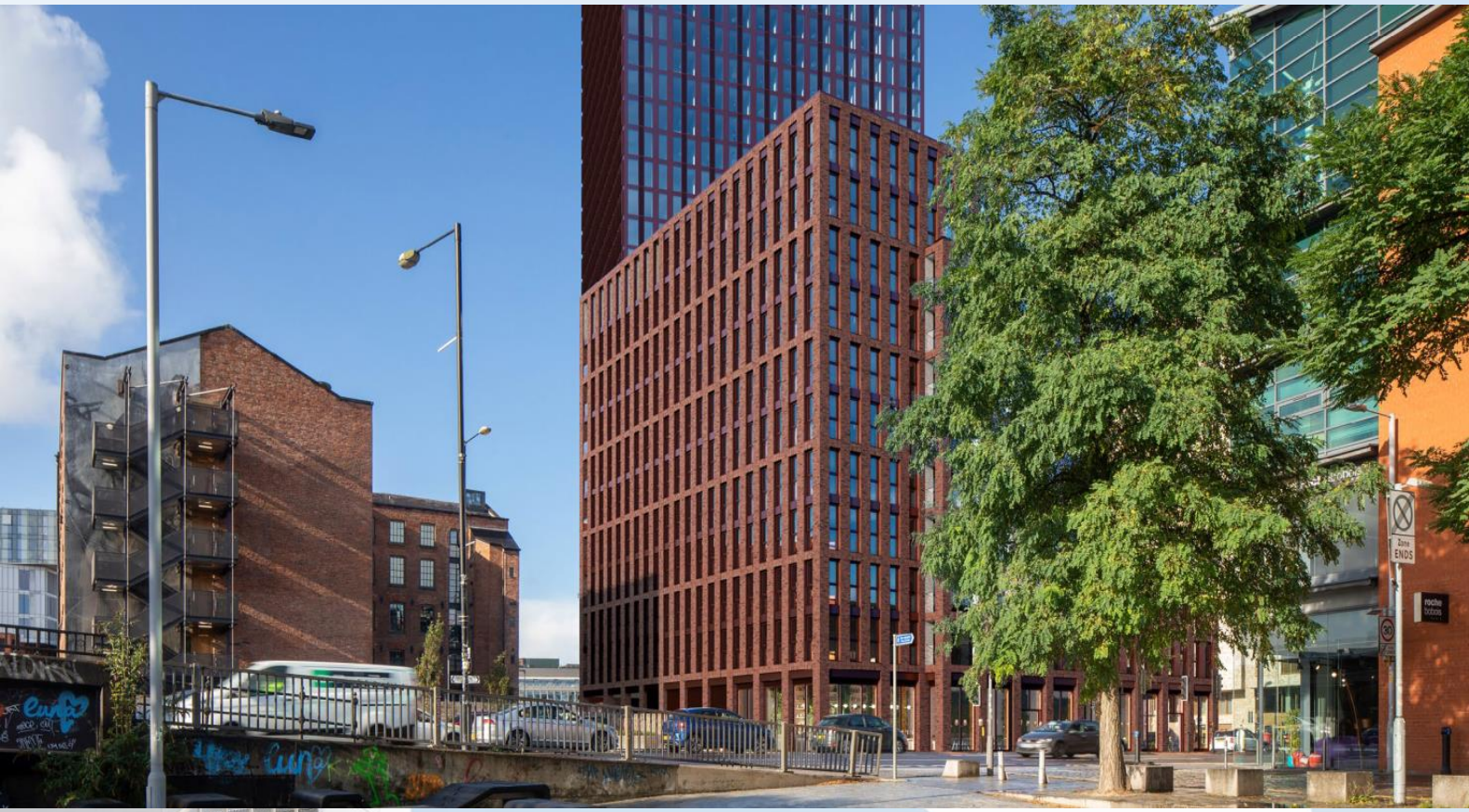




Manchester (Port Street) Limited

AFFINITY LIVING, PORT STREET

Sustainability Statement





Manchester (Port Street) Limited

AFFINITY LIVING, PORT STREET

Environmental Standards and Sustainability Statement

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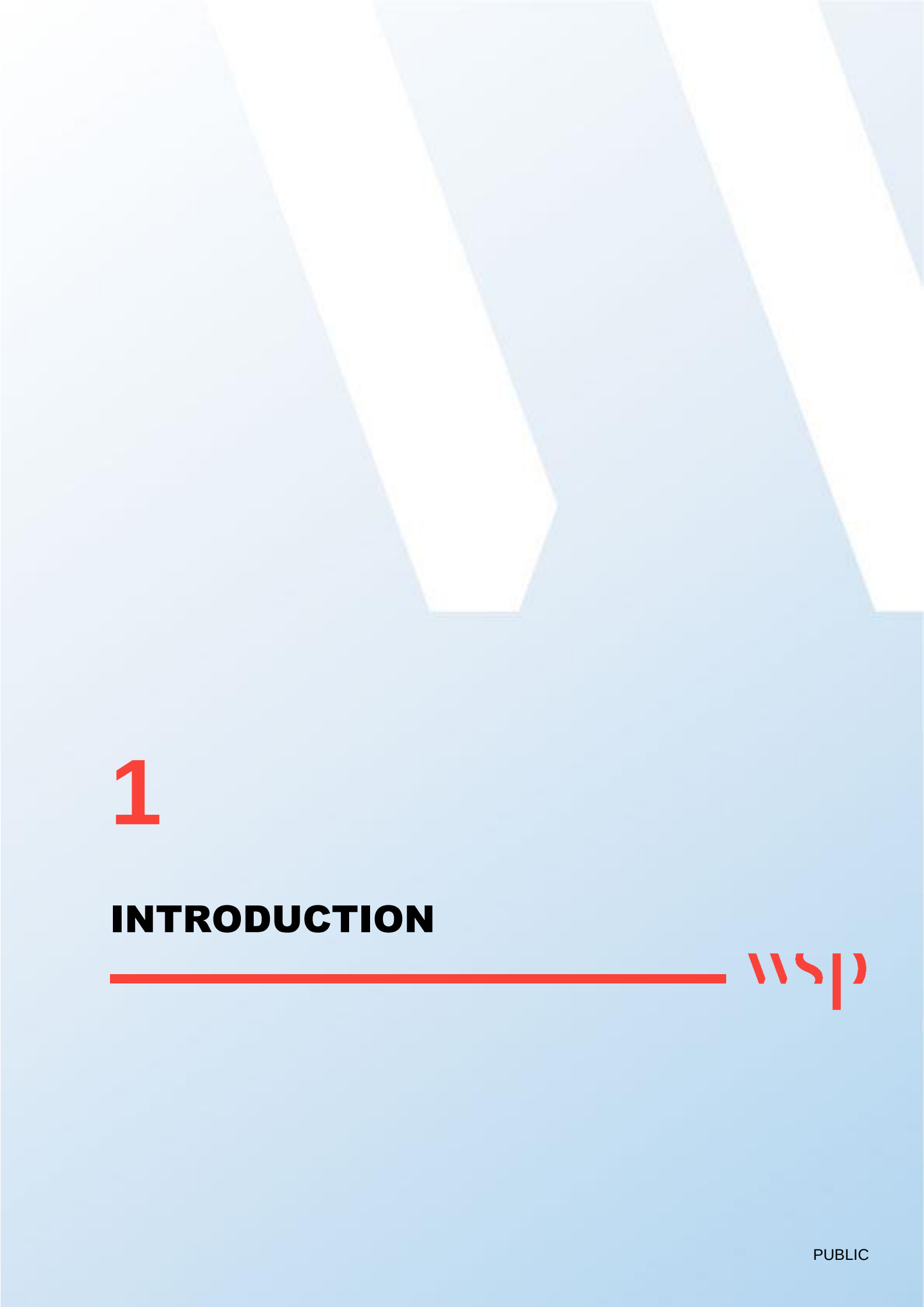
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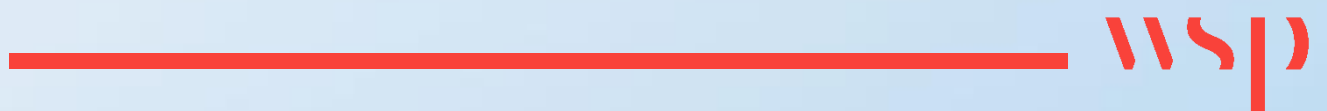
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INTRODUCTION

