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MIX MANCHESTER

MIX Manchester - Phase 1

250364

Sustainability Report

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Executive Summary

Couch Perry Wilkes (CPW) have produced a Sustainability Report for the MIX Manchester Phase 1 development. This report demonstrates how the Proposed Development aligns with Manchester planning policies and considers industry-standard sustainability benchmarks. It provides detailed reporting on embodied carbon, energy performance, material specification, and waste management, as well as BREEAM assessment. The findings show that the proposed development has implemented a robust and comprehensive sustainability strategy and aligns with the relevant national, regional and local planning policies and guidance.

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1.0 Introduction

This Sustainability Report has been prepared to support the planning application for Phase 1 of the proposed MIX Manchester development in Greater Manchester. The Phase 1 scheme is following a hybrid planning application seeking full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping and outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping.

This report focuses on the full planning permission elements of Phase 1 and outlines the sustainability principles embedded within the design and demonstrates how the development responds to relevant environmental objectives and planning policy.



Figure 1 MIX Manchester Phase 1 Site Plan

1.1 Sustainability Strategy

The key sustainability targets and standards identified for the project are as follows:

- 1) BREEAM Excellent
- 2) EPC A
- 3) Embodied Carbon tracking
- 4) Reducing waste through circular economy principles
- 5) <15 kWh/m² GIA/yr space heating demand
- 6) Fossil fuel free
- 7) 5% reduction in energy demand through passive design

2.0 Description and History of the Proposed Development

2.1 Development History

The application site comprises previously developed (brownfield) land and has been subject to a number of previous planning permissions. Most notably, outline planning permission was granted in 2012 for the MIX Manchester Masterplan, which established the overarching development framework for the wider area. The masterplan was primarily office-led, with provision for several hotels, a limited amount of light industrial floor space, and supporting amenities. Full planning consent has also been secured for specific elements of the site, including the Plot E1 multi-storey car park (MSCP) and the E2/E3 office buildings, further demonstrating the site's established development trajectory and commitment to coordinated, phased delivery.

2.2 Development Location

The site is bounded by Wythenshawe to the north and Manchester Airport to the south, and is intersected by Enterprise Way, which divides the site into three distinct zones.

Wythenshawe, located to the north, is predominantly a post-war residential area which has historically experienced higher levels of deprivation and unemployment. As such, it is important that the proposed MIX Manchester Masterplan delivers positive benefits for the local community, particularly through improved access to employment opportunities and amenities. It is also essential that development at MIX Manchester avoids adverse impacts on neighbouring residents, including noise, air and water pollution, overshadowing, traffic and parking pressures.

Manchester Airport lies to the south of the site and is the UK's third largest airport by passenger numbers. The airport is currently undergoing a £1+ billion transformation programme and is expected to serve more than 40 million passengers annually by 2030. Its proximity introduces several development constraints which have been considered in the evolution of the masterplan, including restrictions on building heights and airport safeguarding requirements relating to glare, fume exhaust and bird hazard mitigation.

2.3 Proposed Development

The Phase 1 scheme is following a hybrid planning application seeking full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping and outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping.

Table 1 Area Schedule

Building	Units	Area (M ²)
A1	A1.1	675
	A1.2	645
	A1.3	520
	A1.4	520
	A1.5	475
A2	A2.1	615
	A2.2	590
	A2.3	775
	A2.4	805
A5	A5.1	475
	A5.2	475
A7	-	180
MSCP	-	41,253

