
Air Quality Positive Statement
Bishopsgate Goodsyard Plot 1

BISHOPSGATE GOODSYARD PLOT 1

AIR QUALITY POSITIVE STATEMENT

Prepared for: Bishopsgate Goodsyard Regeneration Ltd

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1 Introduction

1.1 Background

This Air Quality Positive Statement has been prepared by Temple Group Limited ('Temple') to accompany a reserved matters application (RMA) associated with the mixed-use redevelopment ("the Proposed Development") of Bishopsgate Goodsyard (the "Site"). The determining authority for the RMA is the Greater London Authority (GLA). The planning application is submitted on behalf of Bishopsgate Goodsyard Regeneration Ltd.

The RMA will be for Plot 1, partly within the administrative area of the London Borough of Hackney ("LBH") and partly within the London Borough of Tower Hamlets ("LBTH").

2.3.1 This plot is located to the north-west of the Site within LBH and also LBTH. It is bound by Bethnal Green Road to the north and Shoreditch High Street to the west. The raised and concrete-encased London Overground line runs east-west through the centre of this plot.

The RMA would seek detailed approval for Plot 1; an office building with retail floorspace. This is a commercial building, comprising 50,754 sqm (GEA) of office floorspace (Class B1), 788 sqm (GEA) of retail uses (Use Class A1-A5), plant and ancillary space (5,565 sqm GEA), landscaping, public realm, and all associated and works. The height of the building is proposed to be 17 storeys envisaged to be a maximum 71m AOD.

The statement details how the design of the Proposed Development, particularly Plot 1, has incorporated features which are expected to be beneficial regarding improving air quality. It also outlines how air quality mitigation required by the Proposed Development can be monitored. Whilst this Statement accompanies the planning application for a Reserved Matters application, the 2019 Environmental Statement Addendum was produced before planning policy required an Air Quality Positive approach, so many elements of the design will have been progressed before this requirement came into force. However, as work towards the RMA progressed, the design team were asked to consider a range of measures designed to improve air quality.

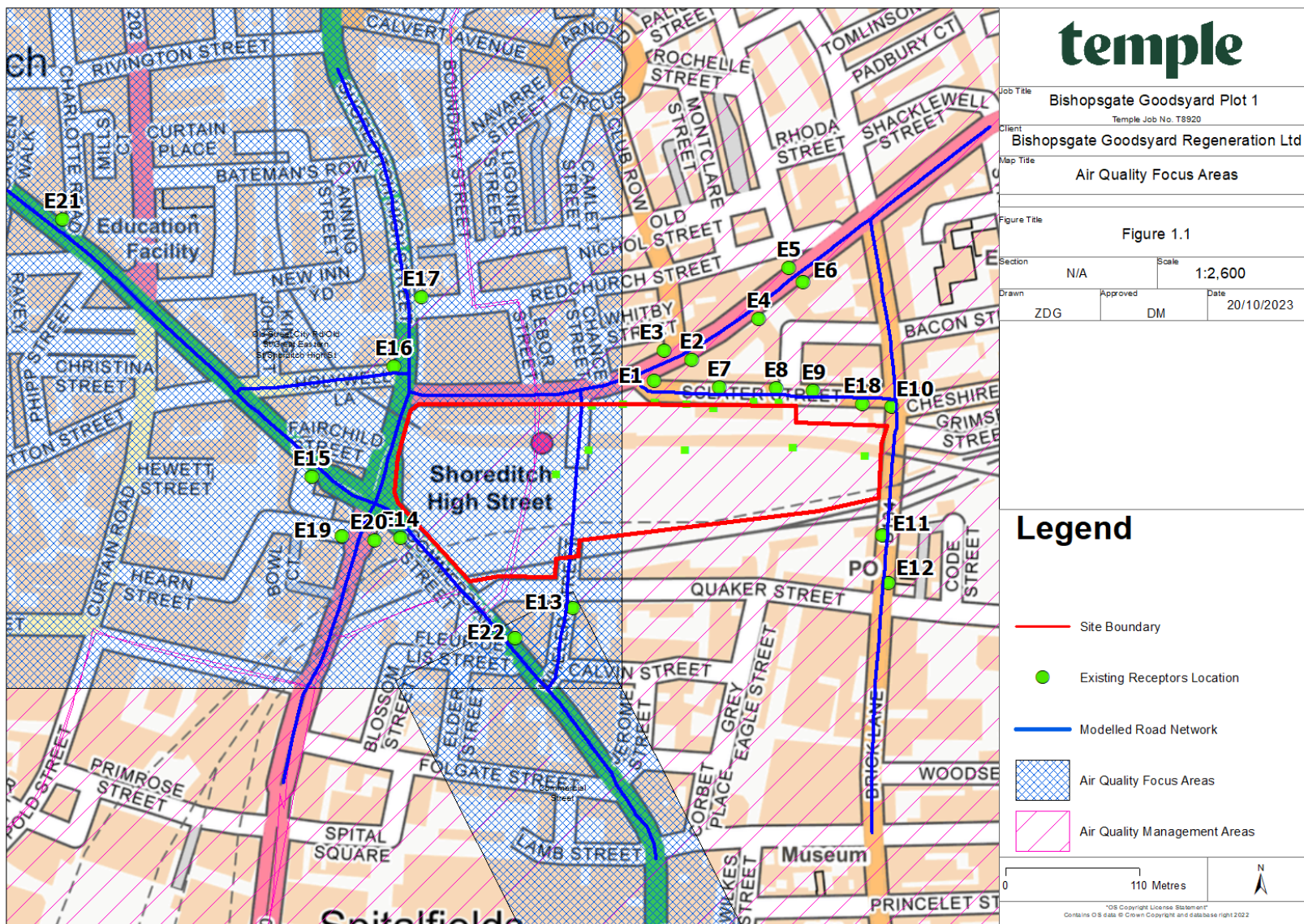
The following documents were read in preparing this Air Quality Positive Statement:

