HOARE LEA

Bishopsgate Goodsyard: Platform Level West. London.

Bishopsgate Goodsyard Regeneration Limited.

SUSTAINABILITY
SUSTAINABILITY STATEMENT

REVISION P03 – 09 OCTOBER 2026

Audit sheet.

Rev.	Date	Description of change / purpose of issue	Prepared	Reviewed	Authorised
P01	17/09/2026	Draft issue for comment	D. Nowak	R. Palmer	T. Smith
P02	29/09/2026	Second draft issue for comment	D. Nowak	R. Palmer	T. Smith
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Executive Summary.

This Sustainability Statement has been prepared on behalf of Bishopsgate Goodsyard Regeneration Limited in support of the Reserved Matters Application for the Platform Level West at The Goodsyard. The application covers approximately 2,884 m² of the western Platform Level and seeks approval of Access, Layout and Scale. The proposals comprise public realm and associated external works, with no buildings or building floorspace included within the application. Appearance and Landscaping will be subject to a subsequent Reserved Matters submission.

The Statement has been prepared in response to LBTH Condition 72 and LBH Condition 72, which require each Reserved Matters submission to be accompanied by a revised Sustainability Strategy. It demonstrates how the proposals continue to support the sustainability objectives established through the outline planning permission, while responding to the policy requirements relevant to the current RMA.

The sustainability approach has been informed by national, regional and local planning policy, including the National Planning Policy Framework, the London Plan (2021), the London Borough of Hackney Local Plan 2033 and the London Borough of Tower Hamlets Local Plan 2031, together with relevant supplementary guidance. Key policy themes relevant to the Platform Level include climate resilience, urban greening and biodiversity, sustainable drainage and water management, resource efficiency, sustainable transport, accessibility, and health and wellbeing.

The strategy also follows the Five Capitals Model established through the Outline Sustainability Strategy for The Goodsyard. This provides a holistic approach to sustainability across Natural, Human, Social, Physical and Economic Capital and provides continuity between the sustainability objectives established at outline stage and the subsequent delivery of the masterplan.

Given the nature of the current RMA, the sustainability response focuses on the aspects that can be influenced through Access, Layout and Scale. The proposals provide the framework for a well-connected and accessible public realm, including step-free access, while allowing for significant green infrastructure and the integration of water attenuation and utilities within the Platform build-up.

The illustrative landscape proposals demonstrate how this framework can support a substantial planted landscape, biodiversity enhancement and sustainable water management as the design develops. The proposals currently demonstrate an Urban Greening Factor of 0.30 across the RMA area, including vegetation over structure, significant tree planting, hedges and permeable paving. The Platform also provides a network of spaces intended to support walking, recreation, social interaction and health and wellbeing.

The proposals retain and work with the historic structure of the Goodsyard, using the existing Platform as the basis for a new area of public realm. Further sustainability measures associated with detailed planting, materials, external lighting and other elements of Appearance and Landscaping will be developed through a subsequent RMA.

Overall, the Platform Level RMA provides the spatial and infrastructure framework needed to support the wider sustainability objectives for The Goodsyard and enables these principles to be developed further as the detailed landscape design progresses.



Figure 1 RMA landscape indicative design

1. Introduction.

1.1 Purpose of this document

This Sustainability Strategy has been prepared on behalf of Bishopsgate Goodsyard Regeneration Limited in support of the Reserved Matters Application for the Bishopsgate Goodsyard: Platform Level West.

The document has been prepared to respond to the requirements of LBTH Condition 72 and LBH Condition 72, which require each Reserved Matters submission to be accompanied by a revised Sustainability Strategy.

The Reserved Matters Application relates solely to the Platform Level public realm and associated external works. No buildings or building floorspace are proposed as part of the application. Therefore, this Sustainability Strategy is focused on public realm benefits.