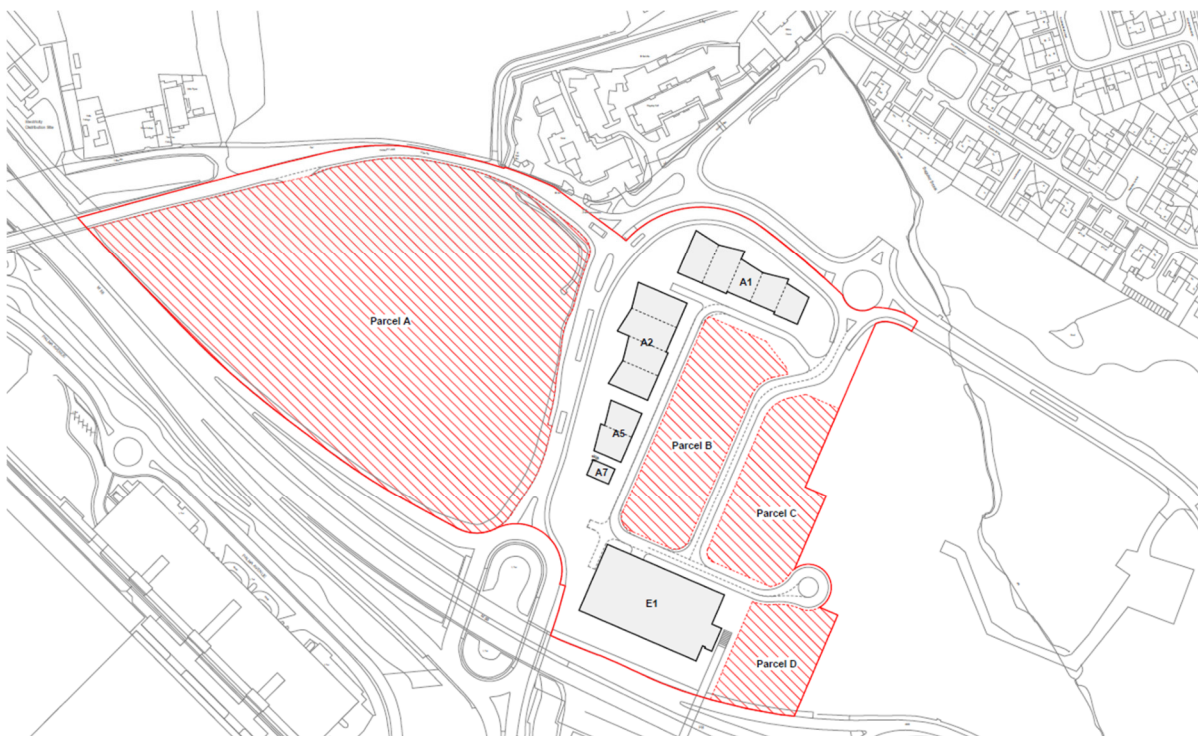


Figure 2 Masterplan showing element of the scheme being applied for in detail in grey

The proposed Mid-Tech development comprises a series of highly flexible units designed to accommodate laboratories, offices, clean rooms, light engineering and production uses. The spaces can be readily adapted to support a range of scientific and pharmaceutical activities, from research and development through to small-scale GMP production. Buildings are predominantly single-storey with double-height internal volumes and clear heights of up to 10 metres, enabling the installation of mezzanine floors or large-scale specialist equipment, subject to occupier requirements. Unit sizes vary and can be combined or subdivided, allowing tenants to expand, contract or reconfigure their accommodation over time, making the development particularly well suited to incubator and scale-up businesses.

The units are arranged around shared servicing and amenity areas within a high-quality landscaped setting, promoting a cohesive campus environment. Architecturally, the buildings adopt a contemporary design approach, incorporating enhanced materiality and generous areas of glazing to create an attractive and light-filled working environment. This design quality ensures the development meets the expectations of advanced technology and life sciences occupiers, while avoiding the utilitarian appearance often associated with traditional industrial buildings.

The proposed Multi-Storey Car Park (MSCP) comprises a 43,950 sqm (GIA) sui generis development arranged over 18 split levels, providing a total of 1,490 parking spaces to serve the wider site. Of these, 75 spaces (5%) are designated as accessible bays and 74 spaces (5%) will be equipped with EV charging points, with a further 15% of spaces future-proofed for electric vehicle infrastructure. The MSCP also incorporates a 475 sqm ancillary ground floor commercial unit intended for retail, food and beverage, or other amenity uses.

3.0 Policy

3.1 Policy and Regulations

Manchester City Council Core Strategy 2012-2027

Manchester City Council's Core Strategy is the principal strategic planning document within the Manchester Local Plan, setting out the long-term vision and framework for development up to 2027. It guides decisions on land use, housing, economic growth, transport and environmental quality to shape sustainable growth and regeneration in the city.

