Islington Wharf

Environmental Standards Statement

Prepared on behalf of ISIS Waterside Regeneration & Manchester City Council

April 2008

DRIVERS JONAS

1. Introduction

1.1 This Environmental Standards Statement summarises the characteristics of the proposed development in relation to the criteria set out in the Environmental Standards section of Manchester City Council's *"Guide to Development in Manchester Supplementary Planning Document and Planning Guidance".* The Statement is supported by the following documents which clearly identify ISISs commitment to the principles of sustainable development in the delivery of the Islington Wharf scheme:

- ISIS Corporate Sustainability Policy;
- Project Sustainability Plan: Islington Wharf Phase 1;
- Project Sustainability Plan: Islington Wharf Phases 2 & 3; and
- Islington Wharf Phases 2 & 3: Project Sustainability Action Plan.

1.2 This Statement seeks to satisfy Manchester City Council's requirements in respect of sustainable development in relation to an application to renew two outline planning permissions for development at Islington Wharf, Ancoats.

1.3 The outline applications (074231/00/2004/N2 and 074230/00/2004/N2) relate to the development of a mixed use scheme. All detailed matters were reserved for approval except siting (layout) and means of access (access).

2. Environmental Standards

Energy Efficiency

2.1 The objective will be to optimise energy efficiency and minimise the contribution to climate change, whilst providing healthy living.

2.2 In relation to energy efficiency the strategy for the site will be to aim to minimise energy consumption in heating, cooling and lighting through the adoption of passive design principles in the definition of the building forms and the design of the building envelopes. Energy efficient installations and building services systems will be used to minimise energy demand.

Passive Design

2.3 An assessment of the environmental conditions in and around the site, including factors such as daily variations in temperatures, solar radiation and geometry, wind speed and direction and humidity, informed the preparation of the Masterplan.

2.4 The design of each Block (C-E) will be carefully considered at Reserved Matters stage and developed to achieve an optimum balance between thermal and visual comfort, control of solar gain, daylight and energy use for lighting and cooling, within the constraints of the site. In addition, solar control will be considered within the design in order to optimise glazing and shading to tackle undesirable summer solar radiation and beneficial winter solar radiation.

Energy Efficient Installations

2.5 Energy saving and energy efficient devices will be sought to minimise energy demand. It is also anticipated that energy efficient Building Management Systems (BMS) will be provided to control and monitor energy system performance and Energy Labelled White Goods in accordance with the EU Energy Labelling Scheme will be provided within each residential dwelling.

2.6 It is proposed that external space lighting and security lighting will entail energy efficient fittings (e.g. compact fluorescent lamps), which may include PIR and day light sensor or dawn to dusk sensors or timers. Energy efficient internal light fittings will also be considered at the detailed design stage.

Renewable Energy

2.7 The potential for renewables and low carbon technologies to be incorporated into the scheme have been evaluated. CHP was considered not to be viable for Phase I of the development but consideration will be given to the later phases of the development.

2.8 It is anticipated that a more detailed technical and financial feasibility study will be undertaken prior to development commencing, to formulate a final energy strategy for the site. This will include studies to confirm the investment cost and technical issues of connection with M&E services.

Environmental Design

2.9 ISIS is committed to undertaking appropriate certified BREEAM and EcoHomes assessments (the scheme has already been registered under EcoHomes). The commercial elements of the scheme will achieve a 'Very Good' rating. The residential elements of the proposal will achieve the equivalent EcoHomes rating (as required by condition attached to the original consents). It is anticipated that dwellings within the site will be required to address a range of sustainability design principles listed below:

- Energy: Operational energy and CO_2 emissions;
- Water: Consumption and efficiency issues;
- Materials: Environmental implications of materials selection and recyclable materials;
- Surface Water Run-off: Surface water attenuation and flood risk;
- Waste: Recycling capabilities, construction site waste management and composting;
- Pollution: Air quality implications;
- Health and Wellbeing: Internal and external issues relating to occupant health and comfort;
- Management: Management of construction impacts and the environmental performance of the home; and
- Ecology: Ecological value of the site, planting and landscaping.

Water Conservation

2.10 The proposed design will seek to promote water efficiency through reducing the overall consumption of clean water for non-potable uses. It is therefore anticipated that water saving devices (e.g. low flush toilets, spray taps and water-saving white goods) will be provided within both the residential and commercial elements of the scheme.

2.11 Further measures aimed at minimising water demand and managing run-off on the site will also be investigated.

Waste Management

2.12 A Refuse Management Strategy will be prepared for each Block and appropriate waste storage and collection facilities will be provided. During the operational phase of the development it is anticipated that waste will be generated from each of the proposed uses within the development. The reuse and recycling of household and commercial waste will be encouraged.