1.2 Application site description and location.

The current application represents a further stage in the delivery of the wider Bishopsgate Goodsyard regeneration project following the grant of outline planning permission.

The application area sits within both the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH).

This Reserved Matters Application seeks approval of access, layout and scale for part of the Platform Level. Appearance and landscaping do not form part of the current application and are intended to be addressed through a subsequent submission.

The application boundary extends to approximately 2,884 m² and covers part of the western Platform Level. The areas within the application principally comprise the Oriel Balcony, No. 1 Bank and Woodland Garden, together with associated public realm and circulation infrastructure. No buildings are proposed within this Reserved Matters Application.

Applicant	Bishopsgate Goodsyard Regeneration Limited
Site Name	Bishopsgate Goodsyard: Platform Level West
Description of Development	Details of reserved matters (Access, Layout and Scale) in respect of land at platform level pursuant to LB Tower Hamlets outline planning permission ref. PA/14/02011 (GLA ref. GLA/1200cd/12); LB Hackney planning permission ref. 2014/2427 (GLA reference GLA/1200cd/11) dated 25/03/2022.
Site Area	2,884 sqm.
Reserved Matters Applications (ie plural, as it's one RMA for LBTH and one RMA for land in LBH).	Reserved Matters Applications

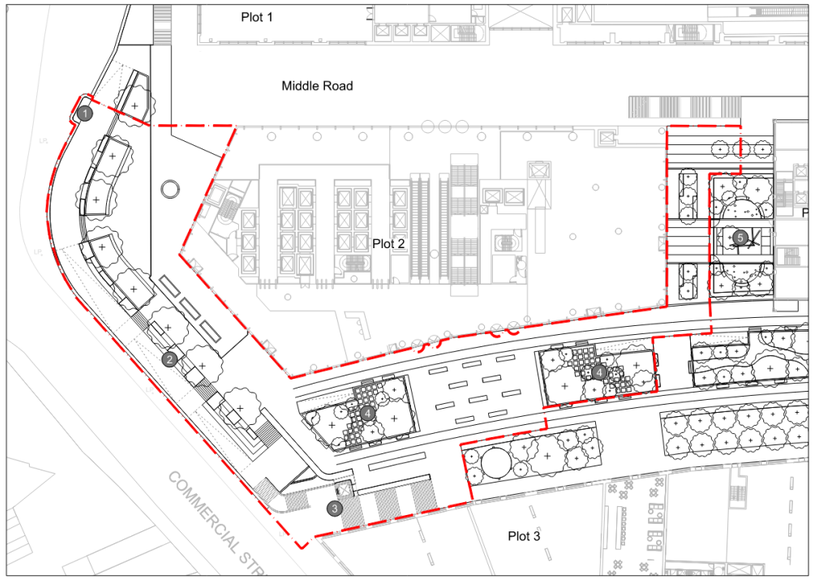


Figure 2 RMA area (red)



Figure 3 RMA area within Bishopsgate Goodsyard site.

2. Policy Context and Drivers.

2.1 Relevant National and Local Policies

A detailed policy review has been undertaken, please see Appendix A for details.

As a summary, planning policy documents applicable to the Proposed Development have been identified and include the below listed:

- National Planning Policy Framework (2026)
- The London Plan (2021)
- London Borough of Hackney Local Plan 2033 (2020)
- London Borough of Tower Hamlets Local Plan 2031 (2020)
- London Borough of Hackney Sustainable Design and Construction Supplementary Planning Document (2016)

Key targets from these documents are summarised below:

- Site layout and sustainable design principles to reduce energy demand and increase efficiency.
- A minimum on-site reduction of at least 35 percent beyond Building Regulations 2021 Part L for major development.
- Non-residential development meets BREEAM at least Excellent standard with 60 per cent of the unweighted credits available in the energy, water and materials sections.
- Applicants for major development should undertake and submit a whole life-cycle assessment and circular economy statement.
- Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the Borough, either:

    1. through a cash in lieu contribution to the Borough's carbon offset fund, or
    2. off-site provided that an alternative proposal is identified, and delivery is certain.



