

Poland Street Zone - Jersey Wharf

Sustainability Strategy

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Contents

1	Executive Summary	4
	MLDC Sustainability Strategy	4
	Jersey Wharf Sustainability Strategy	4
2	Introduction	5
	Purpose of this document	5
	Proposed Development – Jersey Wharf	5
3	Planning Policy and Supporting Documentation Review	6
	Scope of Review	6
	National Policy	6
	National Planning Policy	6
	Local Policy	6
	Manchester Core Strategy (2021-2027)	6
	Manchester Climate Change Framework (2020-2025)	7
	The Greater Manchester Strategy (Our People, Our Place)	7
	Draft Manchester Zero Carbon Framework 2020-2038	7
	Ancoats and New Islington Neighbourhood Development Framework (2016, 2020)	7
	UN Sustainable Development Goals	7
4	Manchester Life’s Sustainability Framework	8
5	ENVIRONMENTALLY REGENERATIVE	9
	ZERO CARBON READY <i>Ensuring alignment with the Manchester target of zero carbon by 2038 through</i>	9
	WHOLE LIFE FOCUSED <i>Responsible use of materials and resources. Promoting use of low impact materials, recycling, and waste reduction</i>	12
	REGENERATIVE & RESILIENT <i>..Restoring natural assets and designing in resilience to future climate change</i>	13
6	SOCIALLY INCLUSIVE	14
	VIBRANT <i>Create place, spaces and positive experiences that welcome, engage and inspire all</i>	14
	INCLUSIVE & GIVING <i>Delivering positive outcomes for local people and communities</i>	15
	HEALTHY <i>Encouraging active and mindful activities, promoting active lifestyles and sustainable travel</i>	16
7	ECONOMICALLY PROSPEROUS	17
	PROSPEROUS <i>Creating a hive of enterprise for business growth</i>	17
8	Jersey Wharf Headline Outcomes	18

1 Executive Summary

MLDC Sustainability Strategy

MLDC recognise that to fulfil their vision, to set a benchmark when it comes to property development in Manchester and inspire people with beautiful high-quality homes, a sustainable approach to development is critical. To ensure tangible benefits are achieved on prospective and future development a sustainability framework has been developed that will be used to gauge the success of each development.

The framework, against which MLDC will judge, has been developed to align with both MLDCs and the City of Manchester’s sustainability ambitions. The framework ensures delivery of a scheme that is sustainable from an environmental, social and economic perspective through embedding a number of key outcomes:

Environmentally Regenerative

- Ensuring and demonstrating alignment with the Manchester target of Zero Carbon by 2038
- Responsible use of materials and resource. Promoting use of low impact materials, recycling and waste reduction
- Restoring natural assets and designing in resilience to future climate change

Socially Inclusive

- Delivering positive outcomes for local people and communities
- Create place, spaces and positive experiences that welcome, engage and inspire all
- Encouraging active and mindful activities, promoting active lifestyles and sustainable travel.
- Creating a positive and resilient community, with positive mental health outcomes

Economically Prosperous

- Creating a hive of enterprise for business growth
- Creating homes to support the growing economy within Manchester city centre.

Jersey Wharf Sustainability Strategy

The Jersey Wharf sustainability strategy responds to MLDC’s sustainability ambitions through delivery of a highly efficient residential development offering 190 homes. The sustainability strategy has been fulfilled through:

- Implementation of high-quality fabric, all electric systems and on-site solar PV, Jersey Wharf strives to meet future Part L regulatory performance by performing to a 23% betterment over Part L 2013 emissions, benefitting from continual decarbonisation of the grid.
- Access to the future Mobility Hub development, offering EV charging, parking and alternative mobility options including car club and car share options intended to reduce the dependency on car ownership and encourage take up of electric vehicles where car ownership is still preferable.
- Employment of active frontage and provision of landscaped external space, as well as striving to meet MLDCs targets for local employment and continual involvement in charitable activities and social events
- Increased investment into development of the Poland Street Zone NDF illustrative framework, providing further gross value added through added jobs and business opportunities.

The adjacent figure outlines the key sustainability outcomes of the development.

Jersey Wharf Sustainability Strategy Summary



2 Introduction

Purpose of this document

The purpose of this document is to outline the MLDC sustainability framework in the context of a sustainability strategy and address how Jersey Wharf aligns with Manchester City Council’s and MLDC’s sustainability ambitions.

This document seeks to highlight how MLDC embed sustainability best practice across their portfolio, addressing sustainability in the widest sense and putting people at the heart of their developments. MLDC recognise that sustainability is not achieved only at the end of construction but is a continual journey of evaluation, engagement, and improvement, this is evident within this document.

Proposed Development – Jersey Wharf

The Proposed Development located on Jersey Street in Ancoats, with the Rochdale canal at the rear of the communal landscape is to deliver 190 residential units, 5 ground floor commercial floorspace, and ancillary amenity space within an 8 storey building. In addition, there shall be cycle parking provision, hard and soft landscaping, access and servicing and other associated works.

The site is located within the Ancoats and New Islington area. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework which was originally endorsed by Manchester City Council in October 2014. In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability, and community needs. The Neighbourhood Development Framework states that the development will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice within a low car use area with high levels of cycle parking. The proposed development will be served by the adjacent Mobility Hub, for which a planning application has already been approved. This will deliver up to 8 storeys including 150 cycle parking spaces, 408 car parking spaces, a ground floor retail unit and a delivery hub. 60 spaces will be reserved for Jersey Wharf residents (which equates to a 31% provision).

This Statement aims to address how the Proposed Development is responding to the Zero Carbon and sustainability related policies including Manchester and Greater Manchester Combined Authority as well as MLDCs sustainability ambitions. This Statement should be read in conjunction with a separate ESS that demonstrates how Manchester City Council’s (MCC) sustainability policies within the Core

Strategy (2012) and Manchester Guide to Development (2007) have informed the Proposed Development.



3 Planning Policy and Supporting Documentation Review

Scope of Review

The purpose of this section is to identify the planning policy and supporting documentation that has been utilised to ensure the proposed schemes alignment with Manchester City Councils ambitions.

Where relevant, actions outlined to address key sustainable themes have been formed against this list of documentation to highlight the breadth of design consideration shown across the MLDC portfolio.

National Policy

National Planning Policy

The National Planning Policy Framework and relevant planning practice guidance sets out the Government’s planning policies for England. **The presumption in favour of sustainable development** is at the heart of the framework, cascading through to local plans and the approval process for planning applications.

Economic Objective

Build a strong, responsible and competitive economy:

- Support growth, innovation and improve productivity
- Identify and coordinate infrastructure

Social Objective

Support strong, vibrant and healthy communities:

- Provide sufficient range of homes
- Design a safe built environment
- Provide accessible services and open spaces

Environmental Objective

Contribute to protecting and enhancing our natural, built and historic environment:

- Make effective use of land
- Improve biodiversity
- Minimise waste and pollution
- Mitigate climate change
- Adapt to climate change

Local Policy

Manchester Core Strategy (2021-2027)

The Manchester Local Plan guides development within Manchester. The Core Strategy is the key document in Manchester’s Local Plan, covering a period of 15 years from 2012 to 2027. It sets out the long-term strategic policies for Manchester’s future development, forming the framework for planning applications. The key policy references are outlined below:

Spatial Principles SP 1
• Make a positive contribution to neighbourhoods • Minimise emissions • Reuse previously developed land where possible • Improve access to jobs • Reduce transportation needs
Employment and Economic Growth EC 1
• Improved access to jobs for all public transport, walking, cycling. • Consider employment generating development for locals through construction or use • Improving digital infrastructure • Ensuring continued social, economic and environmental regeneration • Improving portfolio of employment premises (provide a range for SMEs)
Existing Employment EC 2
• Retain and enhance existing employment space and sites.
Housing CC 3
• Residential development will comprise of apartment schemes. Council encourage high standard accommodation of a high standard, offering a large range of occupants.
Transport CC 5
• Proposals will be supported that improve pedestrian safety, improve air quality and increase scope of accessible public realm improvements. • Ensure the development incudes adequate parking provision for cars and bicycles
Design and Heritage CC 9
• Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including lister buildings, conservation areas and scheduled ancient monuments
A Place for Everyone CC 10
• Appeal to wide range of visitors and residents through: • Increase the diversity of activity, focus on family-oriented activity • High standards to buildings and across spaces in the City Centre
Overall Housing Provision H 1
• High density developments (75 units per hectare) are appropriate • Contribute to creating a mixed/diverse community • Address deficiencies in physical, social or green infrastructure • Take account of any environmental constraints
Affordable Housing H 8
• New developments, where more than 15 units are proposed should contribute to the City-wide target for 20% of new housing provision.
Sustainable Transport H 10
• Proposals for accommodation for people with additional support needs will be supported:

• Where there will not be a disproportionate stress on local infrastructure such as health facilities • Where it will contribute to the vitality and viability of the neighbourhood
Sustainable Transport T 1
• To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. • Support the needs of residents and businesses and prepare for carbon free modes of transport.
Accessible Areas TS
• Ensure accessibility to City's main economic drivers. • Provide appropriate car parking facilities that reflect the highly accessible nature of the location.
Heritage EN2
• Within the regional centre development for employment generating uses will be encouraged
LZC Development EN4
• Seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions and rising fossil fuel prices: • Follow Energy Hierarchy principle • Make use o low and zero carbon energy supplies • Use building materials with low embodied carbon
Framework for CO2 Reductions from LZC Supplies EN 6
• Energy statement demonstrating improvement o 15% over Part L (2010) or improved Part L requirement, whichever is more stringent. • Green infrastructure elements can be used to contribute to CO2 mitigation. • Outline regulated energy demand and CO2 emissions for all phases of the development
Energy Infrastructure Opportunities EN 7
• In favour of low and zero carbon decentralised energy schemes. Consider feasibility of future connections to a local distributed energy scheme.
Adaptation to Climate Change EN 8
• Minimise flood risk • Reduce urban heat island effect • Take opportunities to provide green space to enhance natural habitats
Green Infrastructure EN 9
• New developments should, as a minimum, maintain existing green infrastructure in terms of its quantity, quality and multiple function.
Flood Risk EN 14
• Minimise surface water tun-off through SUDS and appropriate use of Green Infrastructure
Air Quality EN 16
• Improve air quality within Manchester. Minimise and mitigate local emissions from traffic and through the use of the development itself (scope 1)
Water Quality EN 17
• Avoid adverse impact on water quality, including during construction
Waste EN 19
• Waste management plan and practices should have full regard of the environmental, social and economic impacts. • Encourage communities to take responsibility for the waste they create through provision of accessible facilities
Minerals EN 20
• Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible. (Alongside EN19)
Development Management DM 1

Manchester Climate Change Framework (2020-2025)

- Climate adaptation and resilience objective
- Health and Wellbeing
- Inclusive, Zero Carbon and Climate Resilient Economy
- Staying withing Carbon Budgets - Direct CO2 Emissions
- Staying within Carbon Budgets – Indirect CO2 Emissions

The Greater Manchester Strategy (Our People, Our Place)

Priorities

1. Children Starting School Ready to Learn
2. Young People Equipped for Life
3. Good jobs, with Opportunities for People for Progress and Develop
4. A Thriving and Productive Economy in all Parts of Greater Manchester
5. World-class Connectivity that keeps Greater Manchester Moving
6. Safe, Decent and Affordable Housing
7. Green City Region and a High-Quality Culture and Leisure for all
8. Safer and Stronger Communities
9. Healthy Lives, with Quality Care Available for Those that need it
10. An age-friendly Greater Manchester Implementation

Draft Manchester Zero Carbon Framework 2020-2038

- New buildings need to generate zero emissions when occupied and have significantly less emissions embodied in their materials and the construction phase,
- Renewable energy generated within the city and city-region, and the supplies for the National Grid, are needed to power our buildings and transport system,
- Well-connected walking and cycling routes, public transport and electric vehicle charging points need to be key components of all new development,
- Our materials and waste will need to come from a new circular economy, involving the reuse and recycling of materials already in circulation, and significantly increased use of sustainable and renewable materials.

Ancoats and New Islington Neighbourhood Development Framework (2016, 2020)

The Neighbourhood Development Framework has positioned the Poland Street Zone as ‘a living and working community’ with exemplar development showcasing the potential for live-work communities integrating a range of accessible homes and workspaces. The following key points from the NDF Vision are highlighted:

- A place where the city meets the suburbs.

- Combined living and working spaces at the core - optimising residential and employment space.

- Diverse & multi-generational - a broad mix including community infrastructure and range of housing formats.

- Urban & green - unreservedly urban but integrating meaningful and well-conceived open spaces.

- Physical & social - an authentic evolution of Ancoats’ physical and social fabric.

In March 2022, Manchester City Council endorsed a Neighbourhood Development Framework addendum which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs.

UN Sustainable Development Goals

The UN SDGs are a set of goals designed to be a blueprint to achieve a better and more sustainable future for all.

1. No Poverty
2. Zero Hunger
3. Good Health and Wellbeing
4. Quality Education
5. Gender Equality
6. Clean Water and Sanitation
7. Affordable and Clean Energy
8. Decent Work and Economic Growth
9. Industry, Innovation and Infrastructure
10. Reducing Inequality
11. Sustainable Cities and Communities
12. Responsible Consumption and Production
13. Climate Action
14. Life Below Water
15. Life on Land
16. Peace, Justice and Strong Institutions
17. Partnerships for Goals

4 Manchester Life’s Sustainability Framework

Introduction

MLDC is committed to ensuring best practice sustainability measures are adopted within prospective developments. The framework presented sets a standard to which future developments can be measured.

Throughout this report a number of sustainable strategy themes will be explored to better contextualise how both MLDCs vision as a developer aligns with Manchester’s vision for sustainability.

The National Planning Policy Framework (NPPF) has been utilised to structure the sustainability strategy outlined within this report.

Pillar

The structure of the sustainability strategy is derived from the National Planning Policy Framework (NPPF). Each Pillar outlined responds to one of three overarching objectives outlined in the NPPF which are interdependent and have been pursued in mutually supportive ways:

- Environmental
- Social
- Economic

Vision/Outcome

The vision/outcome assists in distinguishing key aspects of each of the sustainability pillars, with each pillar developing distinct, targeted outcomes that ensure direction within the scheme.

Actions

Actions are used to address in detail how each outcome identified may be met through measures undertaken by MLDC, the project design team of the proposed development or contractors.

Where quantitative performance metrics are available to establish how the development performs, they will be displayed.