Construction Management

2.13 A strategy will be prepared and implemented to mitigate against construction site impacts and is anticipated to incorporate the following measures:

- Reuse/recycling of construction waste materials (in particular concrete, reinforced concrete, iron and steel, brickwork) where possible;
- Targets and objectives will be set relating to each phase of the construction process, to improve resource efficiency, reduce wastage and encourage re-use and recycling;
- Promotion and adoption of best practice in relation to waste minimisation, reuse, recycling etc;
- Provision of storage areas for segregation;
- Minimisation of packaging (through agreements with suppliers);
- Procurement of resources and materials in appropriate sizes and quantities.

3. Conclusions

3.1 This Environmental Standards Statement provides details of the Sustainability Strategy for the proposed Islington Wharf development. It should be read in conjunction with the material submitted in respect of the Renewal Application, in particular the Environmental Statement dated December 2004 and Supplementary Environmental Statement dated February 2005. The development proposals have been appraised against sustainability principles contained in Manchester City Council's *'Guide to Development'* SPD. From this exercise, it has been demonstrated that the development will accord with a range of sustainability principles, including:

- The proposals will provide a high quality mixed use development incorporating new residential apartments, retail, and hotel (Option II only) as well as a significant amount of public realm.
- The proposed development is for a brownfield site. The ecological value of the site will be enhanced through the provision of landscape features and improvements to the canal.
- The proposed development of Blocks C-E will complete an iconic, high quality mixed use development incorporating residential, commercial, hotel (Option II only) significant area of public realm resulting in the significant regeneration of the site.
- The proposed development is located in close proximity of public transport links and local amenities, facilities and services. In addition, pedestrian routes throughout the site will be developed and storage facilities for cycles will be provided with a view to reducing the need for use of the private car and to promote the adoption of more sustainable transport modes.
- Measures to optimise the energy efficiency of the proposed development and options to source a proportion of the energy demand through renewables and/or low carbon technologies will be considered throughout the detailed design process. The resulting strategy will aim to minimise energy consumption in heating, cooling and lighting through the adoption of passive design principles in the definition of the building forms and the design of the building envelope. Energy saving and energy efficient devices will be sought to further minimise energy demand.
- The Developer is committed to achieve 'Very Good' BREEAM ratings for the commercial aspects of the scheme and the equivalent EcoHomes rating for the residential element of the proposal.
- Noise and air quality impacts will be mitigated through the provision of appropriate design and construction management principles.
- Best practice will be applied by contractors with a view to preventing, minimising or controlling all impacts of construction and demolition.
- The proposals seek to re-establish the Ashton Canal as a significant natural feature within the site.
- Opportunities for minimising materials use and construction waste generation will be considered in consultation with relevant organisations and plans will be prepared to ensure that those opportunities are seized.
- Appropriate provision will be made for the segregation and storage of recyclable waste both during construction and operation of the proposed development.

- Overall the scheme is considered to contribute positively to the sustainability objectives set out in relevant policy documents. ISIS is committed to improving the sustainability profile of the proposed development in future stages of the design and construction processes.

DRIVERS JONAS

Attachment 1: ISIS Corporate Sustainability Policy

ISIS
waterside
regeneration

ISIS WATERSIDE REGENERATION
SUSTAINABILITY CHARTER

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FOREWORD

ISIS is a waterside regeneration specialist. It generates profits for investment to enhance canals and waterways for long term public benefit, improving the environment along the banks and towpaths and assisting in the delivery of regeneration in urban areas surrounding the waterways, with a strong commitment to community issues and sustainability.

The ISIS goal is to deliver well designed mixed-use developments which contribute to the improvement of the local waterways, local communities and local economies. This Sustainability Charter will act as a key tool in assisting ISIS in achieving this goal.

The overarching objective of the Charter is to unlock the unique potential of waterside regeneration sites, adding to the quality of life of their users, visitors and neighbours while ensuring that the natural systems, resources and diversity upon which they depend are enhanced both for their benefit and for that of future generations.

Every project is delivered against the Sustainability Objectives detailed here, assessing the social, economic and environmental benefits that the developments can bring. ISIS believes that the long term performance of its projects will be founded upon the issues of sustainability as outlined in the Charter.

Isis fully acknowledges the scientific dynamic supporting sustainability is complex. Isis is committed to staying at the forefront of sustainability and will address the inherent conflicts as part of the process.
ISIS aims to be a leader in sustainable regeneration and will work with its project stakeholders to deliver optimal sustainable waterside communities.

I ask for your assistance in the implementation and continuous improvement of this Charter.

Mark Ryder,
Chief Executive, ISIS Waterside Regeneration

ISIS positively encourages continuous improvement in all of its activities. Any questions that may arise about the implementation of this Charter or any contributions towards its effectiveness should be addressed to the ISIS' Regeneration Director, Mike Finkill at mike.finkill@isis.gb.com.







SUSTAINABILITY POLICIES
THEME 1: REGENERATION

ISIS will promote schemes that contribute to the long-term regeneration of waterside sites and their adjoining waterways, which shall predominantly be in urban areas. The schemes will strengthen and integrate, wherever possible, communities and neighbourhoods and enhance the urban offer

SUSTAINABILITY POLICIES

1.1 Location and Connectivity

Parts of towns and cities have experienced significant socio-economic problems.
Real or perceived isolation from the rest of a town or city can also hinder regeneration.