Figure 4 Reviewed Policy Documents.

3. Outline Sustainability Strategy.

3.1 Approach to Sustainability

The strategy addresses a wide range of sustainability subject areas and covers various headline sustainability categories. The strategy confirms the applicable policies, the Applicant's aspirations and measures of sustainability that will be implemented in Bishopsgate Goodsyard.

The design has been based on sustainable design and construction principles as informed by planning requirements and industry best practice. It is on this basis that the Five Capitals Model as illustrated in Figure 5 is being applied to capture the multi-faceted sustainability benefits that the Proposed Development will bring to the:

- Application Site
- Local community
- Surrounding businesses, and
- Future occupants and other building users.

3.2 Achieving a Sustainable Development

The Delivery Framework

The overall energy and sustainability objectives for the Proposed Development have been encapsulated within the Five Capitals Model for Sustainability. More specifically to the energy aspect, the Energy Strategy is being delivered in line with the Energy Hierarchy – please refer to the separate energy strategy submitted in support of this planning application for further detail.

The original idea for the five capitals was introduced by Forum for the Future and it was designed to assist organisations to develop a vision of what sustainability looks like for their operations, products and services. We have embraced this approach as it promotes a holistic, interdisciplinary approach to sustainability which is aligned with our understanding of sustainable development.

Our strategy is based on the concept of realising real term social, economic and environmental benefits to all stakeholders and investors and thereby generating value and wealth in the communities we create.



Figure 5 Proposed Framework for Sustainability – The Five Capitals Model.

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Physical Capital	"Building the future" Creating high quality buildings ensures **PHYSICAL VALUE** is increased where buildings and infrastructure project an image of design for longevity and allow people to navigate easily on foot/by bicycle.
Social Capital	"Connecting people" By enabling community identity, **SOCIAL VALUE** is increased where a great place brings people together and creates a community.
Economic Capital	"New opportunities" By ensuring equity for all, **ECONOMIC VALUE** is increased where all users of a place feel they have a level of ownership of the asset and buy-in to the outcomes it is seeking to achieve.
Human Capital	"Happy and healthy" With a focus on people, **HUMAN VALUE** is increased where quality and longevity of life is improved, and happiness is increased.
Natural Capital	"Positive impact" By seeking to achieve positive gain, **NATURAL VALUE** is increased where existing quality is protected, and new complementary resources are introduced.

Table 1: Proposed Framework for Sustainability – The Five Capitals Model.

4. RMA Strategy.

This RMA has been considered against the sustainability policy requirements applicable to the proposed development and the sustainability principles established through the outline planning permission.

The current RMA seeks approval of Access, Layout and Scale for the Platform Level. Appearance and Landscaping are not matters for approval as part of this application and will be subject to a subsequent Reserved Matters submission.

The sustainability response has therefore been prepared with regard to the matters capable of being addressed at the current stage of design. Where policy requirements relate to detailed landscape design, planting specification, materials, external lighting or other matters principally associated with Appearance and Landscaping, these are identified as matters to be developed and demonstrated through a subsequent RMA.

The Access, Layout and Scale proposals have been developed to support the wider sustainability objectives for The Goodsyard. This includes creating a well-connected and accessible public realm and supporting green infrastructure.

This Sustainability Strategy should be read alongside the other documents submitted with the RMA, including the Design Overview Statement & Public Realm Strategy, Energy Strategy Addendum, Circular Economy Statement, Air Quality Assessment and Environmental Compliance Report.

Climate Change and Resilience



The Platform Level proposals establish a public realm layout capable of supporting a substantial area of green infrastructure, while integrating the technical requirements for water attenuation, utilities and appropriate soil depths over the retained historic structure. The proposed levels have also been developed to avoid unnecessary level changes and steep gradients across the Platform.