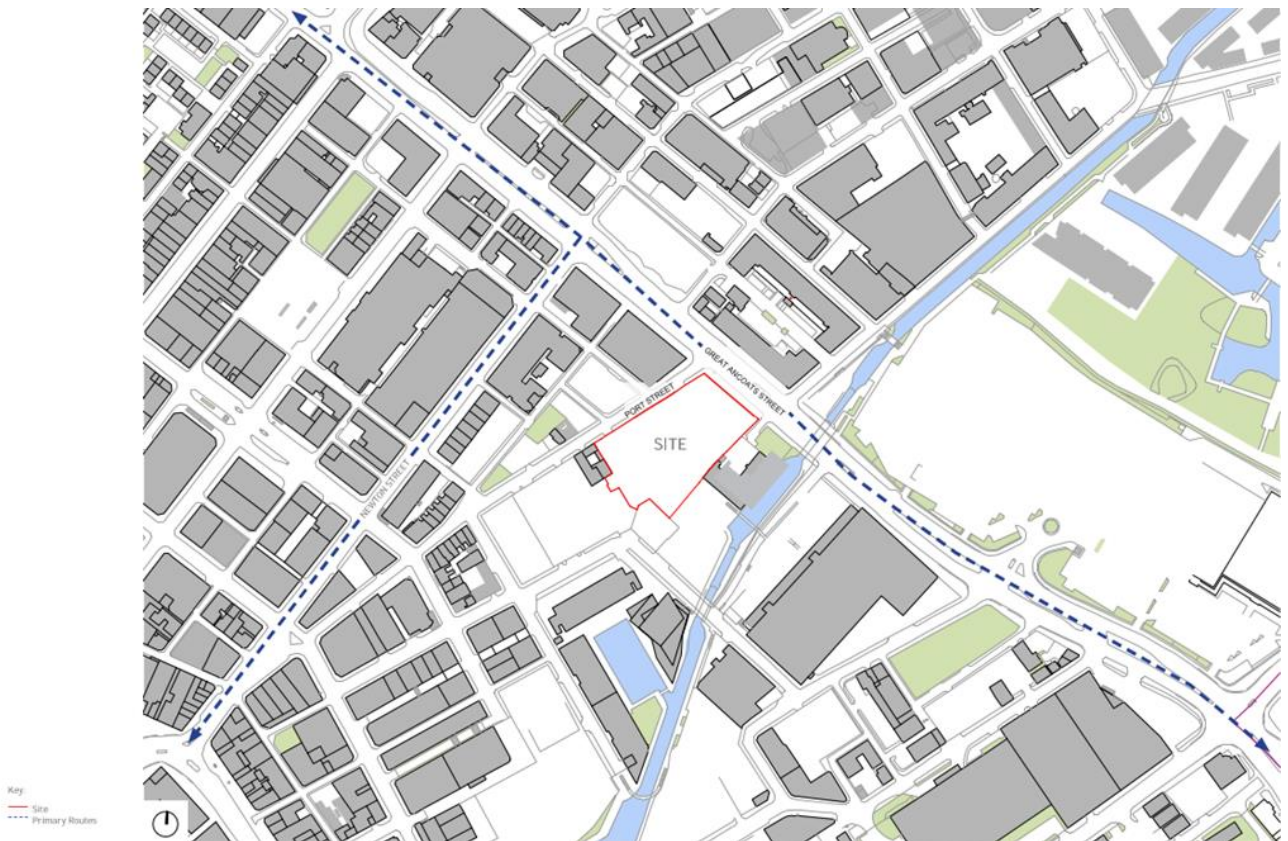


1 INTRODUCTION

1.1 DEVELOPMENT DESCRIPTION

- 1.1.1. WSP has been instructed by Manchester (Port Street) Limited (the Applicant) to develop a Sustainability Statement to support the planning application for Port Street development in Manchester (hereafter referred to as the 'Proposed Development'). The Proposed Development is situated within the City of Manchester. Proposed Development comprises the demolition of existing structures on site and the construction of two joined building units made up of approximately 449 apartments, 600 sqm of retail space, amenity space and provision for up to 25 car park spaces, all with electric charging capacity. The Proposed Development also accommodates 100% cycle parking provision. The Site is bounded by Port Street to the north and Great Ancoats Street to the east.
- 1.1.2. The current site layout, at the time of writing of this report is illustrated on **Figure 1-1**.

Figure 1-1 - Proposed Development Site Location Plan (Source: Simpson Haugh)



- 1.1.3. Proposed Development drawings and other figures are provided in **Appendix A**.

1.2 PURPOSE OF THIS REPORT

- 1.2.1. The purpose of this Sustainability Strategy is to explain how the Proposed Development will address sustainable development issues, relevant policies and meet current best practice standards.

- 1.2.2. A sustainable approach is presented as the desired result for the development as well as the means with which to balance current and future social, economic and environmental needs. This is taken to mean:

'Improving the quality of human life while living within the carrying capacity of supporting ecosystems' – Caring for the Earth: A Strategy for Sustainable Living (Union of Conservation Scientists (IUCN), United Nations Environment Programme (UNEP) and World-Wide Fund for Nature (WWF)).

- 1.2.3. The Proposed Development ensures that social, economic and environmental issues are dealt with in an integrated and balanced manner. The sustainability of the design, construction and management has been considered and assessed.

2

POLICY CONTEXT



2 POLICY CONTEXT

2.1 NATIONAL POLICY AND GUIDANCE

THE NATIONAL POLICY FRAMEWORK (NPPF)

- 2.1.1. The new NPPF document (revised on July 2021)¹ sets out the Government's national planning policies for England and how these are to be applied. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 2), with economic, social and environmental objectives to be met through planning policy.
- 2.1.2. Sustainability is a common theme in many sections of the NPPF including most notably the sections titled "Promoting healthy and safe communities", "Promoting sustainable transport", "Meeting the challenge of climate change, flooding and coastal change", "Conserving and enhancing the natural environment" and "Facilitating the sustainable use of minerals".

CLIMATE CHANGE ACT

- 2.1.3. The Climate Change Act 2008 (2050 Target Amendment) sets legally binding targets to reduce carbon dioxide emissions in the UK by 100% by 2050 from 1990 levels. It also established an independent body, the Committee on Climate Change, to advise the Government on the level of each carbon budget. The Committee also reports to Parliament on progress made on reducing emissions.