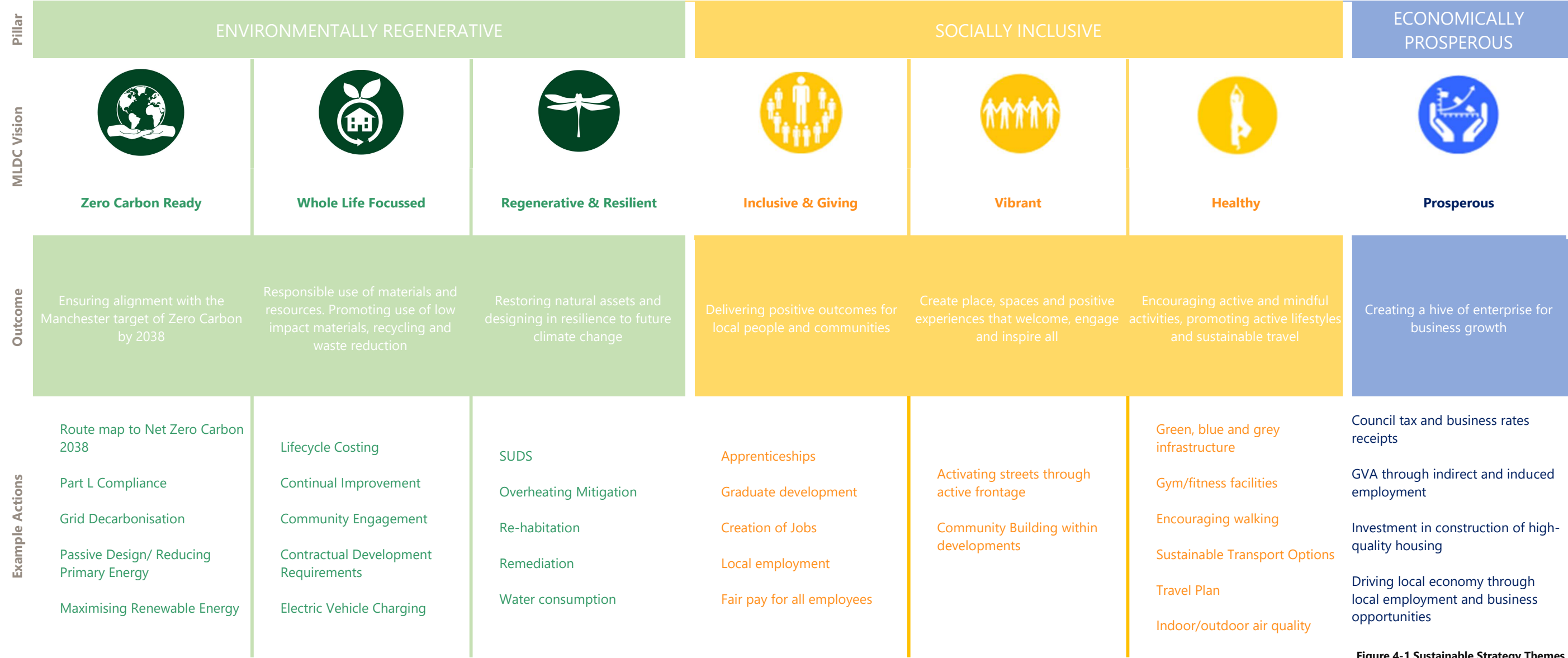


Figure 4-1 Sustainable Strategy Themes

5 ENVIRONMENTALLY REGENERATIVE

“Contribute to protecting and enhancing our natural, built and historic environment”

VISIONS		
 ZERO CARBON READY	Route-map to Net zero carbon 2038	✓
	Substantial Improvement on Part L through fabric first design and implementation of PV technologies	✓
	PV Maximised on roof – optimised through performance studies	✓
	High level fabric performance, minimising primary energy requirements	✓
	Outlining associated impact of glazing ratios to optimise façade design	✓
	Fully electrified building mitigating fossil fuel tie in.	✓
	Carbon sequestration through planting	✓
 WHOLE LIFE FOCUSED	Lifecycle Cost informs design	✓
	Regular review of operational practices to improve efficiency	✓
	Optimising new building design utilising existing building data	✓
	Promote community recycling and re-use	✓
	Contractor Sustainability requirements	✓
	Sustainable Transport	✓
 REGENERATIVE & RESILIENT	SUDS Implemented	✓
	Overheating Assessment informs design	✓
	Substantial investment into re-habitation of affected species	✓
	Remediation of contaminated land	✓
	Minimise water consumption through low flow fittings	✓

Table 5-1 Environmental Theme Summary

ZERO CARBON READY Ensuring alignment with the Manchester target of zero carbon by 2038 through

Zero Carbon 2038 Definition

Manchester is committed to playing its full part in limiting the impacts of climate change by adopting science-based targets aligned with the Paris agreement carbon budgets for limiting global temperature rise below 2 degrees Celsius. Analysis by the Tyndall Centre for Climate Change Research at the University of Manchester has identified the Manchester proportion of this budget and the emissions pathway to support the Paris Agreement. By 2038, Manchester is committed to be net zero carbon relating to total energy used in building and transport.

Part L Compliance

Current policy based on Building Regulations Approved Document Part L 2013 has been used to demonstrate how the proposed development has actively reduced carbon emissions through design. Part L sets out the minimum energy efficiency standards and targets for regulated carbon emissions, i.e. those associated with the fixed building systems, which a design team can influence. Manchester City Council’s planning policy requires a minimum 6% betterment of this carbon emissions target for non-residential developments and 9% betterment for residential developments. An ESS has been prepared which demonstrates how the proposed development has surpassed this.

Through best practice design following the ‘Lean, Clean, Green’ energy hierarchy, MLDC strive to better the existing minimum requirements for planning and target standards in proposed policy stipulated within The Future Homes Standard: 2019 consultation on changes to Part L and F of the Building Regulations for new dwellings – summary of responses received and Government response (January 2021).

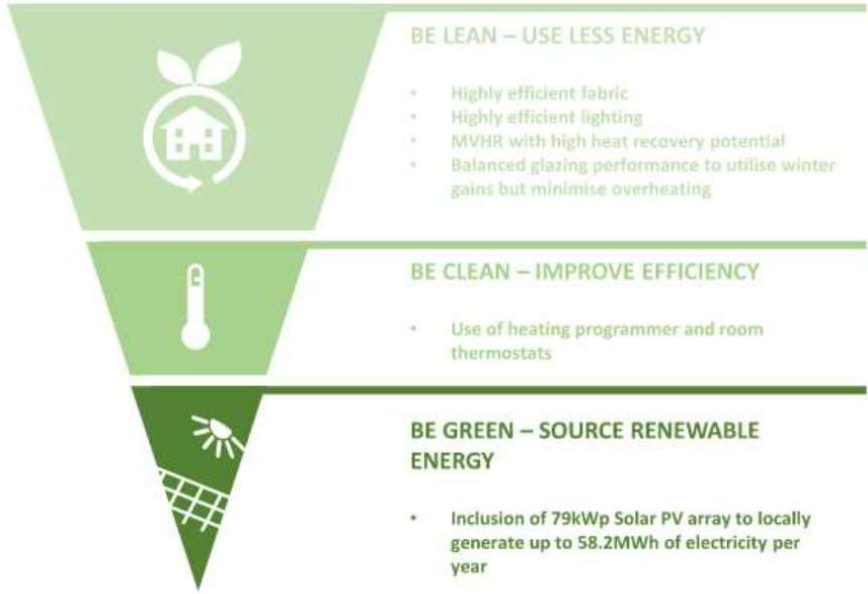


Figure 5-1 Energy Hierarchy

Grid Decarbonisation

To ensure developments can continue to transition towards net zero carbon in operation by 2038, the building services systems have been designed to operate on electricity to completely omit on-site fossil fuel combustion, avoiding fossil fuel tie in and benefiting from the long-term decarbonisation of the grid.

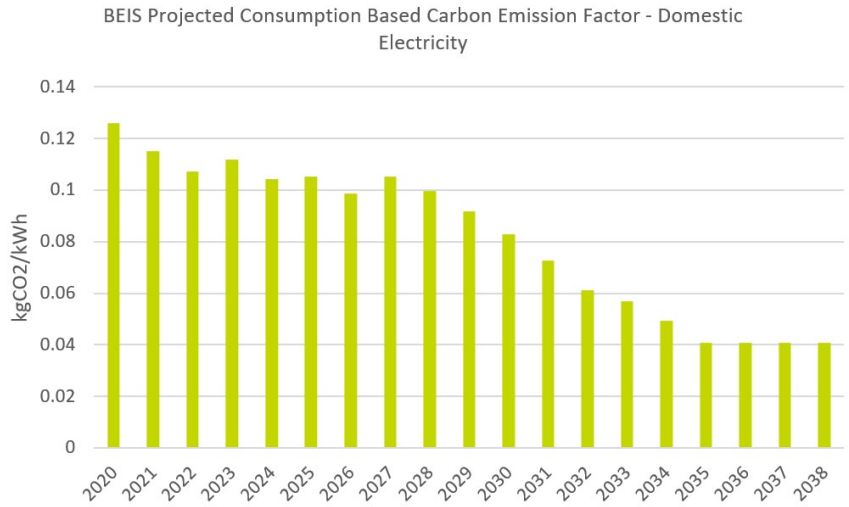


Figure 5-2 BEIS Projected Grid Carbon Factor

Primary Energy Focused/ Passive Design

A reduction in primary energy consumption is essential to both the associated carbon emissions of a development and operational costs that are passed onto prospective tenants.