Checklist

- Areas formal regeneration status
- Accessibility, proximity and permeability
- Strategic waterway context
- Access to towing paths and crossing points

Policy Objectives:

ISIS will deliver schemes in priority areas for urban regeneration (see assessment criteria below). Projects will also need to demonstrate good connections to the rest of the urban fabric through demonstrating:

- Appropriate design and planning to respect the character of the waterway
- A high degree of accessibility (see 2.2 Car Dependency)
- Proximity to local centres with a range of amenities (see 1.4 Liveability)
- Permeable street network (see 3.1 Street network)
- Provisions for safeguarding the navigational infrastructure (boatyards wharfs etc)

Assessment Criteria:

Priority areas for urban regeneration will be defined in terms of a number of formal criteria, e.g.:

- Objective 1 and 2 EU structural funding
- Assisted Area status
- Neighbourhood Renewal Fund
- New Deal for Communities
- Regional Development Agency regeneration priority area
- Identified sites in local development frameworks or similar

Relationships with the surrounding urban area will be considered including physical proximity to, and connectivity with local centres, as well as features and attractions related to the unique waterway setting. The waterway will play a key strategic role in any Isis regeneration proposals.

SUSTAINABILITY POLICIES
THEME 1: REGENERATION

1.2 Contextual Analysis

Key to the success of regeneration is how a scheme responds to the local context. This will inform a schemes relationship to the urban fabric and its contribution to the life of the community.

Checklist

- Analysis of local context
- Analysis of local waterway environment
- Preparation of comprehensive masterplan as part of scheme development
- Built form and figure ground of area.
- Analysis of waterway use and users.

Policy Objectives:

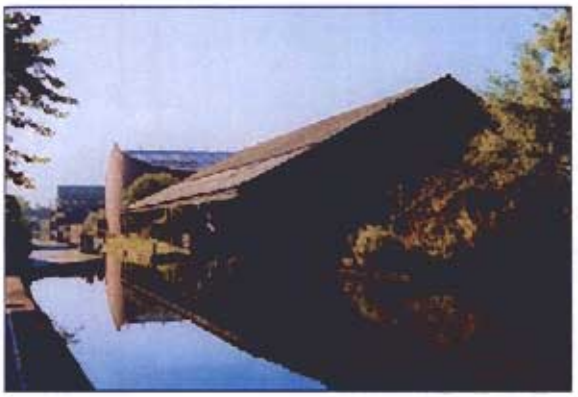
ISIS will carry out a thorough process of contextual analysis to gather local knowledge.
This will be used to inform the engagement process (See Policy 1.3) and development of the scheme concept.

Assessment Criteria:

The assessment will be based on the quality of the analysis of the local context.
This is likely to include a range of physical, social and economic aspects:

- Historical development of the area
- Contemporary urban design relationships
- Waterway linkages and routes
- Existing amenities and services
- Key stakeholders and consultees
- Local and regional economy
- Social capital and profile

The extent to which this analysis is then used to inform the development process and emerging scheme concept will be considered.





SUSTAINABILITY POLICIES
THEME 1: REGENERATION

1.3 Stakeholder Engagement

A key element of successful regeneration is a meaningful and ongoing process of stakeholder engagement which, depending on the context, will balance partnership working and consultation.

Checklist

- Partner and stakeholder identification
- Consultation process
- Recording analysing and documenting
- Communication strategy
- Community and stakeholder feedback including waterway users and interest groups

Policy Objectives:

ISIS will manage, resource and document a meaningful and ongoing process of engagement with the local community and stakeholders. This process will combine consultation and partnership working with stakeholders in order to fulfil the regeneration, environmental sustainability and urban design policy objectives.





Assessment Criteria:

This will be based on community and stakeholder involvement in the engagement process and the quality of the partnership working and consultation. Satisfaction of the community and stakeholders with the process will be considered. Definitions of partnership and consultation to be used are as follows:

- Consultation – presentation and discussion of proposals in order to identify and prioritise short, medium and long-term concerns and aspirations. This will take place at stages when they can usefully be addressed and taken on board.
- Partnership - involvement of stakeholders in decision-making processes to varying degrees during initiation, planning, implementation and maintenance. This could form the basis for joint delivery of housing, workspace, amenities and services.

ISIS will prioritise schemes where communities and stakeholders have generated the development brief and are partners in planning and delivering a scheme.

SUSTAINABILITY POLICIES
THEME 1: REGENERATION

1.4 Neighbourhoods and Liveability

The maturing urban renaissance in our towns and cities depends on the creation of neighbourhoods in which people of all ages want to live. Consideration of a range of factors required to make them attractive is required, including the contribution that the waterway can make to local quality of life.