- 2.1.4. The Act introduced carbon budgets which put legally binding limits on the amount of greenhouse gases the UK can emit over a five-year period. To date, five carbon budgets have been put into law that run up to 2032 which require a 57% reduction by this time. The UK government is to enshrine a new target in law to cut emissions by 78% by 2035, setting also the sixth carbon budget for the period 2033-37.

BUILDING REGULATIONS PART L: CONSERVATION OF FUEL & POWER

- 2.1.5. The Building Regulations Part L governs the conservation of fuel and power in both new construction and refurbishment of the UK building stock. Compliance with Building Regulations is a regulatory requirement for all new developments, and carbon emissions of a development comparative to compliance with Part L is the key performance indicator for many carbon targets.
- 2.1.6. The current version of the Approved Document Part L2A for new buildings other than dwellings which is applicable for the Proposed Scheme, was published in 2013 with 2016 amendments.

¹Ministry of Housing Communities & Local Government, (2021). National Planning Policy Framework, London, UK.

2.2 REGIONAL POLICY

2.3 LOCAL POLICY AND GUIDANCE

LOCAL PLAN REVIEW: MANCHESTER CORE STRATEGY 2012 TO 2027

- 2.3.1. The new Local Plan, called Core Strategy 2021 to 2027, is a plan for the future development of the Manchester city area, it sets out the long-term strategic policies for Manchester's future development. **Table 2-1** outlines relevant strategies of this Local Plan in further detail.

Table 2-1 - Schedule of relevant local policies of Core Strategy 2012.

Policy Ref	Policy Title	Policy Description
Policy EN 1	Design Principles and Strategic Character Areas	The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space, and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes. - Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. - While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. - Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.
Policy EN 2	Tall Buildings	Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. - Proposals for tall buildings will be supported where it can be demonstrated that they - Are of excellent design quality - Are appropriately located, - Contribute positively to sustainability, - Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and - Will bring significant regeneration benefits.

Policy EN 3	Heritage	- Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. - New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. - Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.
Policy EN 4	Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: All development must follow the principle of the Energy Hierarchy, being designed: - to reduce the need for energy through design features that provide passive heating, natural lighting and cooling - to reduce the need for energy through energy efficient features such as improved insulation and glazing - to meet residual energy requirements through the use of low or zero carbon energy generating technologies
Policy EN 5	Strategic Areas for low and zero carbon decentralised energy infrastructure	Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:
Policy EN 6	Target Framework for CO2 reductions from low or zero carbon energy supplies	Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 & Table 12.2 unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO₂ emissions for all phases of the development.