Throughout the design of Jersey Wharf, the following design measures have been developed further to ensure a robust passive design that meets future prospective building regulations:

- High performance double glazing
- High air tightness performance
- Glazing ratio offering balance between energy performance, daylighting and architectural intent

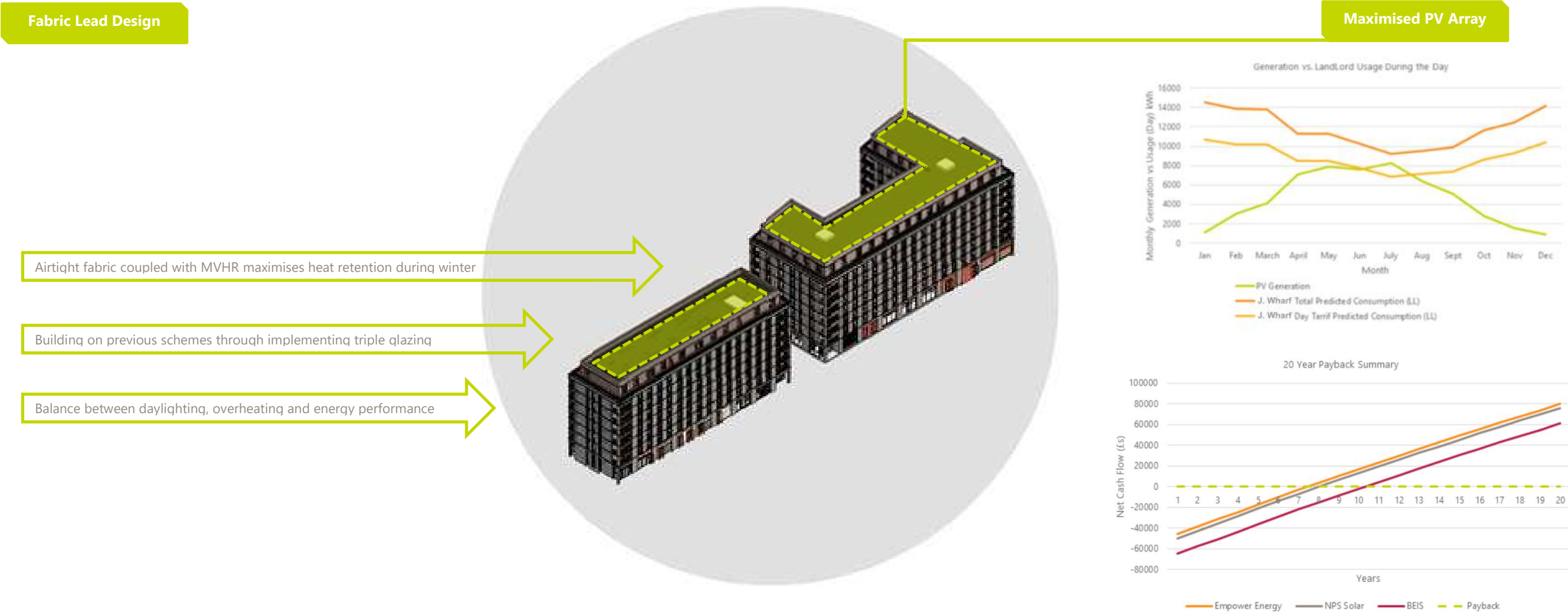
The combined measures detailed above are expected to discharge the requirement of minimum 9% improvement when compared to the Target Emissions Rate derived from Part L1A regulatory assessment.

Maximising Renewable Technologies

In order to achieve the ambitious energy targets, set for the site, in unison with an efficient fabric and practical systems design, PV arrays are implemented to generate green electricity locally.

Optimisation of PV arrays is essential to ensure as much energy generated can be utilised on site, this has benefits from both a capital cost perspective and when considering the embodied carbon of the site. Utilising metered data from existing buildings across the MLDC portfolio it's possible to relate array generation to landlord consumption, thereby ensuring a practical system.

Through analysis of metered data from Sawmill Court and Weavers Quay, the PV array proposed for the Jersey Wharf development is projected to have 98% of its generated yield utilised on site. This maximises payback potential of the array. A total generation of 96.3MWh is predicted to be generated from a 130.7kW array.



Route Map to Net Zero Carbon 2038

Route Map to Net Zero Carbon 2038

Through lessons learnt from MLDCs existing portfolio, the electrification of the building and the additional environmental design principles adopted on Jersey Wharf, a highly efficient design has been proposed. The graph below outlines the Route Map to Net Zero Carbon by 2038.

Passive Design Principle

Adoption of high fabric standards, that align closely to those identified by both Passivhaus and LETI, to passively reduce consumption on site has been critical. Substantial engagement across the design team has been necessary to develop a solution that works across disciplines.

Optimised PV Solution

To further offset emissions, local generation has been developed onsite to encapsulate a substantial portion of the roof area available. A total of **96.3 MWh** per year will be generated and used on-site.

Electrified Development

Through electrifying the development, the continual decarbonisation of the grid will reduce emissions associated with primary energy usage on site. BEIS Carbon Factor emissions have been utilised to project the annual impact of the proposed developments primary energy usage.

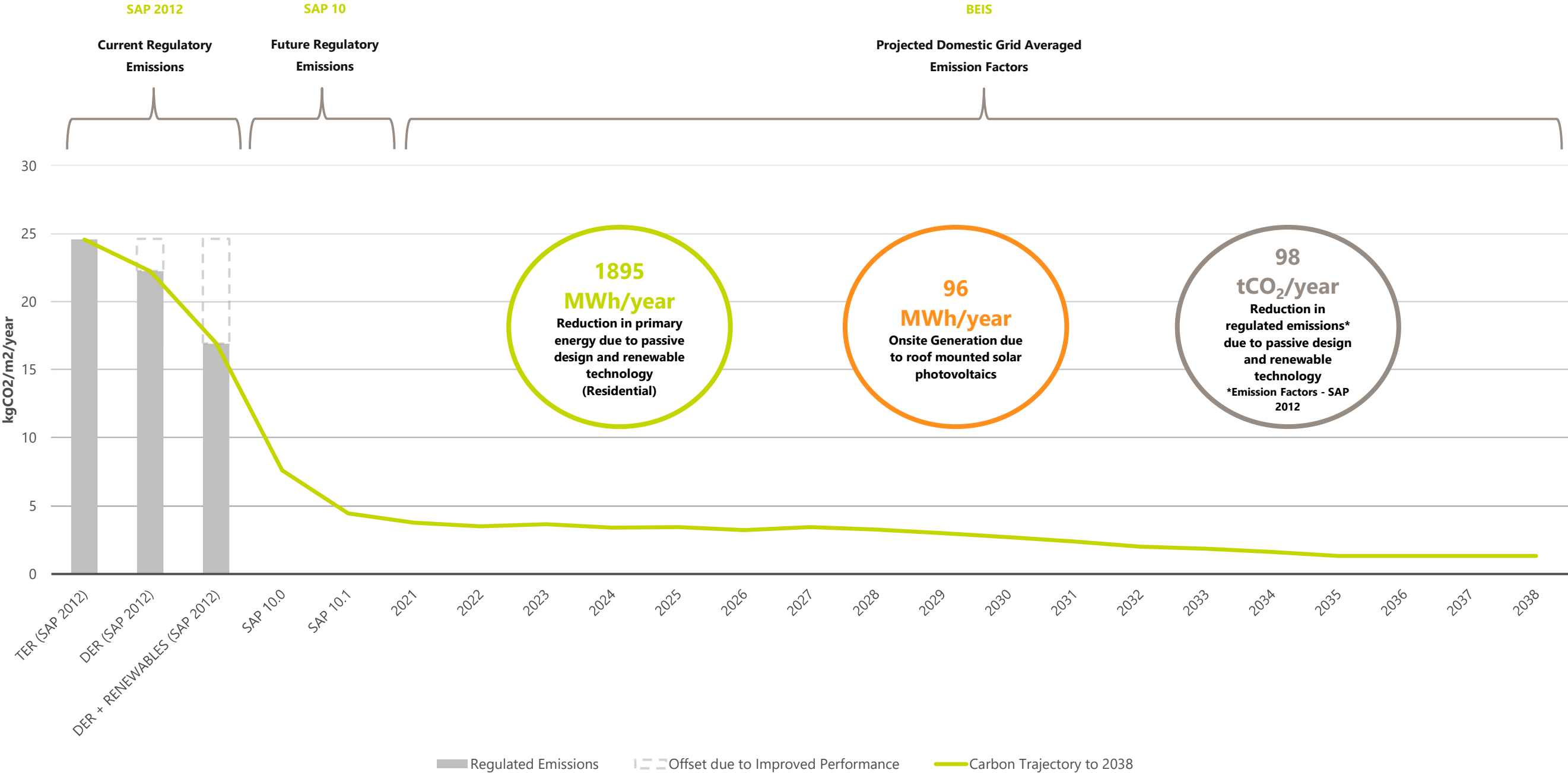


Figure 5-4 Route Map to Net Zero Carbon 2038

WHOLE LIFE FOCUSED *Responsible use of materials and resources. Promoting use of low impact materials, recycling, and waste reduction*

Designing for Whole Life

Long lifecycle approach to architectural finishes etc. are considered from early stage development to ensure both cost and performance viability. Whole life is considered when selecting materials to ensure architectural elements and finishes are easily maintainable and long lasting, thereby maximising usage life and reducing whole life carbon impact.