Checklist

- Amenities and services
- Housing choice and access
- Local environmental quality
- Safety and security
- Neighbourhood management structures
- Integration of waterways in neighbourhood regeneration.
- Linkages and access to green space
- Access to towing paths and crossing points

Policy Objectives:

ISIS will create attractive and liveable urban neighbourhoods. Regional Managing Directors will make a practical assessment of how their scheme can contribute to the liveability of the area, and where relevant, establish neighbourhood management structures responsive to the changing needs of the area.

Assessment Criteria:

Schemes will be assessed on the basis of:

- Processes for identifying and assessing the level of intervention required to create a liveable neighbourhood.
- The level of commitment and the quality of partnerships to develop and/or support improvements in four key areas (see below).
- Establishment of appropriate management structures to co-ordinate action and secure the long-term liveability of the neighbourhood.

This will require consideration of four key factors:

1. Amenities and Services - shortfalls in the range of basic provision within walkable distance (up to 800m) and anticipation of changes in demand over time.
2. Housing choice - responding to local housing needs and aspirations as identified by the Local Authority, market research and the stakeholder engagement process.
3. Local environmental quality – initiatives that may be required to improve and maintain the quality of the public realm and reinforce civic pride
4. Safety and security – initiatives to tackle persistent crime as well as antisocial behaviour.

Based on the shortfall in these key areas and level of co-ordination required to create a liveable neighbourhood we will assess:

- contributions to local provision and/or support to upgrade existing provision.
- proposals for appropriate management structures.

Neighbourhood management has been defined as the 'the local organisation and delivery of core urban services within a small, recognisable area'.

SUSTAINABILITY POLICIES
THEME 1: REGENERATION

1.5 Community and Stewardship

A key factor in the decline of our towns and cities has been the erosion and polarisation of the social fabric of communities. Reversing this process will require careful integration of new schemes and measures to foster community cohesion

Checklist

- Social integration and diversity
- Community development
- Long-term stewardship
- Community-led decision-making
- Access to towing paths and crossing points

Policy Objectives:

ISIS will create neighbourhoods that help rebuild the social fabric of our towns and cities. Schemes will need to demonstrate a good level of integration and cohesion with the local neighbourhood, fostering opportunities for social interaction, community development and stewardship. The waterway context may provide a good focus for community involvement initiatives, e.g., educational programmes, local wildlife and heritage projects, etc







Assessment Criteria:

Schemes will be assessed on the basis of:

- Processes to identify and explore ways to foster a good level of integration and cohesion with the wider neighbourhood.
- The level of commitment and the quality of partnerships to develop and/or support measures to foster integration and cohesion.

This will require consideration of three key factors:

1. Social Interaction – design of the scheme in such a way as to avoid segregated communities and 'privatised' areas of public realm. Provision of amenities that foster social interaction between different tenures, and between residents and non-residents. The residential population should reflect the cultural diversity of the local area.
2. Community development – Formal and informal measures designed to bring together different elements of the community and celebrate diversity. Opportunities for self-expression through a range of cultural activities and events. Opportunities to establish trust and encourage co-operation by creating the conditions for a diversity of social and economic networks to develop.
3. Stewardship – Establishment of appropriate democratic structures to encourage community or stakeholder-led decision making. Issues addressed could include 'ownership' of the public realm and neighbourhood management issues (see Policy 1.4).

Aspirations and concerns arising from the engagement process will also need to be addressed.

SUSTAINABILITY POLICIES
THEME 1: REGENERATION

1.6 Economic Diversity and Independence

A diversity of independent economic activities should form a key element of vibrant and distinctive neighbourhoods, as well as efforts to improve the local economy. This means support for a range of different forms of enterprise and the nurturing of a culture of entrepreneurship and creativity.

Checklist

- Characterising demand
- Adaptability, affordability and mix of units
- Lettings policy and pre-lets
- Engagement with stakeholders
- Entrepreneurship and creativity
- Access to employment
- Procurement of goods and services
- Waterway related businesses
- Use of the waterspace
- Access to towing paths and crossing points



Policy Objectives:

ISIS will provide space for a diversity of independent economic activities, supporting a range of different enterprises and nurturing a culture of entrepreneurship, creativity and co-operation for mutual benefit. ISIS will also expect schemes to contribute to economic development through facilitating access to employment and training, and by creating demand for goods and services. The waterway context should be used to good effect to both provide an attractive environment for diverse business and encourage new waterway related businesses.

Assessment Criteria:

Schemes will be assessed on the basis of:

- Process of characterising demand for office, workspace and retail units,
- The adaptability, affordability and mix of office, workspace and retail units,
- Resulting lettings policy and pre-lets negotiations,
- Response to aspirations and concerns arising from the engagement process,
- Proposals designed to nurture a culture of entrepreneurship, creativity and co-operation,
- Provision for use of the waterspace

Regional Managing Directors are encouraged to foster a culture of co-operation between enterprises in order to improve competitiveness and market differentiation. Entrepreneurship includes support for creative industries and social enterprises. The range of the economic activities likely to be supported by the lettings policy and pre-lets will be considered, taking into account the balance between:

- Inward investment – enterprise's operating at a national or international scale,
- Regional – enterprise's operating at a regional or city-regional scale,
- Local – enterprise's operating within the local area or district,
- Start-up – establishment and incubation of new start-ups.