		Domestic CO₂ emissions reduction targets Table 12.1 <table><tr><th>Target</th><th>% Minimum requirement</th></tr><tr><td>Target 1: Network development area</td><td>CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010</td></tr><tr><td>Target 2: Electricity intense buildings</td><td>+15% increase on Part L 2010</td></tr><tr><td>Target 3: Micro generation area</td><td>+15%increase on Part L 2010</td></tr></table> Non-domestic CO₂ emissions reduction targets Table 12.2 <table><tr><th>Target</th><th>% Minimum requirement</th></tr><tr><td>Target 1: Network development area</td><td>CHP/district heating anchor or connection or where not feasible, a 15% increase on Part L 2010</td></tr><tr><td>Target 2: Electricity intense buildings (Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO2/m2))</td><td>+10%increase on Part L 2010</td></tr><tr><td>Target 3: Micro generation area</td><td>+15% increase on Part L 2010</td></tr></table>	Target	% Minimum requirement	Target 1: Network development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010	Target 2: Electricity intense buildings	+15% increase on Part L 2010	Target 3: Micro generation area	+15%increase on Part L 2010	Target	% Minimum requirement	Target 1: Network development area	CHP/district heating anchor or connection or where not feasible, a 15% increase on Part L 2010	Target 2: Electricity intense buildings (Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO2/m2))	+10%increase on Part L 2010	Target 3: Micro generation area	+15% increase on Part L 2010
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Policy EN 7	Energy Infrastructure opportunities	In determining proposals for development, consideration will be given to the need to safeguard strategic energy sites and network routes, both proposed or existing, where these have been identified as having strategic significance for the delivery of low or zero carbon energy infrastructure or, would be required in order to achieve the successful regeneration of an area in line with targets for reducing carbon emissions.																
Policy EN 8	Adaptation to Climate Change	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: ■ Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways ■ The need to control overheating of buildings through passive design ■ The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation																

Policy EN 9	Green Infrastructure	New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
Policy EN 10	Safeguarding Open Space, Sport and Recreation Facilities	The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. - Proposals will be supported that: - improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces, - increase accessibility to green corridors, and enhance biodiversity - improve access to open space for disabled people
Policy EN 11	Quantity of Open Space, Sport and Recreation	New open spaces should also be interconnected, to allow for better links for disabled people, pedestrians, and cyclists both across and between sites and to enhance the biodiversity of the City.
Policy EN 12	Area priorities for Open Space, Sport and Recreation	The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas
Policy EN 14	Flood Risk	All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
Policy EN 15	Biodiversity and Geological Conservation	Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate

Policy EN 16	Air Quality	Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
Policy EN 17	Water Quality	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: ■ Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; ■ Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; ■ Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; ■ Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.
Policy EN 19	Waste	■ Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) ■ Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal. ■ Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users. ■ Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system. ■ Require waste management practices to have full regard to the environmental, social and economic impacts of such

		development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate. Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.
Policy T 1	Sustainable Transport	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport,
Policy T 3	Strategic Integration	The Council will support proposals that contribute to an economically and environmentally sustainable transport network
Policy CC 3	Housing	Residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.
Policy CC 5	Transport	Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
Policy CC 7	Mixed Use Development	"The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations: - Other than in locations specifically mentioned in policy CC3, residential development will be supported as part of schemes which include employment. The Council must be satisfied that proposals will contribute to the economic regeneration of the City and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. A clear justification will be required for proposals without employment opportunities. - Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established

		public function, or as part of a development which will create such an environment.
Policy H 5	Central Manchester	Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.
Policy H 1	Overall Housing Provision	Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area.
Guide to Development in Manchester	Environmental Standards	Section 4 of the guide states that developers will be expected to submit a statement on how their proposal will achieve the environmental standards set out in the document. This Environmental Standards Statement will clearly assist in demonstrating how the planning policy context has affected the development of the site as required in the process of producing the Design and Access Statement.

3 SUSTAINABILITY STRATEGY

- 3.1.1. This section sets out the planning policies and client requirements that will be applied to ensure that the Proposed Development is delivered in a way that contributes to the mitigation of climate change and embeds adaptation strategies in order to limit negative impacts.
- 3.1.2. The following key issues have been the drivers behind the development of the sustainability strategy, and are the areas focused upon with this chapter referencing the policies that have been addressed:
- Landscape/Urban Realm
 - Sustainable Transport
 - Ecology
 - Heritage
 - Air Quality
 - Noise and Acoustics
 - Flooding and Drainage
 - Ventilation
 - Energy and Climate Change
 - Waste
 - Socio-Economic Impacts
 - Health and Wellbeing

3.2 CLIMATE CHANGE MITIGATION, ENERGY EFFICIENCY AND SUSTAINABILITY

POLICY REQUIREMENTS

- Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN 7 Energy Infrastructure opportunities
- Policy EN 8 Adaptation to Climate Change

DESIGN RESPONSE

Renewable Energy

All currently acknowledged and commercially available renewable energy technologies have been considered and assessed for suitability within the development. This analysis is detailed in the submitted Energy Strategy, prepared by Futurserv. Whilst the majority of renewable technologies are not feasible due to conflict with the energy strategy, site or development constraints or impact on e.g. air quality; air source heat pumps will be utilised in the form of a VRF system to heat and cool the ground floor communal area, due to the higher concentration of occupancy in this location.

Energy Efficiency

- 3.2.1. The proposed development will incorporate a fabric first approach using passive energy techniques available in the construction industry to reduce its ongoing requirement to consume energy to heat,

ventilate and light the building, this is achieved by improved highly efficient fabric design in excess of the thermal properties set out within the Building Regulations.

- 3.2.2. The proposed development will incorporate energy efficiency measures in its Building Services to reduce the carbon footprint of the site below the passive improvement stage, using highly efficient heat generation plant, heat recovery systems and energy efficient and highly controllable lighting.
- 3.2.3. Net-zero energy is an ambitious goal for any building, however like the related goal of creating a carbon-neutral building, any net-zero carbon building has to first achieve significant load reductions and system efficiencies. This is the “lean”, “clean”, “green” approach as mentioned earlier in the document. The measures adopted by this development do follow this principle. The regulated energy sources are targeted for reduction by means of both passive and active measures in terms of highly improved u-values, reduced air tightness, and energy efficiency MEP systems.
- 3.2.4. Overall, the Carbon emissions from the proposed development show potential for a total reduction in emissions from baseline set by current Building Regulations Part L1a 2013, by 9.12% on the residential areas. This equates to a 15.12% increase over Part L1a 2010 and is well in excess of the improvement as required by the planning policy documents.
- 3.2.5. In addition to the carbon calculations completed under the current Building Regulations, an assessment has been undertaken to check compliance with the proposed incoming 2021 Building Regulations. Draft software is available to test current/new developments against the anticipated new Part L1a regulations.
- 3.2.6. The initial results indicate a 53% reduction in target carbon emissions on day one and a 6.4% in primary energy. This will improve over time as the UK electricity grid continues to decarbonise in the future.
- 3.2.7. The strategy improves on the fundamental principles of the Building Regulations and will make a significant contribution to reducing the annual CO₂ emissions of the proposed development.