The table outlined to the right outlines the whole life approach to reducing carbon emissions.

Continual Improvement

Re-assessing briefings for proposed developments and continually developing building scope in line with future regulations.

MLDC are beginning to address future regulations through implementing triple glazing, increasing rates of on-site generation and improving on air tightness when compared to existing developments. This continual strive to remain a step ahead of policy means that buildings will perform better and stay ‘up to date’ for longer.

External lighting, though already LED, has been made more-so efficient in operation following assessment by dividing lighting circuits to consolidate usage.

Community Engagement

MLDC capitalises on Involvement in the operation of buildings as a management company by engaging with its community of tenants. Examples within existing development includes encouragement for tenants to swap and sell prior to disposal which encourages a community feel as well as embedding sustainable practices.

Sustainable Travel

The development of the prospective Mobility Hub will serve as a central node to the Poland Street Zone Development Area, offering buildings within the Poland Street Zone development with a central transportation hub that offers Parking, EV charging facilities, alternative mobility options such as car club and car sharing platforms as well as a delivery hub designed to operate as a central delivery point for parcels with an electric vehicle last mile delivery option and amenities suited to these service offerings. This central, walkable hub decentralises car parking reducing the requirements within developments where footprints may be prohibitive or offer an inefficient means of parking provision.

A traffic impact assessment has identified that the lack of a Hub would constitute more vehicles accessing the area as the Mobility Hub relies on alternative mobility provision to allow it to be optimised in size. The position of the Mobility Hub on the edge of the conservation area, just off Oldham Road, also reduces the traffic movements through the conservation area.

	IMPACTS	KEY ACTIONS
DESIGN	Embodied carbon, emissions associated with the production, transportation, and installation of construction materials, typically accounts for over half of the whole life carbon of a building (Figure 5-6 Residential Whole Life Carbon Emissions) With increase in building energy efficiency, this share will continue to increase. However, historically this is overlooked due to lack of consistent measuring and reporting mechanisms.	• Use less – material optimisation to minimise use of new materials via Construction Management Plan. • Use less new – explore opportunities for increasing recycled content and materials to reduce the embodied carbon. E.g. recycled aggregates. • Responsible and locally sourced materials • Standardised design for utility cupboard optimises the use of material on site.
CONSTRUCTION	As above, carbon is associated with the delivery and installation of material. Significant construction waste can also arise from packaging, off-cuts and over-ordering.	• Measure - Manchester Life has outlined on a number of developments how much CO² (kg) is emitted during the construction process. • The percentage of waste removed from site that has been recycled is measured and MLDC target a 98% rate. • CO2 emissions arising from mileage of all persons visiting and entering sites, all utility and on site fuel usage is recorded and reported in tonnes.
OPERATION	Operational energy results in carbon emissions that can be substantial over the lifetime of a building. Ensuring low carbon design solutions to provide heating and ventilation as well as local generation can offset this.	• Where possible, MLDC incorporate local generation through the use of PV. This is coordinated with external roof are, plant and optimised to mitigate shading. • All electric systems are offered that have the benefit of decarbonising alongside the grid.
END OF LIFE	Demolition results in significant waste, with contamination often hindering efficient resource recovery. Considering ease of deconstruction can support recovery, refurbishment and re-use elsewhere. Designing for future flexibility can help the proposed development stay relevant and mitigate the risk of redundancy before the end of this useful design life, minimising the replacement cycle which puts pressure on virgin resources.	• Decentralised plant utilised across the entirety of the development means that individual apartments and zones can be easily re-fit or have components replaced over time. • Design of ventilation systems to mitigate overheating reduces the need to fit cooling systems in the future. • Standardised design optimised the use of material on site

Figure 5-5 Designing for Whole Life

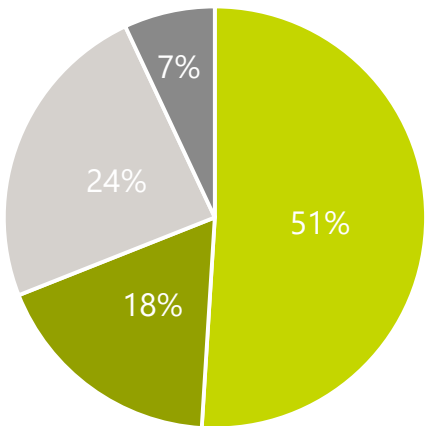
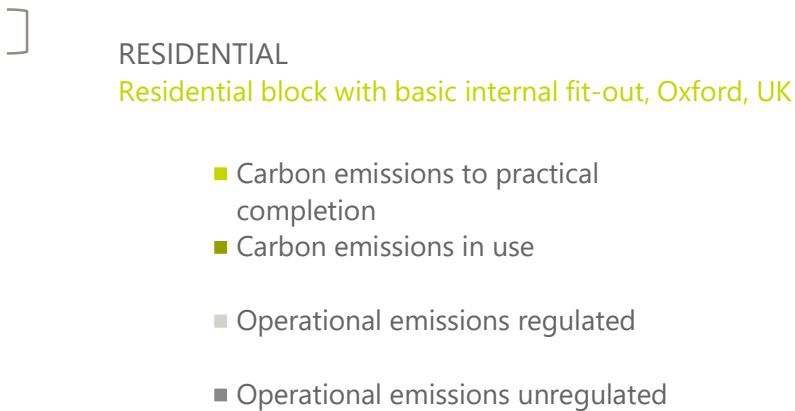


Figure 5-6 Residential Whole Life Carbon Emissions

REGENERATIVE & RESILIENT ..Restoring natural assets and designing in resilience to future climate change

Flood Risk

Flood risk continues to be a key consideration for prospective developments and resilience to climate change is critical to ensure building longevity and optimal resident experience. Flood risk assessments (FRAs) are undertaken in line with national and local policy to outline the level of risk a proposed development has of flooding.

Overheating

A multifaceted approach is taken in development of dwellings that could potentially overheat which is developed through conductance of a TM59 overheating assessment. A variety of design options are assessed within the TM59 assessment to ensure a curated design that considers; the cost plan, acoustic performance of the space (MCC Planning & Noise documentation), regulatory requirements (Part F & Part L) and of course risk of overheating. Compliance with the new Part O of the Building Regulations has been demonstrated.

Ultimately, designs strive to mitigate overheating through the use of natural ventilation as a passive design measure, followed by uplift in mechanical ventilation via the MVHR unit, then cooling.

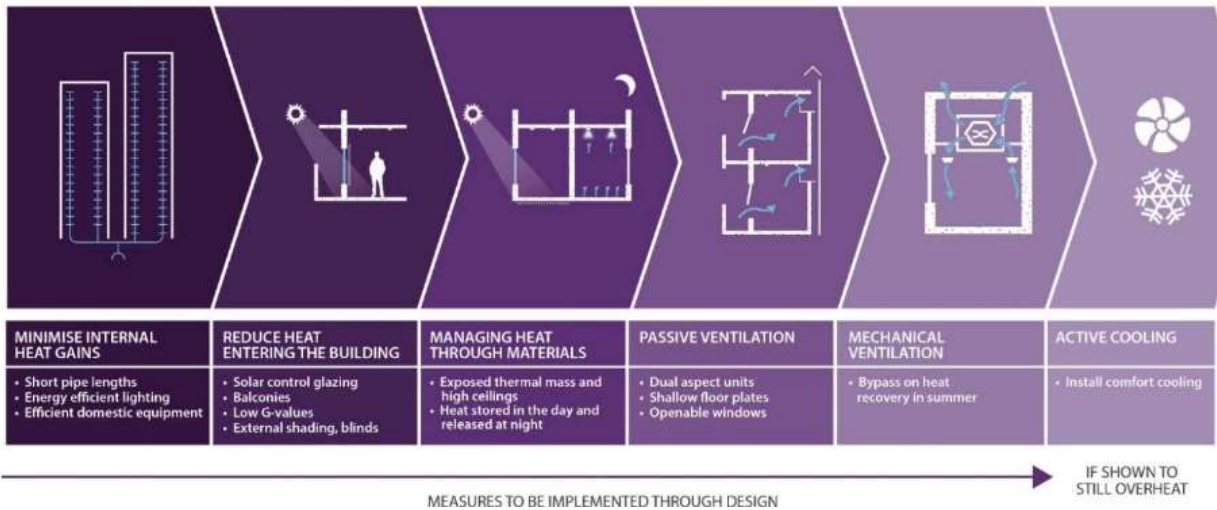


Figure 5-9 Overheating Hierarchy

Case Study - The proposed Jersey Wharf development is neighbored by Jersey Street, which poses a risk to cause occupant discomfort from an acoustic perspective, designs are being developed which ensure attenuated mechanical ventilation supply is offered through a local boost control that mitigates overheating in line with TM59 requirements.