The likely impact on economic diversity and the interrelationship between these activities will be considered. Teams will ensure that:

- Support has been given to creative industries and social enterprises,
- Access to employment for the local workforce has been addressed,
- Demand has been created for local and regional goods and services.

SUSTAINABILITY POLICIES
THEME 2: ENVIRONMENTAL SUSTAINABILITY

ISIS believes it has a responsibility to ensure that the natural systems and resources that constitute each place in its charge are maintained and ideally enhanced, both for the benefit of current users, visitors and neighbours and for that of future generations.

SUSTAINABILITY POLICIES

2.1 Energy Strategy

One of the major environmental threats we face is global warming caused by the emission of greenhouse gases. Carbon Dioxide released by the burning of fossil fuels for heat and power makes a significant contribution to these emissions.

Checklist

- Scheme energy strategy
- Microclimate characteristics
- Efficient design and specification
- Efficient and/or renewable energy supply
- Management of energy demand
- Future proofing and risk
- Use of canal water for heating and cooling
- Access to towing paths and crossing points

Policy Objectives:

ISIS will develop an energy strategy addressing both the supply and demand for energy, as well as raising occupier's awareness of their energy consumption patterns. The strategy will also need to consider future proofing and risks. Benchmarks for predicted energy consumption for specific elements of schemes will be set as a target and reviewed regularly, the aim being to achieve a 60% reduction in CO2 emissions on 1997 levels.



Assessment Criteria:

The energy strategy will be assessed on the basis of how coherently it addresses four key issues:

- Internal and external microclimate;
- Energy efficient design and specification;
- Choice of supply systems and/or suppliers;
- Energy management systems and feedback mechanisms.

The predicted energy consumption for each element of the scheme will need to be expressed in KWh/m2/yr and assessed against the current target benchmarking. The energy strategy will also need to consider:

- Future proofing of energy options for the scheme;
- Risks if element(s) of energy strategy do not proceed.

SUSTAINABILITY POLICIES
THEME 2: ENVIRONMENTAL SUSTAINABILITY

2.2 Car Dependency

Although air transport is the fastest growing source of greenhouse gas emissions, car-use. Is the main transport contributor by volume. Tackling our culture of car dependency will be fundamental to reducing these emissions and promoting a cleaner environment for all.

Checklist

- Scheme transport strategy
- Parking standards and car ownership
- Public transport accessibility
- Cycling and walking
- Flexible work patterns
- Vehicle technology and fuels
- Transport by water
- Future proofing and risk
- Access to towing paths and crossing points





Policy Objectives:

ISIS will develop a transport strategy which aims to reduce the car dependency of residents, the workforce and visitors to a scheme. The strategy will also need to consider the emissions associated with the mix of transport modes. Opportunities should be developed for increased public transport links using waterways, including water taxis, leisure cruises, and suitable interchanges. Construction traffic and waste/recycling opportunities by water will be considered. Also planning and design to encourage pedestrian and cycling access to and from sites by appropriate connections and supporting facilities along the canal and street networks. Appropriate benchmarks are being developed with the aim of delivering a 60% reduction in CO2 emissions related to car use compared to 1997 levels.

Assessment Criteria:

The transport strategy will be assessed on the basis of how coherently it addresses seven key areas:

- Cycling and walking
- Towpath integration
- Public transport accessibility and quality
- Parking standards and car ownership
- Flexible work patterns
- Vehicle technology and fuels
- Future proofing and risks

The main aim of the strategy will be to make alternatives to the car practical, safe and convenient. This will also need to be reflected in the urban design of the scheme – specifically the allocation of road space and design of the public realm.

The transport strategy will also need to consider:

- Preparation of a sustainable travel plan for the site/area.
- Future proofing of transport options for the scheme;
- Risks to delivery of CO2 reductions if element(s) of transport strategy do not proceed.

SUSTAINABILITY POLICIES
THEME 2: ENVIRONMENTAL SUSTAINABILITY

2.3 Waste Minimisation

The manufacturing of products from virgin materials depletes natural resources and increases CO2 emissions. Tackling these impacts will mean looking at reduction, re-use and recycling.