Climate Change – Greenhouse Gas Emissions

- 3.2.8. An assessment has been undertaken to determine the potential impacts and mitigation of greenhouse gas (GHG) emissions from the Proposed Development at Port Street, Manchester. These emissions arise from both buildings and traffic associated with the construction and operational stages. The assessment has been undertaken in accordance with current legislation, local and national planning policy, and relevant guidance documents.
- 3.2.9. The potential impacts and effects of the Proposed development were assessed under three categories:
 - **Whole life embodied** – Greenhouse gas (GHG) emissions (CO_{2e}) associated with product stage (A1: raw material supply, A2: Transport, A3: Manufacturing), construction process stage (A4: Transport, A5: Construction Installation Process), use stage (B4: Replacement, B5: Refurbishment) and end of life stage (C1: De-construction, Demolition, C2: Transport, C3: Waste processing, C4: Disposal);
 - **Operational building** – Greenhouse gas (GHG) emissions (CO_{2e}) associated with the energy used for heating, cooling, lighting and ventilation (operational phase);

- **Operational transport** – Greenhouse gas (GHG) emissions (CO_{2e}) associated with vehicles trips during the operational phase.

- 3.2.10. Mitigation will be incorporated in the construction stage through to the operational stage of the Project. To reduce the Whole life Embodied emissions, the emphasis will be on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency.
- 3.2.11. During the operational stage of transport, mitigation is focused on active travel and encouraging the use of public transport through measures proposed in the proposed Travel Plan. Also, emphasis is given in providing some EV charging infrastructure. It will be considered to provide further EV charging infrastructure throughout the lifetime of the proposed development on demand basis.
- 3.2.12. To mitigate against operational energy emissions, the focus has been on improving the energy efficiency of buildings using a fabric first design approach and providing an all-electric development through the use of heat pumps.
- 3.2.13. The adoption of the embedded/additional mitigation measures will ensure that the GHG emissions will be reduced, giving a not-significant residual effect for the emission categories assessed.

Residual Effects

- 1.1.1. All effects assessed are likely to have a residual minor magnitude of impact and therefore a **Moderate-Minor (adverse)** residual significance on the climate. This is considered to be 'not-significant' in EIA terms. A summary is provided in the table below.

Table 3-1 – Summary of Significance of effects on the climate before and after mitigation

Environment al Effect	Sensitivity of Receptor	Nature of Impact	Magnitude of impact	Significance	Additional Mitigation	Residual Magnitude of impact	Residual Significance
Whole Life Embodied emissions (incl. construction transport)	High	Adverse	Minor	Moderate - Minor Adverse	Enhancement only: Whole life carbon and construction reduction measures and further optimisation of the construction transport schedule further explored in later design stages, where possible	Minor	Moderate - Minor Adverse
Operational Building emissions	High	Adverse	Minor	Moderate - Minor Adverse	Enhancement only: Smart energy metering, Procurement of energy efficient equipment, Comparison against the RIBA 2030 targets during	Minor	Moderate - Minor Adverse

					later design stages		
Operational Transport emissions	High	Adverse	Moderate	Major - Moderate Adverse	Future-ready approach to benefit from increasing future EV use	Minor	Moderate - Minor Adverse

3.3 HERITAGE

POLICY REQUIREMENTS

- Policy EN 2 Tall Buildings
- Policy EN 3 Heritage

DESIGN RESPONSE

- 3.3.1. As a part of the Heritage Assessment non-intrusive site surveys undertaken in April 2021 have demonstrated the vacant plot of land yields no heritage interest. As there will be no physical (direct) impact upon the adjacent Grade II* building, the focus of the HIA has been on the potential for indirect (visual) heritage impacts. The Visual Impact Assessment (VIA) (Section 7) is supported by the technical guidance document published by ICOMOS, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011) and Historic England Guidance.
- 3.3.2. The Impact Assessment demonstrates that the Proposed Development would result in a minor adverse impact to the historic built environment overall. Consequently, the Proposed Development is demonstrably consistent with national and local policy, in particular, the proposals accord with local planning policy EN2 (Tall Buildings).

3.4 LANDSCAPE & URBAN REALM

POLICY REQUIREMENTS

- Policy EN 9 Green Infrastructure
- Policy EN 10 Safeguarding Open Space, Sport and Recreation Facilities
- Policy EN 11 Quantity of Open Space, Sport and Recreation
- Policy EN 12 Area priorities for Open Space, Sport and Recreation

DESIGN RESPONSE

- 3.4.1. The landscape strategy has approached sustainability in three sections:
- Climate Sensitive Design**
- 3.4.2. The landscape proposals have been developed with climate sensitive design in mind. A series of key elements have been considered including:
- Ensure the design responds to the microclimate of the site
 - Consider the impact of wind on seating and processional spaces

- Tree and planting specification

Biodiversity

- 3.4.3. The landscape proposals will deliver a new richness of new species throughout the Site. The key aspiration will be to deliver a positive biodiversity net gain across the development which will be achieved through incorporating the following:
- Careful selection of planting varieties
 - Look to create new habitat areas not currently present on site
 - Maximise the quantum of green space

