 10.30 am
Venue: LIVERY HALL - GUILDHALL

4. **BOUNDARY HOUSE, 7-17 JEWRY STREET, LONDON EC3N 2EX - ADDENDUM**
Report of the Chief Planning Officer and Development Director

For Decision
(Pages 3 - 6)

8. **TRANSPORT FOR LONDON CONSULTATIONS: BUS ROUTE CHANGES
CENTRAL LONDON AND ULEZ EXPANSION AND ROAD USER CHARGING -
ADDENDUM**
Report of the Executive Director of Environment

For Decision
(Pages 7 - 10)

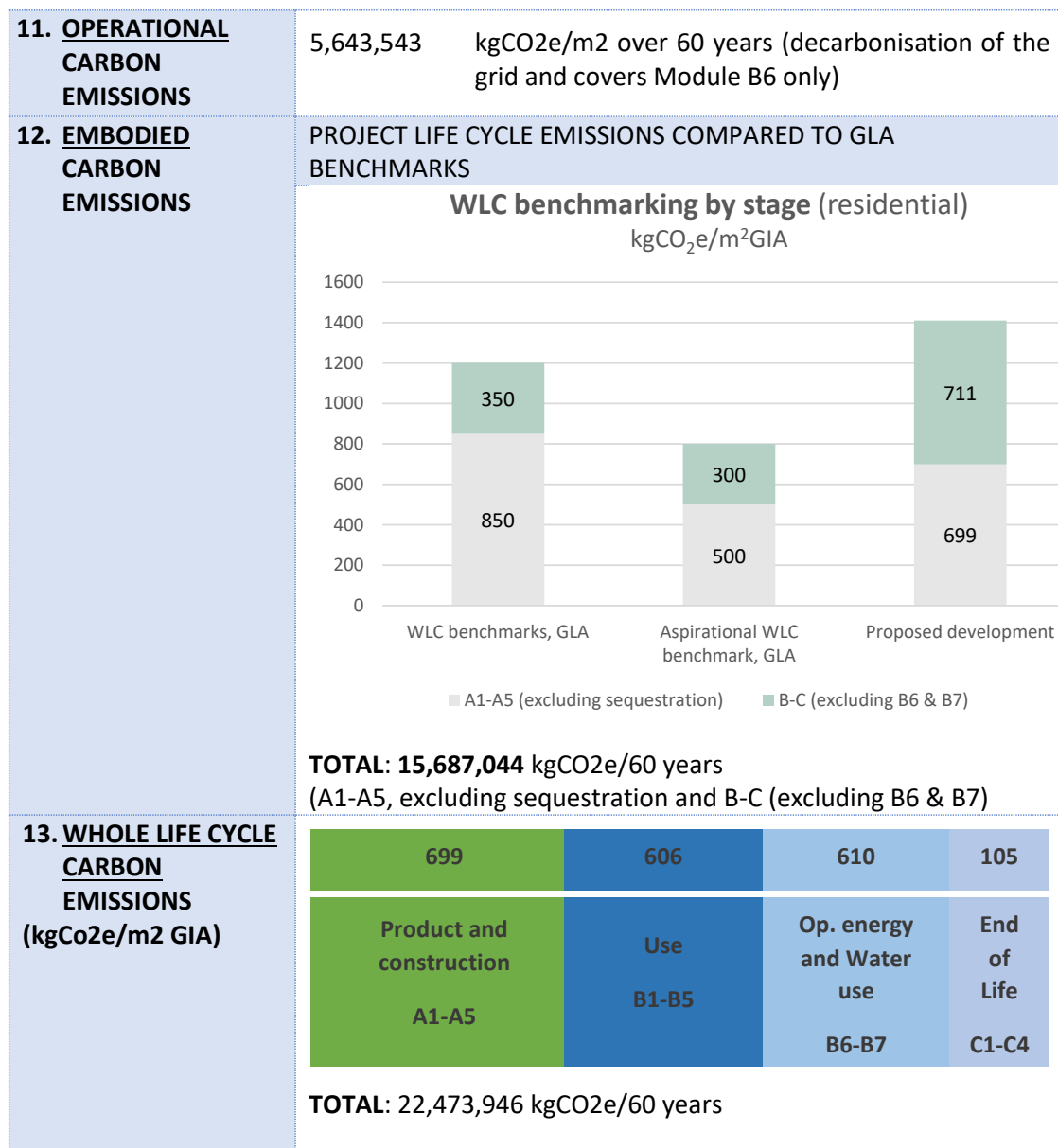
John Barradell
Town Clerk and Chief Executive