Detailed planting, materials and other landscape measures contributing to climate resilience will be developed through a subsequent RMA which addresses Appearance and Landscaping.

The wider environmental review also confirms that the RMA does not change the climate change mitigation and adaptation conclusions established through the Environmental Statement.

Green Infrastructure and Urban Greening



The layout provides sufficient space and growing conditions to support significant green infrastructure across the Platform. The illustrative landscape proposals demonstrate how this can be delivered through substantial tree planting, vegetation over structure, hedges and permeable surfaces.

The illustrative proposals achieve an Urban Greening Factor of 0.30 within the 2,884 m² RMA boundary, including 400 m² of intensive vegetation over structure and tree planting representing 606 m² of projected canopy area. Detailed landscaping will be subject to the subsequent RMA.

Biodiversity and Ecology



The Platform layout provides the spatial framework for the creation of a substantial planted landscape, with ecological enhancement identified as one of the principal objectives of the Platform Level public realm.

The illustrative proposals demonstrate the potential for a varied network of trees and other planting across the Platform. Detailed habitat creation, planting composition and species selection will be developed through the subsequent Appearance and Landscaping RMA.

Water Management and Sustainable Drainage

Water management has been integrated into the development of the Platform levels, including provision for water attenuation beneath the landscape and sufficient build-up for the proposed landscape above the retained structure.

The wider illustrative strategy seeks to minimise hard surfacing, incorporate permeable landscape and collect water for reuse in landscape irrigation. Detailed drainage and landscape measures will continue to be developed at the subsequent design stages.

Materials, Waste and Circular Economy



The current RMA establishes the Access, Layout and Scale of the Platform Level rather than the detailed specification of landscape materials. Material selection and detailed hard landscape design will therefore principally be addressed through the subsequent Appearance and Landscaping RMA.

The proposals nevertheless retain and work with the site's existing historic infrastructure, with the new Platform public realm arranged above and around the retained historic structures. The detailed design will provide the opportunity to consider durability, responsible material selection and resource efficiency as the material selection is developed.

A Circular Economy Commitment Statement has been prepared in support of the RMA. The strategy applies the GLA circular economy principles and includes targets to divert at least 95% of demolition, excavation and construction waste from landfill and to achieve a minimum of 20% recycled and/or reused content across site elements.

The strategy also identifies opportunities to reuse materials such as granite cobbles, natural stone and bricks, with new in-situ concrete paving to include at least 50% recycled or reused content. Steel elements target 40% recycled content, while recycled cement replacements such as GGBS and fly ash will be maximised where appropriate. These measures will continue to be developed as the detailed material specification progresses.

Health and Wellbeing



The Platform Level is conceived as an accessible network of public spaces providing respite from the surrounding urban environment and opportunities for walking, relaxation, social interaction and recreation. The layout provides a range of interconnected spaces with different functions and character, with inclusive health and wellbeing identified as a principal design objective.

The current RMA establishes the spatial arrangement and connectivity needed to support these uses, including step-free access across the public realm. The detailed provision of planting, seating, play and other amenity features will be developed through the subsequent Appearance and Landscaping RMA.

Air Quality Monitoring has been undertaken and will be submitted as an update to this submission. Monitoring seeks to review the air quality at the proposed location to continue to confirm it aligns with local policy requirements.

The development team have undertaken the following Community Engagement Activities:

(1) Updated statement and imagery uploaded to the website

(2) Tours hosted around the site as part of open house London on 18/09/26

5. Conclusion.

This Sustainability Statement demonstrates how this RMA supports the sustainability objectives established for The Goodsyard, with a particular focus on the public realm given that no buildings or building floorspace are proposed as part of this application.

The Access, Layout and Scale proposals provide the framework for an accessible, well-connected and green public realm. Sustainability has been considered through the development of the Platform layout and levels, including opportunities for significant green infrastructure, biodiversity enhancement, sustainable water management and the creation of spaces that support health and wellbeing.