Carbon Offsetting

- 3.4.4. The landscape proposals have been developed with carbon offsetting in mind. A series of key elements have been considered when capturing this including:
- Careful specification of materials with consideration of avoiding heavily processed materials such as plastics
 - Natural materials such as wood have less embodied carbon
 - Create carbon sinks - areas of woody plants
 - Maximise green space

3.5 ECOLOGY

POLICY REQUIREMENTS

- Policy EN 9 Green Infrastructure
- Policy EN 15 Biodiversity and Geological Conservation

DESIGN RESPONSE

Desk Study

- 3.5.1. As part of the Extended Phase 1 habitat survey a desk study identified that the site is within the IRZ of Rochdale Canal SSSI and Hollinwood Branch Canal SSSI. Natural England should be consulted if development proposals are to include certain activities that might impact the features of the designated site, however, no such activities are associated with the proposed development.
- 3.5.2. The nearest Priority Habitat to the site is an area of open mosaic habitat which is located 160m north-east from the site boundary. However, this habitat is separated from the site by a major road and is sufficiently distant not to be impacted by any development within the site boundary.

Habitats

- 3.5.3. The extended Phase 1 habitat survey highlighted no features of significant nature conservation interest within the site. The plant species list was limited to species that are common and typical of early successional/ephemeral vegetation communities of urban sites. None of the plant species recorded within the site are either Nationally Scarce or Nationally Rare or of any other conservation significance.

Protected Species

- 3.5.4. The site provides a small area of low-quality bat foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of or disturbance to the vegetation due to predicted increased public use and lighting of the site under the proposed development is, therefore, predicted to have a negligible impact on the conservation status of bats within the local area and Greater Manchester.
- 3.5.5. Some areas of dense scrub provide suitable nesting habitat for a range of common bird species. As such, any necessary vegetation clearance should be undertaken outside of the breeding season for birds. The site is considered to provide a relatively limited foraging resource for local populations of birds.

Recommendations

- 3.5.6. Any vegetation clearance of the dense scrub areas should be undertaken outside of the breeding season for birds (i.e. Avoiding the March to August inclusive period).
- 3.5.7. The removal of wall cotoneaster from site should be undertaken in such a way as to avoid incidental spread of this INNS, as required under Schedule 9 of the WCA.
- 3.5.8. Preparing and implementing an ecologically sensitive lighting plan to avoid excessive illumination of the building roofs and the canal area during construction phases of the proposal would maintain the use of the area by foraging bats. The lighting plan should also consider maintaining some darker corridors at tree canopy height to support future use of the new greenspace by local bat populations.

Enhancement Opportunities

- 3.5.9. The site is currently of limited ecological value and development presents an opportunity to further increase biodiversity. Potential enhancement measures comprise:
- Use of British native or wildlife-friendly tree shrub and herbaceous species in any landscape planting
 - Placement of insect habitat ('bug hotels') within the landscape scheme
 - Inclusion of integrated bat roost features such as bat bricks or bat tubes to increase roosting opportunities for local populations of bats, coupled with a suitable lighting strategy to avoid unnecessary lighting of roost features.
 - Including a green/brown roof design would enhance forage opportunities for any local populations of black redstart, if the design allows.

3.6 VENTILATION

POLICY REQUIREMENTS

- Policy CC 3 Housing
- Policy EN 8 Adaptation to Climate Change

DESIGN RESPONSE

- 3.6.1. The proposed development will incorporate energy reduction measures in the ventilation systems to reduce the carbon footprint of the site using heat recovery devices and energy efficient fan selections.

- 3.6.2. Wasted heat will be recovered by the mechanical ventilation heat recovery (MVHR) systems. This type of ventilation will help to reduce heat demand and provide filtered air to the apartments thus promoting healthy living conditions for the occupants. All fans and motors shall be specified to incorporate ECA accredited technology and appropriate controls.

3.7 NOISE & ACOUSTICS

POLICY REQUIREMENTS

With regard to noise, Policy DM1, Development Management, states that 'all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document: 'effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.'

'Planning & Noise, Technical Guidance', dated December 2015 has been issued by the Environmental Protection, Environmental Health and The Neighbourhoods Service sections of Manchester City Council. The document provides guidance to applicants and consultants concerning the assessment and prediction of environmental noise associated with a particular development. Reference is also made in the document to the relevant supporting information and guidance documents that Developers are expected to refer to when submitting a planning application.

DESIGN RESPONSE

At this design stage, the specific total building services plant requirements for the various aspects of the Proposed Development are not known. However, noise limits for any and all building services plant have been established within the submitted Environmental Statement with reference to appropriate published guidance.

In order to avoid potential noise nuisance to existing noise sensitive receptors, activity noise egress from the proposed amenity spaces and commercial units within the Proposed Development will be controlled. As the proposed spaces may potentially employ music replay, suitable limits relating to music noise egress from the proposed areas have been established.

The sensitive areas of the Proposed Development that could be affected by the noise levels are the living rooms and bedrooms of the proposed apartments. An intrusive noise study has been undertaken, which defines the minimum recommended sound insulation of the building facades to achieve the internal noise criteria.

3.8 AIR QUALITY

POLICY REQUIREMENTS

- Policy EN 16 Air Quality
- Policy EN 8 Adaptation to Climate Change

DESIGN RESPONSE

- 3.8.1. A qualitative assessment of the potential dust impacts during the construction of the Proposed Development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be 'not significant'. All dust impacts are considered to be temporary and short-term in nature;
- 3.8.2. An air quality screening assessment of the air quality impacts of traffic generated by the Proposed Development has been undertaken and the effects are not predicted to be significant as a result of the expected net reduction in vehicle trips when compared to the existing use as a car park. Therefore, further assessment is not required;
- 3.8.3. Energy provision for the Proposed Development will not involve any on-site combustion processes or release of combustion emissions during normal operation. As such, the air quality effects will not be significant, and further assessment is not required;
- 3.8.4. A Site Suitability assessment has been undertaken using ADMS-Road's dispersion model to assess the suitability of the Application Site for the proposed uses. There are not expected to be any exceedances of the annual mean or short term NO₂, PM₁₀ or PM_{2.5} AQO.
- 3.8.5. Based on the information above, it is considered that air quality should not be viewed as a constraint to planning and the Proposed Development conforms to the principles of National Planning Policy Framework and the MCC Local Plan.