Checklist

- Waste minimisation strategy
- Multi-material recycling services
- Household recycling systems
- Scheme design to facilitate recycling
- Promoting waste minimization
- Access to towing paths and crossing points

Policy Objectives:

ISIS will put in place a waste minimisation strategy– reducing waste at source and increasing the re-use and recycling of materials – and raise occupiers awareness of their waste arisings. Infrastructure will be provided to permit a household waste recycling rate of at least a 30% to be achieved as well as commercial recycling rates that go beyond regulatory requirements





Assessment Criteria:

The waste minimisation strategy will be assessed on the basis of how coherently it addresses the following key areas:

- Service providers – processes for the contracting of recycling services with available providers;
- Social marketing – measures designed to raise awareness, influence behaviour and practices, and increase participation rates;
- Source segregation - design of systems for residents and occupiers to segregate and store waste materials.
- Collection – design of bulk storage and associated access arrangements for collection services;
- Community champions – the ongoing relationship of service providers with scheme caretakers and occupiers;

The predicted waste arisings and waste composition for a scheme will need to be estimated. The household recycling rate will be assessed based on the materials proposed for collection and the proposals for service provision. Large commercial and retail occupiers will put in place recycling strategies that go beyond regulatory requirements.

Construction waste is covered by Policy 2.5.

ISIS waterside regeneration

SUSTAINABILITY POLICIES
THEME 2: ENVIRONMENTAL SUSTAINABILITY

2.4 Food Supply

Modern patterns of food production and distribution are resource-intensive and generate significant associated CO2 emissions. Intensive farming can degrade soil fertility and can result in habitat loss. Unfortunately globalisation and "fair trade" aspirations work against local production and organic methods so a balance must be struck.

Checklist

- Market assessment and lettings policy
- Organic and fair trade products
- Associated food miles
- Links with farmers and producers
- Affordable fresh produce

Policy Objectives:

Where schemes contain food retailing, Regional Managing Directors should assess opportunities that reduce food miles, increase the market share for organic produce and encourage fair trade. Projects should also aim to raise occupier's awareness of how their food is produced. Regional Managing Directors should target retailers who have suitable policies appropriate to these aspirations.

Assessment Criteria:

The schemes market assessment and lettings policy for food retailing will be assessed on the basis of how it addresses the following key issues:

- Food miles – transport distances associated with the processing and distribution of products;
- Organic production – certified adoption of ecological methods of production and stewardship;
- Fair trade – ensuring that there is a fair social and economic basis for trade with producers.







This will require consideration of the policies and practices of food retailers and in particular where:

- Measures are taken to identify and support pro-active retailers;
- Links are established with farmers and producers;
- Measures are taken to raise consumer awareness;
- Affordable fresh produce is made available.

Farmers markets will need to certified with the National Association of Farmers Markets.

The food retail policy will be cross referenced with the Project's response to Policy 1.3 'Economic Diversity and Independence'.

SUSTAINABILITY POLICIES
THEME 2: ENVIRONMENTAL SUSTAINABILITY

2.5 Construction Materials

The construction and fit-out of a scheme generates a range of environmental impacts. The most significant relate to the extraction of resources and the manufacturing of building products.

Checklist

- Assessment process of environmental impacts.
- Product specifications and certifications
- Lifecycle utility
- Regional sourcing of materials
- Creative re-use

Policy Objectives:

ISIS will minimise the environmental impact and maximise the lifecycle utility of construction materials. This will need to form an intrinsic part of the design and procurement process, with the main focus on the embodied energy and natural resource use associated with materials specifications, manufacturing processes and construction systems.

Assessment Criteria:

The environmental performance of major elements of each building's structure, fabric and cladding will be assessed. Specifications will need to respond the following requirements:

- Materials – minimising embodied energy by using natural, recycled or re-used materials;
- Manufacturing – low energy and low toxicity production processes;
- Waste – reduction in waste arising from the supply chain and on-site construction;

Product certifications will be required to demonstrate that:

- Products have a high recycled and re-used content.
- Natural materials are from sustainable sources.

Isis will consider lifecycle utility, with a focus on:

- Lifespan – specification for durability and adaptability;
- Dismantling – design and specification for recycling and/or re-use.

Trade-offs between energy used in transport and market development for low impact products may need to be considered. The impact of toxic materials will need to be considered as part of the internal microclimate assessment Policy 2.1. The scope for creative re-use of buildings and materials will be fully assessed at the start of the design process.







SUSTAINABILITY POLICIES
THEME 3: WATERSIDE URBAN DESIGN

ISIS will develop schemes that optimise the value added by the waterspace itself and by the integration of land and water, promote reinvestment in waterway networks, are appropriate in character, vital and vibrant, mixed-use and built to the highest design quality.

SUSTAINABILITY POLICIES

3.1 Permeable Street Network

Successful urban neighbourhoods are based on a hierarchy of streets that are places as well as public routes. This generates activity, creating areas that are more pleasant, safer and which can support commercial activity. Permeability designed to encourage access to watersides and waterspaces will enhance a scheme.

Checklist

- Permeability and connectivity
- Recognisable hierarchy of streets
- Public pedestrian routes
- Urban grain and nodes of activity
- New and extended waterspaces
- New and extended waterway links, building network of navigations.