The proposals have also been considered against the wider sustainability principles established through the outline planning permission and relevant current planning policy. Where requirements relate to detailed planting, materials, external lighting and other elements of Appearance and Landscaping, these will continue to be developed and demonstrated through the subsequent RMA.

Overall, the proposals provide the basis for the delivery of the wider sustainability objectives for the Platform Level and The Goodsyard masterplan as the design progresses.

Appendix A – Policy Context Review.

Current Policy Framework.

The policies considered when preparing this strategy are contained in the London Plan (GLA, 2021) and the local planning policy of the London Borough of Hackney and London Borough of Tower Hamlets.

London Plan (March 2021).

Policy G5 – Urban greening
Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2 but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).

Existing green cover retained on site should count towards developments meeting the interim target scores set out in (B) based on the factors set out in Table 8.2

Policy G6 – Biodiversity and access to nature
Sites of Importance for Nature Conservation (SINCs) should be protected.

Boroughs, in developing Development Plans, should:

- use up-to-date information about the natural environment and the relevant procedures to identify SINCs and ecological corridors to identify coherent ecological networks
- identify areas of deficiency in access to nature (i.e. areas that are more than 1km walking distance from an accessible Metropolitan or Borough SINC) and seek opportunities to address them
- support the protection and conservation of priority species and habitats that sit outside the SINC network, and promote opportunities for enhancing them using Biodiversity Action Plans
- seek opportunities to create other habitats, or features such as artificial nest sites, that are of particular relevance and benefit in an urban context
- ensure designated sites of European or national nature conservation importance are clearly identified and impacts assessed in accordance with legislative requirements.

Where harm to a SINC is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- avoid damaging the significant ecological features of the site
- minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- deliver off-site compensation of better biodiversity value.

Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

Proposals which reduce deficiencies in access to nature should be considered positively.

Policy SI 1 – Air quality
Development Plans, through relevant strategic, site-specific and area-based policies, should seek opportunities to identify and deliver further improvements to air quality and should not reduce air quality benefits that result from the Mayor's or boroughs' activities to improve air quality.

To tackle poor air quality, protect health and meet legal obligations the following criteria should be addressed:

- Development proposals should not:
  - lead to further deterioration of existing poor air quality
  - create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
  - create unacceptable risk of high levels of exposure to poor air quality.
- In order to meet the requirements in Part 1, as a minimum:
  - development proposals must be at least Air Quality Neutral
  - development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retrofitted mitigation measures
  - major development proposals must be submitted with an Air Quality Assessment. Air quality assessments should show how the development will meet the requirements of B1
  - development proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.

Masterplans and development briefs for large-scale development proposals subject to an Environmental Impact Assessment should consider how local air quality can be improved across the area of the proposal as part of an air quality positive approach. To achieve this a statement should be submitted demonstrating:

- how proposals have considered ways to maximise benefits to local air quality, and
- what measures or design features will be put in place to reduce exposure to pollution, and how they will achieve this.

In order to reduce the impact on air quality during the construction and demolition phase development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance.

Development proposals should ensure that where emissions need to be reduced to meet the requirements of Air Quality Neutral or to make the impact of development on local air quality acceptable, this is done on-site. Where it can be demonstrated that emissions cannot be further reduced by on-site measures, off-site measures to improve local air quality may be acceptable, provided that equivalent air quality benefits can be demonstrated within the area affected by the development.

Policy SI 2 – Minimising greenhouse gas emissions
- Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
  - Be Lean: use less energy and manage demand during operation
  - Be Clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
  - Be Green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
  - Be Seen: monitor, verify and report on energy performance.
- Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.
- A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
  - through a cash in lieu contribution to the borough's carbon offset fund, or

  - off-site provided that an alternative proposal is identified, and delivery is certain.

- Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.
- Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.
- Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life Cycle Carbon Assessment and demonstrate actions taken to reduce life cycle carbon emissions.

Policy SI 3 – Energy infrastructure
- Boroughs and developers should engage at an early stage with relevant energy companies and bodies to establish the future energy and infrastructure requirements arising from large-scale development proposals such as Opportunity Areas, Town Centres, other growth areas or clusters of significant new development.
- Energy masterplans should be developed for large-scale development locations (such as those outlined in Part A and other opportunities) which establish the most effective energy supply options. Energy masterplans should identify:
  - major heat loads (including anchor heat loads, with particular reference to sites such as universities, hospitals and social housing)
  - heat loads from existing buildings that can be connected to future phases of a heat network
  - major heat supply plant including opportunities to utilise heat from energy from waste plants
  - secondary heat sources, including both environmental and waste heat
  - opportunities for low and ambient temperature heat networks
  - possible land for energy centres and/or energy storage
  - possible heating and cooling network routes
  - opportunities for futureproofing utility infrastructure networks to minimise the impact from road works
  - infrastructure and land requirements for electricity and gas supplies
  - implementation options for delivering feasible projects, considering issues of procurement, funding and risk, and the role of the public sector
  - opportunities to maximise renewable electricity generation and incorporate demand-side response measures.
- Development Plans should:
  - identify the need for, and suitable sites for, any necessary energy infrastructure requirements including energy centres, energy storage and upgrades to existing infrastructure
  - identify existing heating and cooling networks, identify proposed locations for future heating and cooling networks and identify opportunities for expanding and inter-connecting existing networks as well as establishing new networks.
- Major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system:
  - the heat source for the communal heating system should be selected in accordance with the following heating hierarchy:
    - connect to local existing or planned heat networks
    - use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
    - use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)
    - use ultra-low NOx gas boilers
  - CHP and ultra-low NOx gas boiler communal or district heating systems should be designed to ensure that they meet the requirements in Part B of Policy SI 1 Improving air quality
  - where a heat network is planned but not yet in existence the development should be designed to allow for the cost-effective connection at a later date.
- Heat networks should achieve good practice design and specification standards for primary, secondary and tertiary systems comparable to those set out in the CIBSE/ADE Code of Practice CP1 or equivalent.

Policy SI 4 – Managing Heat Risk
- Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
- Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
  - reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure
  - minimise internal heat generation through energy efficient design
  - manage the heat within the building through exposed internal thermal mass and high ceilings
  - provide passive ventilation
  - provide mechanical ventilation
  - provide active cooling systems.

Policy SI 5 – Water infrastructure

In order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner.

Development Plans should promote improvements to water supply infrastructure to contribute to security of supply. This should be done in a timely, efficient and sustainable manner taking energy consumption into account.

Development proposals should:
- through the use of Planning Conditions minimise the use of mains water in line with the Optional Requirement of the Building Regulations (residential development), achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption)
- achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development)
- incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise futureproofing.

In terms of water quality, Development Plans should:
- promote the protection and improvement of the water environment in line with the Thames River Basin Management Plan, and should take account of Catchment Plans
- support wastewater treatment infrastructure investment to accommodate London's growth and climate change impacts. Such infrastructure should be constructed in a timely and sustainable manner taking account of new, smart technologies, intensification opportunities on existing sites, and energy implications. Boroughs should work with Thames Water in relation to local wastewater infrastructure requirements.

Development proposals should:
- seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided
- take action to minimise the potential for misconnections between foul and surface water networks.

Development Plans and proposals for strategically or locally defined growth locations with particular flood risk constraints or where there is insufficient water infrastructure capacity should be informed by Integrated Water Management Strategies at an early stage.

Policy SI 6 – Digital connectivity infrastructure

To ensure London's global competitiveness now and in the future, development proposals should:

- ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users
- meet expected demand for mobile connectivity generated by the development
- take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation
- support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.