In commercial developments that are typically developed as shell and core spaces, overheating is mitigated through ensuring sufficient external space for external heat rejection plant and electrical load allowances are made that ensure suitable connection or upsizing in future.

Re-habitation and Environment Focused

MLDC have, and continue to, invest in habitation of any fauna effected by prospective developments. Ecology assessments are undertaken to understand where impact can be significant and how it can be mitigated. Historically substantial payments of up to £140,000 have been made to re-locate or re-home species such as bats that are affected by construction.

Through conductance of ecology assessments and working with organisations like the Canal and River Trust, MLDC ensure each property developed is bespoke to the environment in the immediate local vicinity.

Water Consumption

A changing climate will result in hotter, drier summers and more extreme weather events. Water conservation for drought tolerance is considered to reduce consumption and has the added benefit of reducing utility costs for tenants over the system life. The following measures are adopted across developments:

- Improvement over notional BREEAM (Wat 01) through efficient sanitaryware
- Inclusion of low flow fittings

Grey water harvesting is considered where possible on schemes however a strong economic and practical case should be made to avoid associated embodied carbon of systems that do not bring benefit. Given typical building typologies (Residential) there is often very little scope for practical inclusion of a water harvesting system.

SUDS

Nature based infiltration drainage solutions are considered in recognition of wider co-benefits that can be delivered through an integrated approach to sustainability. However, these measures are only adopted where spatial constraints, impermeable substrata and ground contamination are not present and are assessed on a site by site basis.

Biodiversity

The protection of sites and enhancement of biodiversity in line with Manchester’s Biodiversity strategy is considered on each development. Ecologists are appointed on each prospective development to conduct habitat surveys, preliminary roost assessment and nocturnal bat surveys to identify potential ecological site constraints, remit of mitigation required and opportunities to include biodiversity enhancements through the developments.

As all of MLDCs properties are developed upon brownfield sites they often have negligible ecological value or importance. Through developing a diverse offering for tenants and considering the needs for net positive biodiversity provision MLDC incorporate biophilia into landscaping where possible.

Where habitat loss is a risk sites are compensated for through provision of bird boxes, bat boxes and any other relevant habitat provision.

A biodiversity net gain study has been completed and the outcomes incorporated.

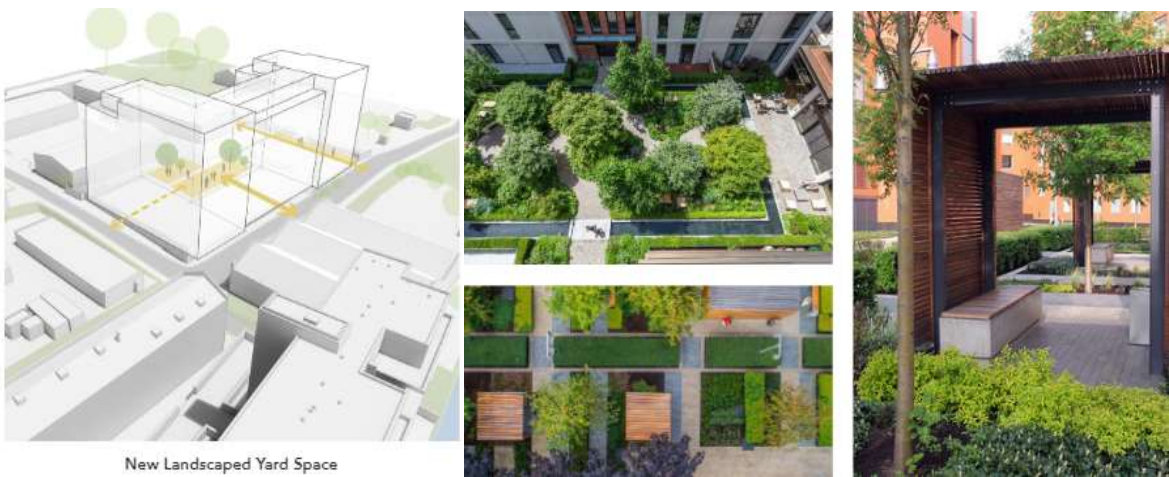


Figure 5-10 Jersey Wharf Design Considerations

6 SOCIALLY INCLUSIVE

“Support strong, vibrant and healthy communities”

VISIONS		
 VIBRANT	• Activating streets through active frontage	✓
	• Community building within development (Mobility Hub)	✓
	• Dedicated Community Spaces	✓
 INCLUSIVE & GIVING	• Apprenticeships	✓
	• Graduate Development	✓
	• Fair pay for all employees	✓
	• Creation of Jobs	✓
	• Local Employment	✓
 HEALTHY	• Mobility hub provides cycle storage and onsite facilities to maintain	✓
	• Central location, walkable to local amenities throughout Ancoats	✓
	• Indoor/Outdoor Air Quality	✓
	• Daylighting/Access to outside	✓
	• On site gym/health facilities	✓
	• Active Street Frontage	✓

Table 6-1 Social Theme Summary

VIBRANT *Create place, spaces and positive experiences that welcome, engage and inspire all*

Active Frontage

Schemes developed by MLDC strive to create a safe, community space that encourages engagement from both active tenants and the local community through provision of a varied offer. Developing active frontage is one of the methods in which MLDC meet these goals.

An active frontage offers continuous business or retail uses that open directly to the footpath. Benefits of employing an active frontage are enhancement of public security, and passive surveillance, and improvement of the public domain by encouraging pedestrian activity. Additional benefits include the creation of jobs and provision of neighbourhood amenity, enabling more consumption needs to be met in the local area, reducing the need for travel.



Figure 6-1 Sawmill Court Active Frontage

Community Development

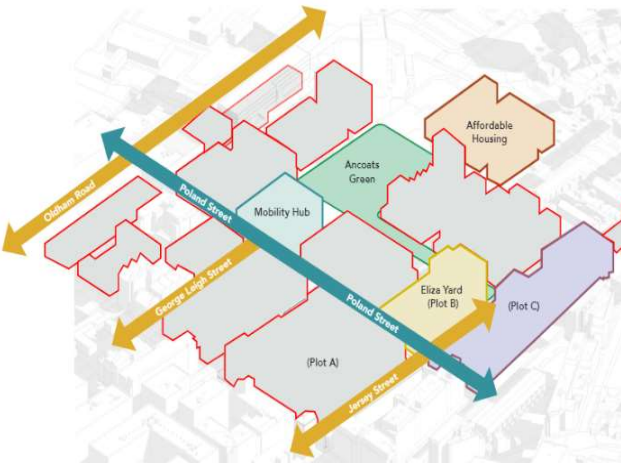


Figure 6-2 Access to wider community

The mobility hub development is an entirely new service offering which will acts as a vibrant and accessible central node, tying a number of the developments in the Poland Street Zone together through provision of a cycle hub, central car parking, EV charging and alternative mobility options such as car clubs and car sharing platforms.

The Mobility Hub strays from the ‘business as usual’ approach of surface level parking and parking to service developments, which creates congestion, has a negative impact on air quality and doesn’t break the link between the development and car ownership. Acting as a central node in proximity to an array of amenities, the Mobility Hub actively encourages, and assists in, the transition to more active travel capability within the City Centre.

The Mobility Hub is designed to be a safe and secure community facility, offering future flexibility for electric vehicle charging ensuring continual improvement of the offerings within the area. The Mobility Hub will also offer business opportunity through provision of commercial space.

Dedicated Community Spaces

Internally dedicated community spaces create a feeling of inclusion within each of the MLDC developments. Careful, considered design reviews are undertaken by architects on subsequent schemes to identify which areas have been successful or not and why this may be the case.