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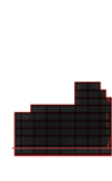



Committee:	Date:
Planning and Transportation	19 July 2022
Subject: Addendum Report for Agenda item 4 Boundary House 7 - 17 Jewry Street London EC3N 2EX. Application Ref. 21/00826/FULMAJ.	Public

Whole Life Carbon Assessment

1. The Applicant has submitted an updated Whole Life Carbon Assessment following Officer comments and minor amendments are required to the Committee Report.
2. The following changes are required to the 'Application Cover Sheet' starting on page 11 (rows 11-14 only):



14. WHOLE LIFE CYCLE CARBON OPTIONS

Applicable	Light refurbishment	Maximum retention	New superstructure	All new
Images New  Existing 				
Gross Internal Area (GIA)	5,770m ²	10,889m ²	11,121m ²	11,121m ²
Increase in GIA	-	5,119m ²	5,351m ²	5,351m ²
Embodied carbon (A1-A5)	409 kgCO ₂ e/m ² GIA	627 kgCO ₂ e/m ² GIA	681 kgCO ₂ e/m ² GIA	714 kgCO ₂ e/m ² GIA
% structural material retained relative to existing volume (excluding façade)	100%	63%	5%	0%
Embodied carbon (A1-A5, B1-B5, C1-C4)	1,120 kgCO ₂ e/m ² GIA	1,326 kgCO ₂ e/m ² GIA	1,380 kgCO ₂ e/m ² GIA	1,413 kgCO ₂ e/m ² GIA
Operational energy (B6)	507 kgCO ₂ e/m ² GIA	507 kgCO ₂ e/m ² GIA	507 kgCO ₂ e/m ² GIA	507 kgCO ₂ e/m ² GIA
Fuel source	Electricity	Electricity	Electricity	Electricity
Total WLCA (A1-A5, B1-B6, C1-C4)	1,628 kgCO ₂ e/m ² GIA	1,846 kgCO ₂ e/m ² GIA	1,900 kgCO ₂ e/m ² GIA	1,933 kgCO ₂ e/m ² GIA
Total WLCA (A1-A5, B1-B6, C1-C4)	9,393 tCO ₂ e	20,100 tCO ₂ e	21,128 tCO ₂ e	21,495 tCO ₂ e

Notes and assumptions:

- Structural inputs contributing to A1-A5 sourced from Elliott Wood structural option analysis.
- Remainder of non-structural inputs, including façade, sourced from Hoare Lea WLC assessment proposed development option and pro-rated by area (GIA, m²). Carbon factors based on decarbonisation scenario.
- Light refurbishment option assumes that the building is repurposed to a hotel, new all-electric building services system is installed, an allowance has been included for upgrading to more energy efficient elements in the thermal envelope and that no structural strengthening is required.

Total WLC emissions for light refurbishment = 9,393 tCO₂e

Total WLC emissions for proposed building = 21,128 tCO₂e

3. In addition, the following changes are required to the text of the report:

- Above paragraph 209, a heading is inserted: “Options Appraisal”.

- For paragraph 209, the following sentence is substituted:

“The options are designed to achieve comparable levels of floorspace.”

With:

“The options are based on early stage assumptions and are designed to achieve comparable floorspace with the exception of the light refurbishment option which is based on the existing massing.”



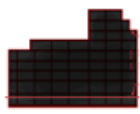



- For paragraph 211, this is to be substituted with:

“By retaining as much of the existing structure as possible, 17% of structural embodied carbon compared to a totally new scheme would be saved.”

- Above paragraph 213, the following heading is inserted: *"The Proposed Development"*.
- In paragraph 214, the total whole lifecycle carbon emissions being emitted over a 60-year period is amended to 22,473,946 kg CO₂e (previously 22,132,700 kg CO₂e). This figure is based on the detailed cost plan for the proposed building.