Development Plans should support the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas with gaps in connectivity and barriers to digital access.

Policy SI 7 – Reducing waste and supporting the circular economy

Resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to:

- promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible
- encourage waste minimisation and waste prevention through the reuse of materials and using fewer resources in the production and distribution of products
- ensure that there is zero biodegradable or recyclable waste to landfill by 2026
- meet or exceed the municipal waste recycling target of 65 per cent by 2030
- meet or exceed the targets for each of the following waste and material streams:
  - construction and demolition – 95 per cent reuse/recycling/recovery
  - excavation – 95 per cent beneficial use
- design developments with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

Referable applications should promote circular economy outcomes and aim to be net zero-waste. A Circular Economy Statement should be submitted, to demonstrate:

- how all materials arising from demolition and remediation works will be re-used and/or recycled
- how the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life
- opportunities for managing as much waste as possible on site
- adequate and easily accessible storage space and collection systems to support recycling and re-use
- how much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy
- how performance will be monitored and reported.

Development Plans that apply circular economy principles and set local lower thresholds for the application of Circular Economy Statements for development proposals are supported.

Policy SI 8 – Waste capacity and net waste self sufficiency

In order to manage London's waste sustainably:

- the equivalent of 100 per cent of London's waste should be managed within London (i.e. net self-sufficiency) by 2026
- existing waste management sites should be safeguarded (see Policy SI 9 Safeguarded waste sites)
- the waste management capacity of existing sites should be optimised
- new waste management sites should be provided where required
- environmental, social and economic benefits from waste and secondary materials management should be created.

Development Plans should:

- plan for identified waste needs
- identify how waste will be reduced, in line with the principles of the Circular Economy and how remaining quantum's of waste will be managed
- allocate sufficient sites, identify suitable areas, and identify waste management facilities to provide the capacity to manage the apportioned tonnages of waste, as set out in Table 9.2 - boroughs are encouraged to collaborate by pooling their apportionment requirements
- identify the following as suitable locations to manage borough waste apportionments:
  - existing waste and secondary material sites/land, particularly waste transfer facilities, with a view to maximising their capacity
  - Strategic Industrial Locations and Locally Significant Industrial Sites
  - safeguarded wharves with an existing or future potential for waste and secondary material management.

Mayoral Development Corporations must cooperate with host boroughs to meet identified waste needs.

Development proposals for materials and waste management sites are encouraged where they:

- deliver a range of complementary waste management and secondary material processing facilities on a single site
- support prolonged product life and secondary repair, refurbishment and remanufacture of materials and assets
- contribute towards renewable energy generation, especially renewable gas technologies from organic/biomass waste, and/or
- are linked to low emission combined heat and power and/or combined cooling heat and power (CHP is only acceptable where it will enable the delivery or extension of an area-wide heat network consistent with Policy SI 3 Energy Infrastructure Part D1c)

Developments proposals for new waste sites or to increase the capacity of existing sites should be evaluated against the following criteria:

- the nature of the activity, its scale and location
- effective implementation of the waste hierarchy and its contribution to London's circular economy
- achieving a positive carbon outcome (i.e. re-using and recycling high carbon content materials) resulting in significant greenhouse gas savings – all facilities generating energy from waste will need to meet, or demonstrate that steps are in place to meet, a minimum performance of 400g of CO_2 equivalent per kilowatt hour of electricity produced
- the impact on amenity in surrounding areas (including but not limited to noise, odours, air quality and visual impact) - where a site is likely to produce significant air quality, dust or noise impacts, it should be fully enclosed
- the transport and environmental impacts of all vehicle movements related to the proposal - the use of renewable fuels from waste sources and the use of rail and waterway networks to transport waste should be supported

When planning for new waste sites or to increase the capacity at existing sites the following should be considered:

- job creation and social value benefits, including skills, training and apprenticeship opportunities
- local need

– accessibility of services for local communities and businesses.