External community spaces, where viable, offer outdoor seating and planting to entice tenants outdoors encouraging an active lifestyle and offering a safe area in which the outdoors can be enjoyed.

MLDC are constantly reviewing their community space offering, which ranges from resident club rooms to on-site gym facilities. Through combining dedicated internal community spaces with a carefully curated external commercial offering, a diverse and successful community offering is delivered.



Figure 6-3 Carefully Curated Community Spaces

INCLUSIVE & GIVING *Delivering positive outcomes for local people and communities*

Creation of Jobs and Local Employment

MLDC are targeting local employment (City of Manchester postcodes) on their developments to show their commitment to invest in the professional growth and well-being of local citizens. Local employment and the creation of jobs have a plethora of economic benefits that can be quantified and outlined as 'gross value added', this is discussed further in Section 7.

MLDC are committed to working with community organisations and charities to support existing employability programmes thus sustainably delivering learning and employability outcomes for local people as a result of their development activity.

Apprenticeships and Graduate Experience

Both Apprentice and Graduate development across MLDCs existing and proposed developments are high. Combined with targeted approaches to local resourcing and labour (as detailed above) this aims to improve social mobility and develop foundations for a skilled work force in an industry in which skills shortages are severe.

On average 5.4 apprentices are employed, and 10 qualifications achieved per building, this evidences MLDCs commitments to developing the local workforce.

MLDC work closely with collaborators to encourage uptake of apprentices across the industry to broaden the reach and variety of skillsets developed.

Fair pay for all employees

When acting as direct employer, Manchester Life are committed to paying all employees the Manchester Living wage as a minimum salary.

Creating Community and Neighbourhood Management

Manchester Life play a significant role in creating a strong sense of community, working with local developers, businesses, residents and community police to collaborate on community safety and placemaking. They have helped manage crime and antisocial behaviour in the area, funding additional community policing and investing significantly in external lighting and CCTV.

Contribution to Culture, Arts, and the Community

Historically, Manchester Life have incorporated work of local artists in their developments including photographers, illustrators, sculptors, outdoor artists, and cabinet makers.

Wall and roof murals have been created, helping to establish an attractive and creative neighbourhood and internally artwork for communal spaces has been provided. The use of local artists and creatives broaden the cultural appeal of the area creating an inclusive and vibrant environment.

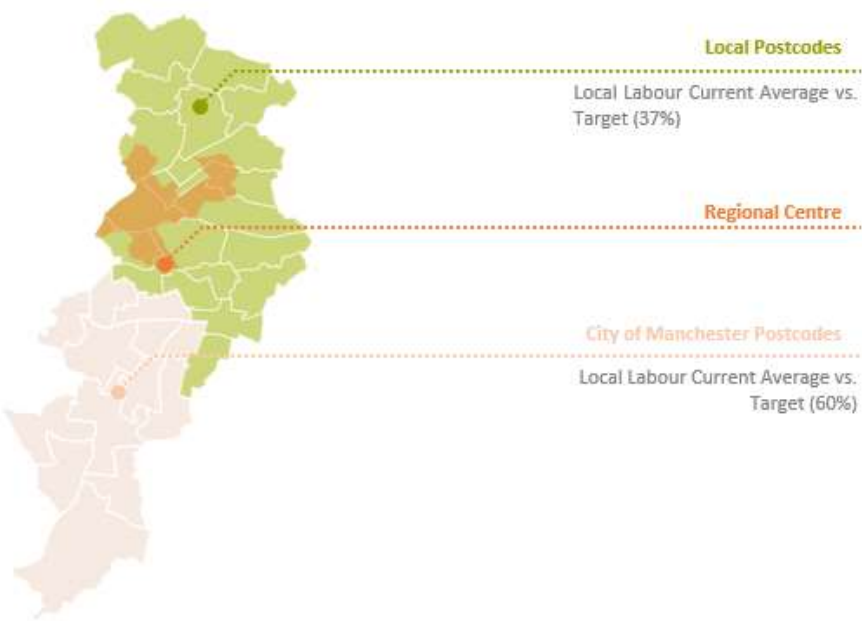
Award Winning Placemaking

In conjunction with Step Places and the Halle Concerts Society, MLDC won the 2020 Property Awards "Placemaking Award" for its role in transforming the Ancoats area of Manchester over the past five years. Developers were praised for the great community focus of the development and wonderful story of transformation.

Social Inclusion and Activity Planning

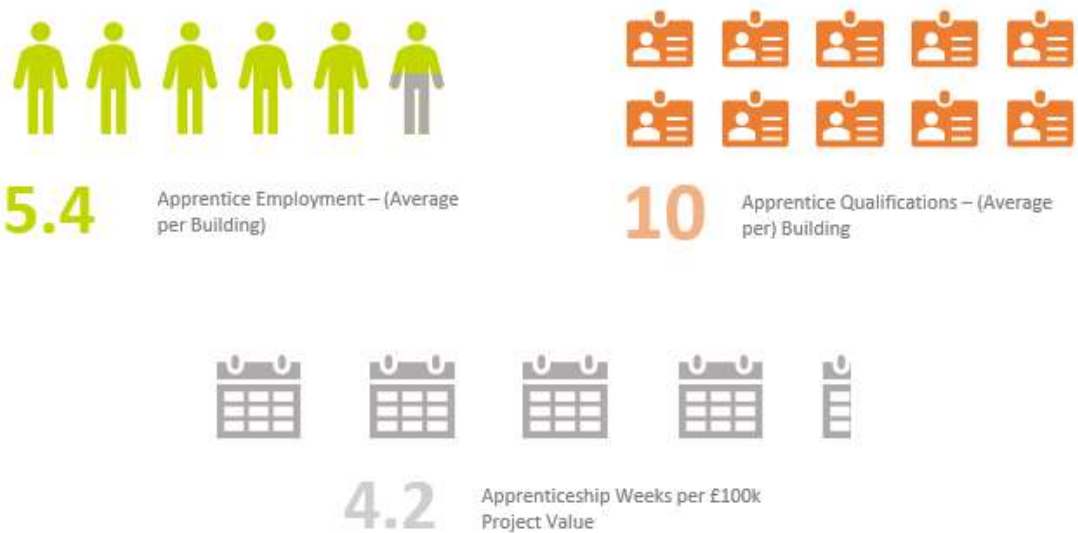
As previously mentioned, MLDC are committed to maintaining the end-user experience within their developments and actively promote social inclusion through planning a variety of on-site activities to encourage inter-development socialisation and enhance the community feel across buildings. Activities offered are varied to ensure wide appeal.

LOCAL LABOUR



Labour and Job Provision

APPRENTICES



JOBS CREATED



HEALTHY *Encouraging active and mindful activities, promoting active lifestyles and sustainable travel*

Air Quality

MLDC are aware of the importance of air quality and strive to minimising pollutants resulting from any associated works to create a health positive environment for local communities. The following mitigation measures can be adopted to reduce negative impact on air quality:

Construction – Dust management best practice included within the Construction Environmental Management Plan

Building services – Heating provided by all electric systems powered by grid electricity to avoid fossil fuel combustion on site.

Traffic – Travel plans are produced for each MLDC project which outlines proposals to encourage sustainable travel choices to events. The future Mobility Hub will provide local parking, assessment of this hub suggests that air quality improvements can be derived from its implementation.

Indoor Air quality - maintained through offering tenants natural and mechanical ventilation in line with Part F requirements. This means that minimum ventilation rates can be provided through a filtered air supply, thereby increasing indoor air quality.

Internal Environment

It is recognised that the internal environmental quality can have a significant impact on the health and wellbeing of people interacting with the building. Best practice design standards have been adopted from BREEAM and CIBSE to create a comfortable internal environment in terms of lighting, temperature, acoustics and air quality.

Access to Nature

Across the MLDC portfolio, where it is practical and permissible, external courtyards with planting, seating and areas to socialise are provided to encourage external activity and access to green infrastructure, within the locality, creating a vibrant atmosphere.

Comfortable Microclimate

A range of mitigation measures in the form of green infrastructure is adopted, where possible, to ensure safe and comfortable conditions for pedestrians within the public realm and at entranceways. Mitigation through green infrastructure also unlocks a number of co-benefits such as biodiversity, health & wellbeing benefits of interacting with nature

Where possible, cooling systems are avoided to minimise energy usage and reduce the urban heat island effect that can be propagated through heat rejection.