4. In addition, the following table and graph are to be substituted:

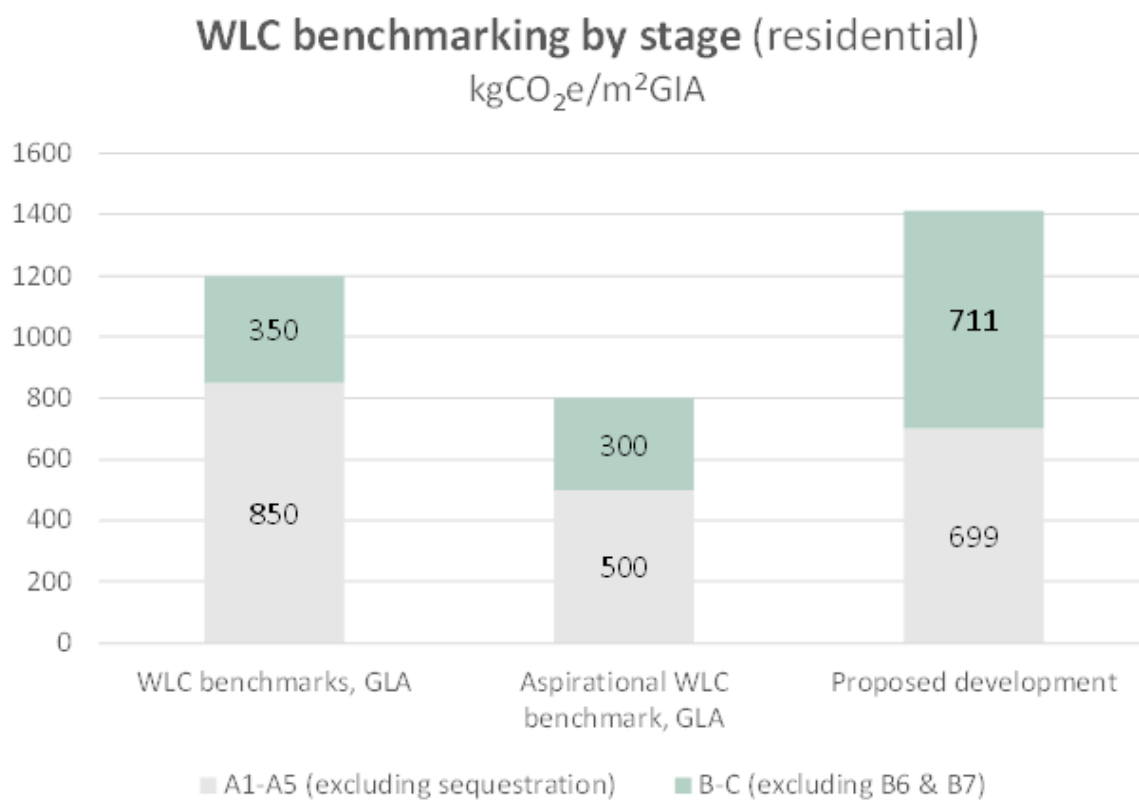
- **Table 4** is replaced with the table below:

Applicable	Light refurbishment	Maximum retention	New superstructure	All new
Images New  Existing 				
Gross Internal Area (GIA)	5,770m ²	10,889m ²	11,121m ²	11,121m ²
Increase in GIA	-	5,119m ²	5,351m ²	5,351m ²
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% structural material retained relative to existing volume (excluding façade)	100%	63%	5%	0%
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Operational energy (B6)	507 kgCO ₂ e/m ² GIA	507 kgCO ₂ e/m ² GIA	507 kgCO ₂ e/m ² GIA	507 kgCO ₂ e/m ² GIA
Fuel source	Electricity	Electricity	Electricity	Electricity
Total WLCA (A1-A5, B1-B6, C1-C4)	1,628 kgCO ₂ e/m ² GIA	1,846 kgCO ₂ e/m ² GIA	1,900 kgCO ₂ e/m ² GIA	1,933 kgCO ₂ e/m ² GIA
Total WLCA (A1-A5, B1-B6, C1-C4)	9,393 tCO ₂ e	20,100 tCO ₂ e	21,128 tCO ₂ e	21,495 tCO ₂ e

Notes and assumptions:

- Structural inputs contributing to A1-A5 sourced from Elliott Wood structural option analysis.
- Remainder of non-structural inputs, including façade, sourced from Hoare Lea WLC assessment proposed development option and pro-rated by area (GIA, m²). Carbon factors based on decarbonisation scenario.
- Light refurbishment option assumes that the building is repurposed to a hotel, new all-electric building services system is installed, an allowance has been included for upgrading to more energy efficient elements in the thermal envelope and that no structural strengthening is required.