- Bishopsgate Goodsyard Plot 1 - Travel Plan (WSP, October 2023)
- Bishopsgate Goodsyard Plot 1- Car and Cycle Parking Management Plan (WSP, October 2023)
- Bishopsgate Goods Yard, Plot 01 - Sustainability Energy Strategy (Ballymore, September 2023)
- Ballymore Bishopsgate Goods Yard - Area Plans (BYG-Gensler, September 2023)

1.2 Air Quality Constraints and Opportunities

The Air Quality Chapter of the Environmental Statement identifies the ambient air quality conditions. In addition and for reference, Figure 1.1 shows the location of Air Quality Management Areas and Air Quality Focus Areas in the vicinity of the Site. The Air Quality Chapter of the Environmental Compliance Report has confirmed that air pollutant concentrations will be below the relevant AQOs at the proposed facades of Plot 1, such that air pollutant concentrations should be acceptable.

Figure 1.1: AQFAs, AQMAs, off-site human receptors which may be affected by air quality, and modelled road network



2 Matrix of Measures Adopted

Table 2.1, below, outlines the measures which were adopted to either minimise exposure to or improve air quality as a result of the Proposed Development and describes how those measures may be secured (via the planning system).

In each instance, the benefit of the measure has been determined qualitatively within the Air Quality Positive statement itself. Reference has not been made to the expected air quality benefits explicitly in supporting documentation.

Table 2.1: Measures embedded in the design of the Proposed Development

Measure	Summary of the measure	Reason for undertaking measure	Expected benefits	How will this measure be secured
Better Design and Reducing Exposure				
Building Design and Configuration	No residential exposure to air quality emissions along Bethnal Green Road in Plot 1.	-	Removes potential for future residents to be exposed to poor air quality.	Embedded within Proposed Development Plans
Building Emissions				
Heating Strategy	Energy provision for Plot 1 development will be supplied by air source heat pumps (ASHPs). As such, no air quality emissions are associated with energy provision.	To adhere to the Heating Hierarchy in the Energy Assessment Guidance (Greater London Authority, 2022) and Policy SI 3 of the London Plan.	This will reduce exposure of future occupants to, and improve, poor air quality	Energy Strategy, post-consent tender specification
Backup (emergency) electricity supply	The one emergency diesel generator proposed within Plot 1 will operate for emergency (lifesaving) purposes only, other than for testing and servicing, for less than 18 hours per annum. The generator would discharge vertically and without a cowl. These latter characteristics will help to reduce any impact which the generator could otherwise have on air quality.	To reduce emissions from the generators.	Reduce exposure of occupants and existing residences nearby to poor air quality.	Recommended to be secured by planning condition. Some measures required to comply with Environmental Permit if generators >1MW.
Transport Emissions				
Cycle parking provision	A minimum of 5% of long stay spaces and their accesses are to be designed to be large enough to accommodate adapted cycles, cargo and other types of larger cycles. 757 long-stay cycle parking spaces	Encourage sustainable travel.	Modal shift will have air quality benefits at existing and proposed receptors.	Cycle parking will be implemented prior to occupation for use by all site users.

Measure	Summary of the measure	Reason for undertaking measure	Expected benefits	How will this measure be secured
	are proposed on Plot 1, which will be covered and secure, located at Level 0. Additionally, 10 short-stay cycle spaces for office use and 14 short-stay cycle spaces for retail use are proposed for Plot 1.			Cycle Parking Management Plan to be secured by way of planning condition.
Car Free Scheme	The Scheme will have no on-site parking, thereby encouraging use of the local public transport infrastructure and active travel modes.	Encourage sustainable travel.	Reducing vehicle trips will improve air quality as a benefit.	Embedded within Proposed Development Plans
Travel Plan preparation and implementation	Implementing a travel plan to inform and incentivise future site users to follow the sustainable travel hierarchy (walking & cycling over public transport, over private vehicle hire use).	Encourage sustainable travel.	Additional sustainable trips could displace vehicle trips which may be undertaken by taxi or personal vehicle, to reduce Development impacts on air quality compared to a scenario where not considered.	TP to be secured for the development and be secured by way of planning condition

3 Implementation and Monitoring

The Travel Plan will be monitored by an appointed Travel Plan Coordinator throughout its duration and amended if necessary.

The building owner, leaseholder or tenant will be responsible for ensuring the cycle storage facilities and air source heat pumps are maintained in good condition throughout their lifetime and to substitute them where required, in the case of the heat pumps with zero emission technology. The requirement will be embedded into bid documentation.

The mechanical engineer will be responsible for ensuring the emergency generator comply with the good practice mitigation specified above, as well as any requirements specified in the Environmental Permitting Regulations. They will embed the requirement for any replacements to meet these requirements in tender documentation for future land leaseholders. Should emergency generators need replacing, zero emission gensets should be considered.

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