3.9 SUSTAINABLE TRANSPORT

POLICY REQUIREMENTS

- Policy T 1 Sustainable Transport
- Policy T 3 Strategic Integration
- Policy CC 5 Transport

DESIGN RESPONSE

Transport Strategy

- 3.9.1. A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 3.9.2. Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 3.9.3. The Site is accessible by sustainable modes of transport. The surrounding area exhibits opportunities for of pedestrian and cycling use, and there are several public transports stops within acceptable walking distance of the Site.
- 3.9.4. The trip generation exercise has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation. Additionally, it is envisaged that the majority of residents and staff of the Site would not travel by car and would mostly arrive on foot,

cycle, or public transport. Sustainable travel initiatives have been proposed to increase the level of walking, cycling and public transport use to and from the Site.

- 3.9.5. A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development is in general accordance with such policies and guidance.

Interim Travel Plan

- 3.9.6. Alongside the Transport Strategy, the Interim Travel Plan (ITP) is submitted to support the planning application to encourage future residents to travel to and from the Proposed Development in a sustainable manner.
- 3.9.7. Encourage residents to walk:
- Promote / raise awareness of the health benefits of walking;
 - Clear signing of pedestrian routes within and adjacent to the Site to main destinations and bus stops;
 - General lighting to be installed within the Site to provide a safe and secure environment;
 - Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups; and
 - The www.plotaroute.com website for journey planning on foot.
 - Consider setting up a social walking / 'walking buddy' group if there is enough interest
- 3.9.8. Encourage residents to cycle:
- Promote / raise awareness of the health and wellbeing benefits of cycling;
 - Provision of signage within and around the Site;
 - Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Details of local cycle shops;
 - Marketing campaigns such as "National Bike Week";
 - The www.cyclestreets.net website for journey planning by bike.
 - Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest
- 3.9.9. Encourage residents to travel by public transport:
- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - The Traveline Journey Planning tool, i.e. by phoning 0871 200 223 and the Traveline website at www.traveline-northwest.co.uk; and

- A map showing local bus and rail stations in the vicinity of the Site.

3.10 WASTE

POLICY REQUIREMENTS

- Policy EN 19 Waste

DESIGN RESPONSE

- 3.10.1. The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00.
- 3.10.2. The residential uses could be served by three times-a-week collections, to be collected by a mixture of Council collections and a private contractor.
- 3.10.3. The commercial uses of the development will be served by a private contractor, with an estimated frequency of twice-a-week collections. This will be reviewed once the final occupiers are confirmed.
- 3.10.4. The size of the bin stores has been determined accordingly, with due consideration to segregation and recycling. Additional storage space is available within the stores.

3.11 FLOODING AND DRAINAGE STRATEGY

POLICY REQUIREMENTS

- Policy EN 14 Flood Risk
- Policy EN 17 Water Quality

DESIGN RESPONSE

- 3.11.1. The Flood Risk Assessment and Drainage Strategy has concluded that a development of this type is appropriate in its proposed location, can be occupied safely for its lifetime, does not increase flood risk elsewhere in the local catchment and where possible seeks to reduce the risk of flooding overall. This is subject to implementation of the recommended flood risk management and mitigation measures being carried out.
- 3.11.2. Subject to detailed design, Sustainable Urban Drainage Systems (SuDS) will be provided in the form of filter drains and permeable paving to capture and treat runoff from external areas; an attenuation storage tank to temporarily store surface water from the building and frontage areas before controlled release to the public sewer in Port Street; and green roof systems incorporated into the design on the roof level of the smaller blocks which will slow down runoff from the roof.
- 3.11.3. To mitigate the likelihood of groundwater ingress into the basement it is proposed to use watertight concrete for its entirety with the exception of the substation area which will require a drained cavity along the retaining structure in addition to the watertight concrete construction.

3.12 SOCIO-ECONOMIC IMPACTS

POLICY REQUIREMENTS

- Policy H 1 Overall Housing Provision
- Policy H 5 Central Manchester
- Policy CC 3 Housing
- Policy CC 7 Mixed Use Development

DESIGN RESPONSE

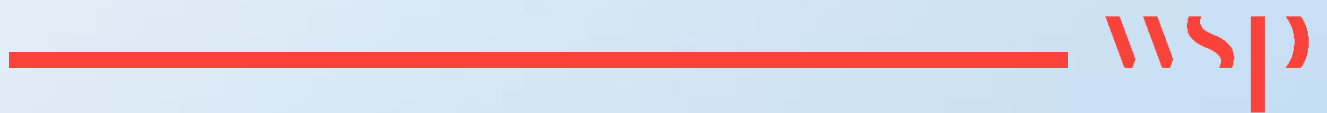
- 3.12.1. Through the delivery of the Proposed Development, it will create 591 person years of construction employment (the equivalent of 59 full time permanent jobs). Further jobs will be created throughout the Construction Phase due to supply chain expenditure and those employed on the development spending money in local businesses and facilities. The overall economic impact of the Construction Phase is estimated to be approximately £28.07 million across the wider impact area. Other impacts during the Construction Phase will include the provision of new training and apprenticeship opportunities. It is envisaged that the Construction Phase could provide the opportunity for around 118 new trainee placements, over the construction period.
- 3.12.2. There are no expected adverse impacts as a result of the proposed construction works, including in relation to increased demand for local services and facilities and the disruption to local residents and businesses. It is unlikely that the Construction Phase will result in many new people moving into the area, thereby limiting the additional demand placed on services such as Primary and Secondary schools and GP surgeries.
- 3.12.3. It is estimated that the Operational Phase of the Proposed Development could support 26 jobs on-site once complete (including jobs associated with supply chain expenditure). In total, once fully occupied, it is estimated that the economic impact of the Proposed Development will be around £0.66m per annum. In addition, the Proposed Development will lead to an uplift in business rates within Manchester, estimated to be approximately £0.07m per annum once the Proposed Development is fully built out.
- 3.12.4. The creation of new households will lead to increased resident expenditure in Manchester, based on a review of household statistics, it is expected that the Proposed Development will support 744 new residents. This population yield will contribute £3.87 million in additional household expenditure, which could potentially support 38 off-site jobs. Finally, the provision of new households within Manchester will lead to an uplift in Council Tax of circa £0.82 million per annum.