- Figure 14 is replaced with the graph below:



Transport for London consultations - bus route changes in central London (agenda item 8 Planning & Transportation 19.07.22)

Clarifications, corrections and updated response following the Streets & Walkways Sub Committee meeting on 05.07.22

Clarifications and corrections

Appendix 1, Map 4 has been updated to correct an error that showed route 56 still terminating at St Bartholomew's Hospital on Giltspur Street. Under the proposed changes this service will be rerouted to terminate at Blackfriars. The northbound service will still stop near the main entrance to St Bartholomew's Hospital on King Edward Street but the nearest stops for southbound passengers on will be on Aldersgate Street or St Martin's le Grand. We have contacted the hospital to ensure they are aware of the proposed changes and the consultation.

Details of changes to routes 211 and 507, which would help to maintain key connections if the proposed withdrawal of route 11 goes ahead, are not included in Appendix 2, Table 2. These are:

Proposed Changes to Bus Services – 211 and 507.				
Route	Current Route	Proposed Route	City route impact	TfL Comments
211	Between Hammersmith and Waterloo - via Fulham, Chelsea, Victoria, Westminster	Reroute at Chelsea Bridge Road and Waterloo so that it would serve Battersea Power Station rather than Waterloo	Route through City not affected	A new bus journey would be created linking Battersea Power Station with the Kings Road. This proposal would also help reduce the excess bus capacity which exists along routes between Parliament Square and Chelsea Bridge Road, enabling us to better match our bus capacity with demand for it.
507	Between Waterloo Station / Upper Taxi Road and Victoria Bus Station Via – Westminster City Hall, Millbank, Lambeth Palace and County Hall	From Waterloo, the 507 would be rerouted across Westminster Bridge to Victoria, instead of across Lambeth Bridge. It would no longer serve Lambeth Palace Road and	Route through City not affected	Route 507 has excess space on board because fewer people are using this bus in the Horseferry Road area. Re-routing the 507 and making changes to routes 3 and C10 removes this excess while keeping the current direct journey between Waterloo and Victoria stations. Customers using the 507 to travel between Waterloo and Victoria will be able to continue to do so along a revised, more direct, route. Customers travelling to locations between County Hall and Horseferry



Proposed Changes to Bus Services – 211 and 507.				
Route	Current Route	Proposed Route	City route impact	TfL Comments
		Horseferry Road Between Waterloo and Victoria, the 507 would serve the same stops as route 211 The 507 would also be extended to Fulham via route 11		Road may need to use route C10 in future to complete their journey. This would provide new bus links between Waterloo and Fulham

Additional points for consultation response

It is proposed to include the points below in addition to those set out in paragraph 17 of the Committee report.

- To ask TfL to explore whether reducing services in off-peak periods could provide cost savings that would reduce or avoid the need to withdraw routes.
- To object to the proposed withdrawal of route 4 and changes to route 56. The proposed withdrawal of route 4 would have a significant impact on access from the north of London, Finsbury Park area and Highbury and Islington area for pupils travelling to the City of London School on Queen Victoria Street. The proposed adjustment of route 56 to mitigate the withdrawal of route 4 also raises concerns about access to St Bartholomew's Hospital. If changes to these routes are to go ahead, we urge TfL to consider alternating services (for example a 4A and 4B) to terminate at either the hospital or Blackfriars.
- If route 4 is withdrawn as proposed then good quality, safe interchange points on the network will be necessary to ensure pupils travelling from the north of London to City of London School are able to make their journeys safely and conveniently by public transport.
- To object to the withdrawal of route 242 as this will significantly reduce access to Homerton Hospital for City residents.
- If the proposed changes go ahead there will be no bus services from Waterloo Station via Bank and Bishopsgate. We object to the proposed changes to route 26 which connects Waterloo to the east of the City and provides an alternative in the event of disruption on the Waterloo and City line.
- To raise concerns around the resilience of London's public transport network if fewer bus services are available. Buses provide an essential alternative when rail or underground services are disrupted. Buses can also be easily rerouted in the event of an incident or disruption.
- To note that the proposed changes reflect TfL's financial situation and to reiterate our support for a long-term funding package that will ensure London continues to have a comprehensive and high-quality public transport network.

Proposed Bus Services after Network Changes (map 4)

-  City TfL Bus Services after Proposed Changes (including 24hr services)
-  City of London Boundary



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