Climate Resilience – Keeping Cool

Developments are designed for future climate weather data to mitigate the risk of overheating within residences in the short term and ensure it is adaptable in the

long term by providing spatial and technical allowances for future retrofit. The cooling hierarchy is applied to minimise future energy relating to increased cooling with rising temperatures. Externally, where possible, soft landscaping and the building overhang will provide natural shading and urban cooling during heatwaves.

Encouraging Healthy Lifestyle

Where possible, on-site gym and community areas are provided to offer prospective tenants a varied offer and a means of achieving health goals on-site.

With the future development of the Ancoats Mobility Hub, a central point will be provided in which tenants and members of the community can store and repair bicycles and walking through the centre is encouraged by providing secure parking in a desirable area close to amenities, restaurants and shopping.

Considerate Contractor Scoring

A target Considerate Contractor Score of 40, or 4.5 stars, is aimed for across all developments and are typically achieved. This approach ensures a professional approach that is considerate to the local community and environment through assessing how MLDC and their collaborators (contractors etc.):

- Care about appearance
- Respect the community
- Protect the environment
- Secure everyone’s safety
- Value their workforce



Figure 6-5 MLDC Varied Offering – Outdoor, Vibrant spaces

7 ECONOMICALLY PROSPEROUS

“Build a strong, responsible and competitive economy”

VISIONS		
PROSPEROUS	• £15.3m Council Tax receipts from Phase 1	✓
	• GVA of £140.2 million through indirect and induced employment	✓
	• 165m Invested in Construction	✓
	• Total of 1000 homes and 24000ft2 Commercial Development	✓

Table 7-1 Economic Theme Summary



PROSPEROUS *Creating a hive of enterprise for business growth*

Driving Local Economy

The Poland Street Zone Masterplan includes MCC’s Affordable Housing, Eliza Yard , the Mobility Hub and Jersey Wharf. Developing high quality residences on brownfield sites in desirable, walkable locations has resulted in very successful uptake of residents in Phase 1, housing a total of 1,888 working age residents that offer a combined £26.5m of household spend p.a. This combined with the development of local communities with high quality amenities in their proximity, spurs investment into the local economy. Through constant evaluation of their offering, and ensuring high performing and leading quality, prospective developments MLDC are confident that future developments see the same successful uptake and contribution.

Supporting Local Council

Through investment into the growth of residences within the City Centre, as well as increasing prospective populous and benefitting from the inherent input to the local economy, Phase 1 has resulted in £15.3m in Council Tax receipts over the first 10 years. The continual provision of high-quality residences offering a fantastic place to live and work in subsequent phases will further drive this direct monetary injection to the local council.

Driving Employment

MLDC, through their Phase 1 developments have shown a commitment to maximising local employment and supporting those currently unemployed coordinating with Manchester City Council and the Department for Work and Pensions to provide opportunities for construction industry workers, hosting events to promote local businesses and subcontractors and supporting the unemployed by providing CSCS and basic health and safety training so they were able to take advantage at entry level.

Through continual consideration into developing a varied, valuable offering MLDC continue to bolster employment through; targeting local employment, expanding its management facilities and providing high quality places for businesses to grow, expand or start.

Indirect and Induced Employment

Through indirect and induced employment an estimated 2,347 FTEs job years have been supported over the period of Phase 1 when factoring the circa. 400 construction workers per annum over four years with multipliers provided by The National Housing Federation to determine GVA. The resultant GVA generated through indirect and induced employment equates to £140.2m.

Encouraging SMES

Building on user experience and understanding the value of providing tenants with a vibrant, exciting environment in which they can live, work and play, MLDC continue to develop their commercial tenants profile. Commercial spaces are successfully used at ground floor level to provide services to local residents and contribute to a strong day time and evening economy.

In Phase 1 a total of 23,676ft² has been offered as commercial floor space, with a mix of 8 commercial tenants, offering 113 full time jobs and over £1.6m in business rates over 10 years.

Jersey Wharf Economic Impact

Evidenced in Phase 1 reporting, a substantial economic benefit can be derived from local construction and provision of facilities. Temporary construction benefits resulting in an economic uplift are projected to provide £35.4m via indirect and induced benefits.

The provision of retail facilities on site are projected to provide over £713,000 in Tax and Business Rates and an annual Council Tax contribution from residents of £276,000.



Figure 7-1 Phase 1 Economic Impact

8 Jersey Wharf Headline Outcomes

The purpose of this section is to summarise the headline outcomes of the sustainability strategy as they pertain to the proposed Jersey Wharf development. Key performance metrics and sustainability achievements of the proposed development are outlined.

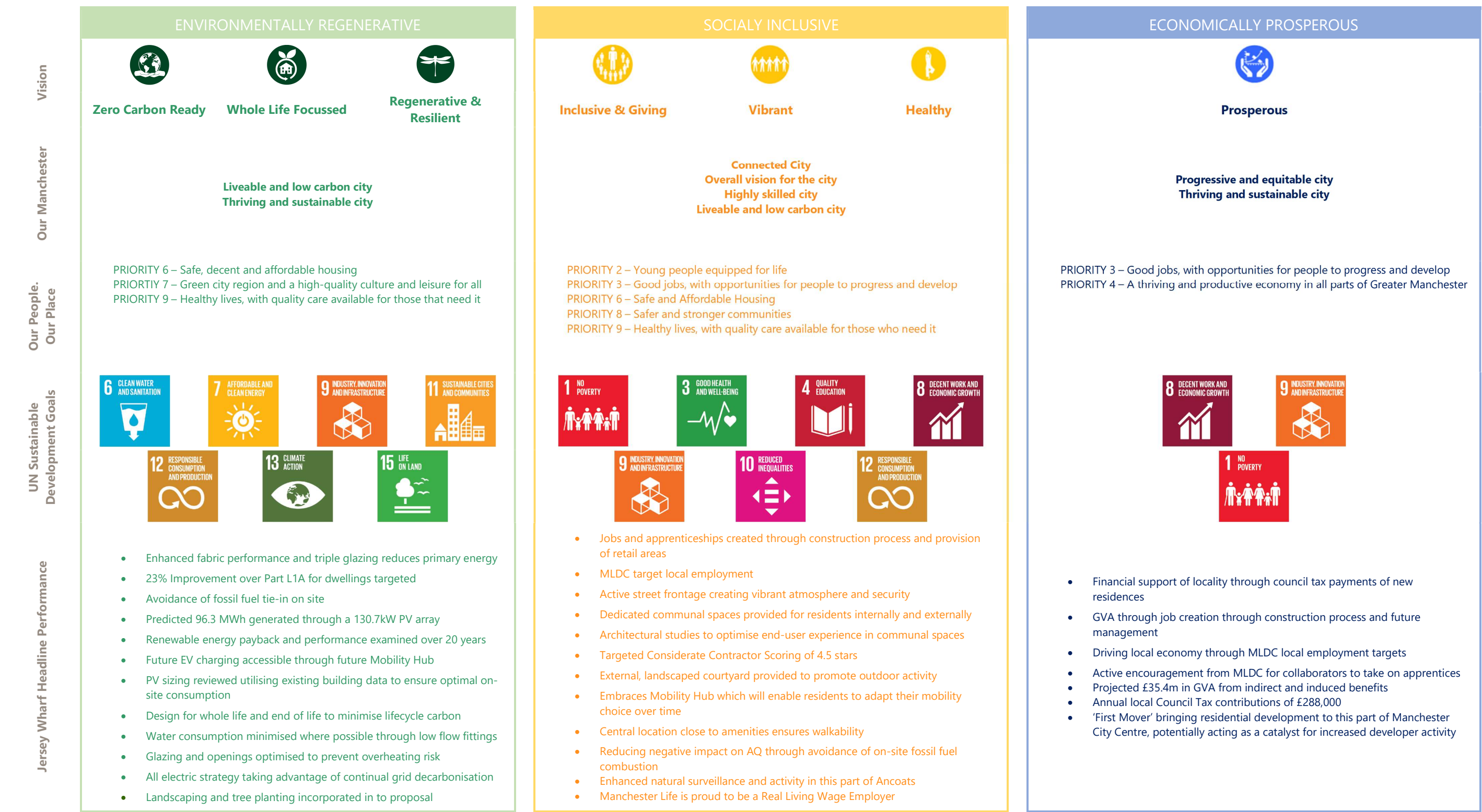


Figure 8-1 Headline Outcomes Summary

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