4 SUMMARY & CONCLUSIONS

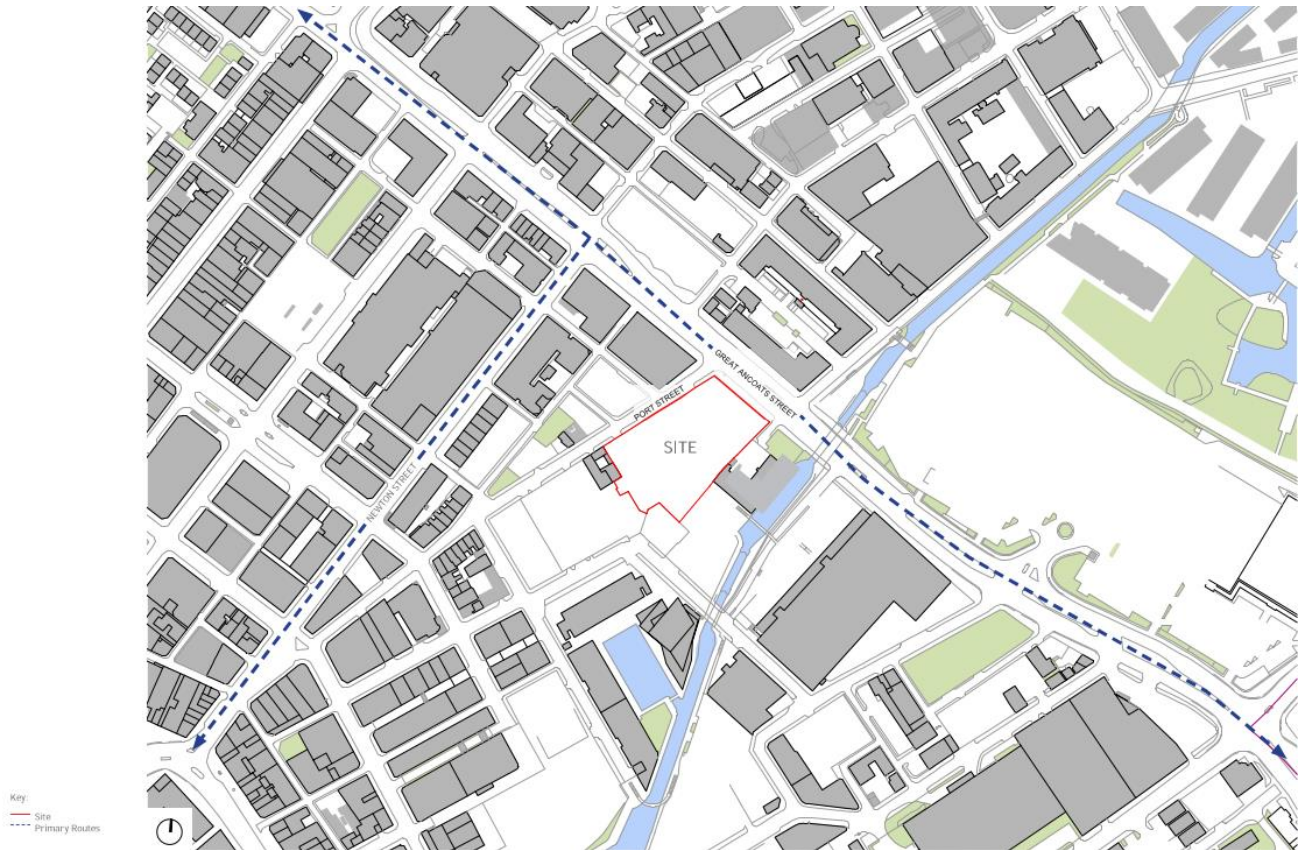
- 4.1.1. WSP has been instructed by Manchester (Port Street) Ltd to develop a Sustainability Statement to support the Revised Application.
- 4.1.2. The purpose of this Sustainability Strategy is to explain how the Revised Proposed Development will address sustainable development issues, relevant policies and meet current best practice standards.
- 4.1.3. The relevant guidance, as well as national, regional, and local policies have been followed and referenced in this report.
- 4.1.4. Following consultation from the design teams, the sustainability strategy section has been prepared which summarises the relevant strategies and mitigation measures developed to address the planning policies and client requirements. The embedded adaptation strategies also ensure the mitigation of climate change and focus on limiting the negative impacts of the Revised Proposed Development. The sustainability strategies are briefly listed below:
- Landscape/Urban Realm
 - Sustainable Transport
 - Ecology/Biodiversity/Arboriculture
 - Heritage
 - Air Quality
 - Noise and Acoustics
 - Flooding and Drainage, including SuDS
 - Ventilation
 - Energy and Climate Change
 - Waste
 - Socio-Economic Impacts
- 4.1.5. The following strategies listed above will comply with relevant policies listed in Section 2.3 and the requirements of the Guide to Development in Manchester.
- 4.1.6. By undertaking the sustainability appraisal and producing this Environmental Standards and Sustainability Statement at this stage in the design process, the potential to contribute positively to sustainable development is optimised. The Statement therefore provides a framework for the design team to monitor the scheme's performance throughout its development.

Appendix A

FIGURES & DRAWINGS



Site Location Plan



Masterplan



Site Wide South Elevation of Port Street Tower, and Lower Podium





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