Key environment and sustainability-related policies include:

- **Climate and carbon reduction:** Policies to support reducing CO₂ emissions, enable low and zero carbon development and contribute to climate change mitigation (e.g., EN4, EN6; parts now updated under PfE).
- **Adaptation to climate change:** Requirements for development to address climate risks such as heat and flooding (EN8).
- **Flood risk management:** Policy EN14 prioritises flood risk considerations in planning and development.
- **Biodiversity and habitat protection:** EN15 seeks to protect ecological assets and geological conservation
- **Air and water quality:** EN16 and EN17 set out expectations for maintaining and improving air and water quality.
- **Waste and resources:** Policy EN19 addresses sustainable waste management in development.
- **Green Belt and natural environment:** Protecting Green Belt boundaries and encouraging the efficient use of land.

Places for Everyone (PfE) Plan

On their journey to becoming a carbon-neutral city region by 2038, the GMCA established the Places for Everyone (PfE) Plan in 2024, which is the statutory development plan for nine local authorities. The PfE Plan provides a long-term framework for jobs, housing delivery and sustainable growth across the city region.

Key environment and sustainability-related policies include:

- **JP-S1 Sustainable Development** — sets the overarching expectation that development should integrate environmental, economic and social benefits.
- **JP-S2 Carbon & Energy** — supports delivering a carbon-neutral city region by 2038 through energy efficiency, low and renewable energy and carbon reduction.
- **JP-S3 Heat & Energy Networks** — prioritises decentralised energy infrastructure and network planning.

- **JP-S4 Flood Risk and the Water Environment** — requires an integrated catchment-based approach to manage flood risk and protect water quality.
- **JP-S5 Clean Air** — promotes measures to improve air quality, especially in residential and sensitive areas.
- **JP-S6 Resource Efficiency** — encourages circular economy principles and zero-waste approaches to support Greater Manchester's environmental ambitions.
- **JP-G8 A Net Enhancement of Biodiversity and Geodiversity** — seeks measurable net gains in biodiversity of at least 10 % in development and land use.

The PfE sets an expectation that new development will achieve Net Zero Carbon, considering:

- Total operational emissions (regulated and unregulated) from 2025, and
- All emissions, including in-construction emissions, from 2028.

The Manchester Local Plan

The Manchester Local Plan is an emerging plan produced by Manchester City Council and includes specific net zero targets and energy performance requirements, set out within Section 11: Net Zero and Carbon Resilience.

The Local Plan contains four policies directly related to the Council's Net Zero ambitions:

- **Policy ZC 1:** Sustainable Design and Construction
- **Policy ZC 2:** Towards Zero Carbon
- **Policy ZC 3:** Renewable and Low Carbon Energy Developments
- **Policy ZC 4:** Heat Networks

3.2 Industry Standards

In addition to meeting the planning policy requirements and using BREEAM criteria to set targets, the development is also using industry standards to help benchmark the project, particularly in relation to carbon.



The UK Net Zero Carbon Building Standard (UKNZCBS) is a voluntary, industry-led framework that defines “net zero carbon” for buildings in the UK, addressing both operational and embodied carbon. For operational performance, the standard is based on in-use metered energy data, ensuring outcomes reflect actual building performance rather than design intent alone. Compliance is achieved by meeting defined performance targets, prioritising energy efficiency and low-carbon design, with any residual emissions managed in accordance with the standard. The process includes independent third-party verification to ensure that calculations, design measures, and reporting meet the required criteria. The standard was developed to provide clarity, consistency, and transparency, supporting credible progress towards the UK’s national net zero carbon objectives.



The UKGBC Net Zero Carbon Buildings Framework is a voluntary, industry-led definition that clarifies net zero carbon for UK buildings and supports deep decarbonisation. It promotes a “reduction first” approach and sets principles for design, measurement and reporting. The framework defines net zero carbon in operation as eliminating or offsetting annual operational emissions, and net zero carbon in construction as eliminating or offsetting embodied emissions to practical completion. It informed the UK Net Zero Carbon Building Standard and is now being superseded by it, which provides detailed compliance methodology aligned with national targets.