Policy Objectives:

ISIS will deliver schemes to be based on a recognisable hierarchy of streets that are well connected to the surrounding area and which will be safe and well used. Streets should be designed to create an attractive thoroughfare which maximises the potential for social contact. Isis schemes should include high quality masterplanning and massing, distinctive design work and careful integration of public spaces. All Isis schemes will be designed to maximise the potential of their waterside setting. In addition urban blocks created by the street network should be no more than around 80 metres wide. ISIS will not support gated business or retail parks, residential cul-de-sacs and retail malls.

Assessment Criteria:

The assessment will be based on the quality of the urban design analysis. Material used for the assessment will include:

- Plans and figure grounds;
- Contemporary and historical context studies;

The assessment will consider a number of key issues:

- Permeability and connectivity with urban fabric
- Integration and creation of towpaths into urban fabric
- Creation of a recognisable hierarchy of streets
- How the streets function as a network
- Urban grain and relationship to nodes of activity
- Public pedestrian routes and thoroughfares
- New waterway footbridges and crossings



3.2 Public Realm

The public realm will play a critical role in creating a sense of place. It is crucial to the success and safety of any newly regenerated area that streets, public spaces canals and waterspaces are active vibrant and water successful urban waterside neighbourhoods.

Checklist

- Building configuration and enclosure
- External microclimate
- Creation of public spaces, using water as a key ingredient in the creation and extension of public spaces
- Movement priorities and access
- Supporting associated waterway uses
- Design, distinctiveness and legibility Management proposals (including integration of responsibilities for management of towpath/waterspace)

Policy Objectives:

ISIS will ensure that the public realm is well designed and maintained in order to cater for the area's needs.
New buildings should create streets and public spaces with an appropriate scale and proportion. They should also provide visual enclosure and contribute to activity on the street. Movement plans will need to establish appropriate priorities and access. Isis will fully integrate watersides and waterspace into the design and operation of its public realm.

Assessment Criteria:

The assessment will be based on the spatial masterplan and public realm strategy. The assessment of the spatial masterplan will focus on how the configuration of the buildings creates and encloses the public realm. Building configurations within a masterplan will generally:

- Follow a common building line;
- Create a 'street wall' to provide urban enclosure in character with the streets in the area;
- Have active ground floors where appropriate;
- Provide 'eyes onto the street' through their windows;
- Take their main pedestrian access from the street.
- Enable the integration of new and existing waterspaces into the public realm
- Design out opportunities for crime and contribute to public safety.

The scale of buildings should relate to the context and the importance of the street of space that is being enclosed. Streetscapes should generally be higher than the width of the street (greater than 1:1) and variation in scales are encouraged. The resolution of conflicting requirements for access will need to be considered. The microclimate created by the massing of buildings should also be considered (see 2.1 Energy Strategy and 3.1 Permeable Street Network).

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3.2 Public Realm cont.

The assessment of the public realm strategy will focus on the following themes:

- Legibility – signage and information strategies to enhance legibility;
- Public spaces – the creation of places for relaxation and children's play;
- Design – the design and specification of materials, seating, structures and lighting
- Distinctiveness – the role of public art and expression and the creation of focal points;
- Movement – prioritising cycling and walking over motorised forms of transport.
- Water – the design and integration of waterspaces and watersides to create distinctive new public realm
- The range and quality of proposals contained in a waterspace strategy

Long term management plans will be an important consideration, including strategies to animate the public realm, and particularly the waterside elements of an Isis scheme. These will be prepared, costed and resourced at an early stage to ensure the use and sustainability of the spaces in and around an Isis scheme. Residential streets should generally be designated as home zones and this should be reflected in the design of the public realm.



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3.3 Density and Mix of Uses

Successful urban neighbourhoods have sufficient density and mixing of uses to animate streets, support commercial activity and improve safety throughout the day. Building designs should also provide for flexibility and adaptation over time.

Checklist

- Gross densities and plot ratios
- Urban location and street hierarchy
- Horizontal and vertical mix of uses
- Uses on water – commercial, residential, sport and transports

Policy Objectives:

ISIS will deliver schemes that have sufficient residential densities to support commercial activity, animate public areas and enhance the safety of streets. Schemes should incorporate a mix of residential, commercial, retail, public and leisure uses.

Assessment Criteria:

The assessment will be based on densities as well as the massing and configuration of uses. Gross residential and commercial densities and associated plot ratios form the basis for the assessment:

- Residential densities – minimum of 60 units gross per hectare even in mixed-use schemes;
- Commercial densities - minimum of 7,600 m2 gross per hectare;
- Plot ratios - should exceed of 2.0 for residential and commercial uses.

In urban areas where flats predominate, densities considerably higher than the aspirational target will be delivered. These densities will generally be additional to ground floor retail use and will be pro-rated where offices and housing are mixed. Tall buildings should be placed to mark vistas, create landmarks and turn corners (see Policy 3.4). Towers should conform to CABE / English Heritage guidance and local policies on tall buildings, and should be designed and located with due regard to waterside character and heritage.