Policy SI 12 – Flood risk management

Current and expected flood risk from all sources (as defined in paragraph 9.12.2) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should co-operate and jointly address cross-boundary flood risk issues including with authorities outside London.

Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

Policy SI 13 – Sustainable drainage

Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

– rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
– rainwater infiltration to ground at or close to source
– rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)
– rainwater discharge direct to a watercourse (unless not appropriate)
– controlled rainwater discharge to a surface water sewer or drain
– controlled rainwater discharge to a combined sewer.

Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, leisure and recreation.

Policy T4 – Assessing and mitigating transport impacts

Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

Development proposals should not increase road danger.

Policy T5 – Cycling

Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

– supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
– securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-streetcar parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently located, on-street parking facilities such as bicycle hangers.

Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Policy T7 – Deliveries, servicing and construction

Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:
- reduce freight trips to, from and within these areas
- coordinate the provision of infrastructure and facilities to manage freight at an area-wide level
- reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:

- Planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply
- Location, proximity to the strategic road network and existing/potential markets
- The existing and potential contribution the railhead can make towards catering for freight movements by non-road modes
- The location and availability of capacity at alternate railheads, in light of current and projected capacity and market demands.

Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

- reduce road danger, noise and emissions from freight trips
- enable sustainable last-mile movements, including by cycle and electric vehicle
- deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

Local Policy.

Hackney Local Plan 2033 (2020)
The project will meet and exceed the key targets set out in Hackney Local Plan (Adopted July 2020), including but not limited to:

- Policy LP 46 – Protection and Enhancement of Green Infrastructure
- Policy LP 48 – New Open Space
- Policy LP 53 – Water and Flooding
- Policy LP 54 – Overheating and Adapting to Climate Change
- Policy LP 55 – Mitigating Climate Change
- Policy LP 56 – Decentralised Energy Networks (DEN)
- Policy LP 57 - Waste
- Policy LP 58 – Improving the Environment – Pollution

Tower Hamlets Local Plan 2031 (2020)
The project will meet and exceed the key targets set out in Tower Hamlets Local Plan 2031, including but not limited to:

- D.ES7: A zero carbon borough
- S.TR1: Sustainable travel
- D.SG3: Health impact assessments
- D.ES2: Air quality
- D.ES9: Noise and vibration
- D.ES10: Overheating
- S.ES1: Protecting and enhancing environment
- D.ES3 Urban greening and biodiversity
- D.ES4: Flood risk
- D.ES5: Sustainable drainage
- D.ES6: Sustainable water and wastewater management
- D.DH2: Attractive streets, spaces and public realm
- D.OWS3: Open space and green grid networks

Sustainable Design and Construction Supplementary Planning Guidance (2016)
A number of sustainable design measures are suitable for all typologies and as such need to be considered and incorporated as standard for all development typologies on major applications. These include:

- Fabric first - improve fabric efficiency, quality and durability of buildings before all other measures.
- Transport – maximise links to public transport, provide cycle storage, car charging points and facilitate pedestrian desire lines.
- Urban Greening - increase biodiversity wherever possible, provision of areas for food growing and composting.

• Rainwater capture - avoid using potable water for irrigation and investigate the opportunity for gravity fed rainwater systems.
• ‘Secured by Design’.
• Passive heating and cooling - prioritise zero or low energy measures to heat and cool the development over non passive systems.
• Provide ventilation and thermal comfort strategies at application stage.
• Building Management Systems - where feasible incorporate a BMS, and ensure the occupant/management is trained in its use and the system is user friendly.
• Design out waste and minimise resource use - work with the designers and contractors to reduce construction waste and recycle materials for re-use wherever possible.
• Permeable hard landscaping – absorbent and porous materials to be specified in all cases.
• Low Carbon/Communal Heating systems/Decentralised Energy - ensure that plant room is oversized to allow future connectivity, and act as anchor for future developments.

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