Assessment of the mix of uses will take into account the urban street hierarchy and the nature of the proposed scheme. The mix will need to take place horizontally within blocks as well as in streets and neighbourhoods. The mix of uses will be greatest on high streets and around local centres. As a guide to achieving balance and diversity of uses, no one use should generally occupy more than 75% of a scheme.





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3.4 Quality, Diversity and Distinctiveness

Creating somewhere really special requires distinctive and high quality urban design, architecture and public spaces. Use of a range of designers can also introduce diversity and variation into the urban fabric.

Checklist

- Design competitions
- Waterspace strategy and Masterplanning
- 3rd party Design Review
- Quality of Architecture and public realm
- Architectural diversity
- Heritage and building re-use, with specific
- Reference to character and distinctiveness of the waterway.

Policy Objectives:

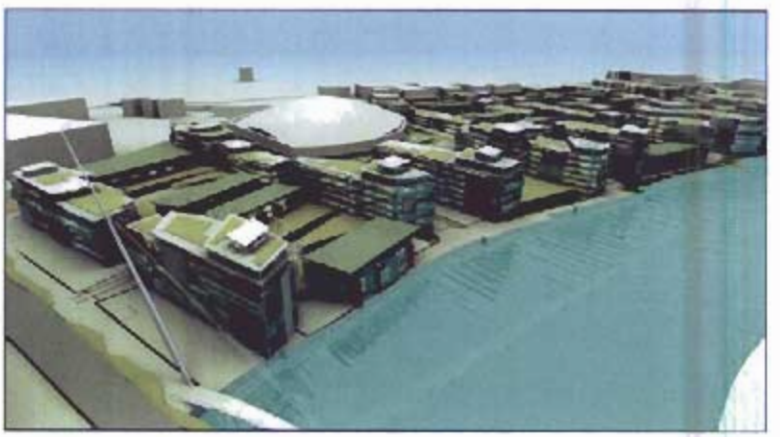
ISIS will deliver schemes that have sufficient residential densities to support commercial activity, animate public areas and enhance the safety of streets. Schemes should incorporate a mix of residential, commercial, retail, public and leisure uses, using their waterways, watersides and waterspaces to create distinctive character and with the potential for high quality attractive events.

Assessment Criteria:

The assessment will be based on the process of achieving design quality, diversity and distinctiveness. Design innovation is encouraged in master planning, architectural, waterspace and public realm design. Where possible different architectural teams should be used to introduce diversity into each distinct element of a scheme. Design competitions can also be used to encourage creative design solutions. Scheme masterplans should be considered for submission for a CABE or other 3rd-party Design Review and to respond to issues that may be raised by the review.

Conflicts may need to be resolved between heritage and contemporary design. The incorporation of heritage themes through the careful re-use of buildings can contribute to the identity of a scheme. Assessment of the outcomes will consider issues arising from the engagement process (see Policy 1.3 Stakeholder Engagement), adherence to the overall character of waterway infrastructure and corridor and how the resulting scheme responds to the urban waterside design policies.





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3.5 Urban Ecology

Protecting an areas distinct ecology and creating opportunities for it to colonise the urban fabric can improve the quality of the environment. It can also reconnect people with nature, encouraging a greater respect and value for biodiversity.

Checklist

- Design Competitions
- Heritage and distinctiveness
- 'Green structure' and habitat mosaics
- Management and stewardship
- Connecting with nature

Policy Objectives:

ISIS will deliver schemes that protect the distinctive ecology of an area and create opportunities for it to colonise both the urban fabric and the waterway environment. The waterside setting of Isis projects provides a unique opportunity to proactively improve urban ecology and biodiversity. Schemes should challenge the notion that nature should be excluded from the built environment, incorporating new and existing biodiversity reserves, creating a 'green structure' of naturalised public spaces and a mosaic of habitats in communal spaces.

Assessment Criteria:

The assessment will be based on the quality of contextual analysis and the resulting urban and ecological design response. It will focus on the ecological context and the degree to which it explores the following themes:

- Bio-geography - characterising locally distinct flora and fauna
- Landscape character - geology, hydrology, microclimate and man-made influences
- Biodiversity and natural heritage - designated habitat and species protection and listings
- Habitat networks - potential for linkages with fragmented habitats

The contextual analysis will need to incorporate a strong reference to the local Biodiversity Action Plan (BAP), and any ecological information available from BW , local Wildlife Trusts, etc. The assessment of the urban design response will focus on the 'green structure' of new or naturalised greenways, waterways and waterspaces, and public green spaces, considering the degree to which they:

- Protect biodiversity heritage
- Incorporate locally distinct habitats
- Create naturalised habitats based on native ecology
- Balance the needs of ecology and amenity
- Minimise habitat fragmentation
- Create new links to and between areas of waterside interest.





The potential to create habitat mosaics associated with streets, communal areas and building surfaces will also need to be considered. Consideration will also need to be given to how the protection of biodiversity reserves and the management of naturalised green spaces will be planned and resourced in the short, medium and long-term. Extra value will be given for consideration of how the social and educational value of urban ecology can be realised.