4.0 Embodied Carbon

In the UK, the framework for appraising the environmental impacts of the built environment is provided by BS EN 15978: 2011: (Sustainability of construction works — Assessment of environmental performance of buildings - Calculation method). It sets out the principles and calculation method for whole life assessment of the environmental impacts from built projects based on life-cycle assessment. In terms of establishing the carbon footprint, the study follows the ‘module approach’ as shown below for the Building Life-Cycle Assessment ‘Cradle-to-Grave’ over a 60-year life cycle

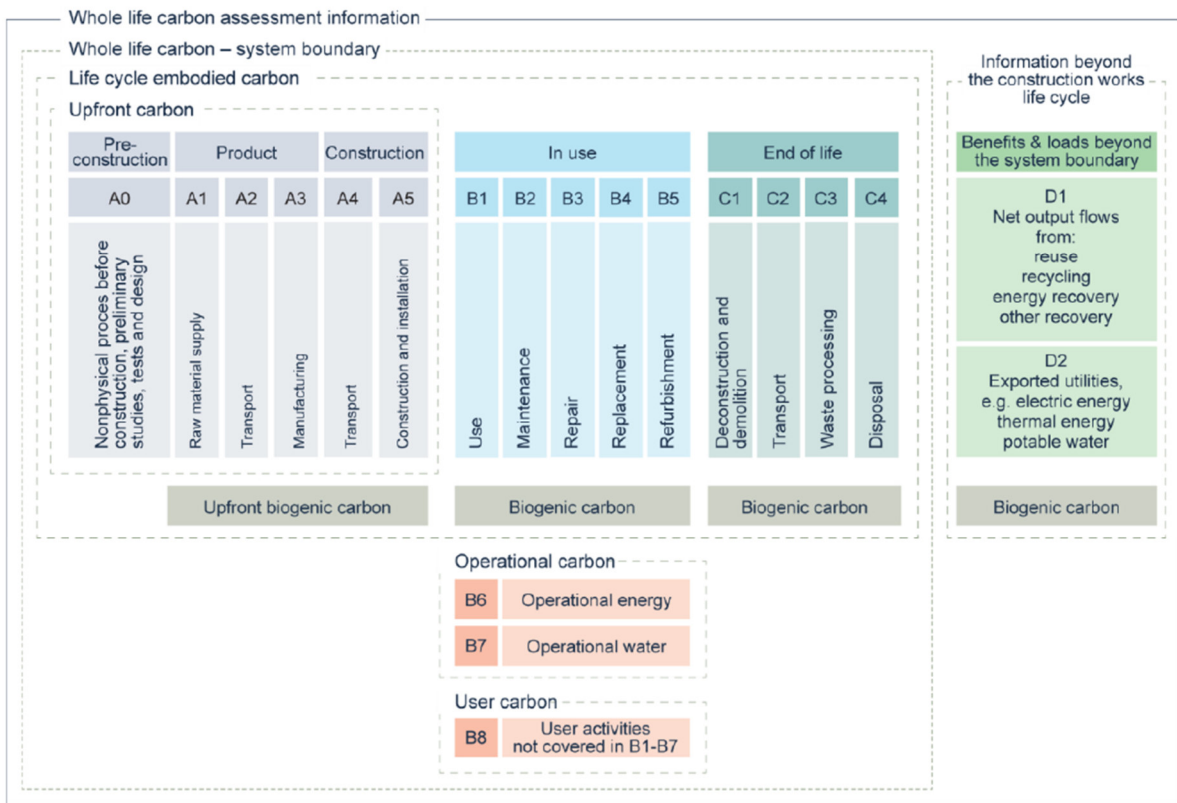


Figure 3 Building and Infrastructure lifecycle stages and information models from RICS

An embodied carbon assessment has been carried out on buildings A1, A2, A5, A7 and the Multi Storey Car Park as well as an iteration for a fit out on Building A5 at their current stage of design and identified the principal sources of impact, the result of the upfront and embodied carbon of each building has been presented in Table 2.

Table 2 Upfront and Embodied Carbon Results for Phase 1

	(kg CO ₂ e/ m ² GIA)	
	Upfront Embodied Carbon (A1-A5)	Embodied Carbon (A - C) Excluding B6 & B7
Building A1	214	241
Building A2	204	226
Building A5	321	357
Building A7	216	222
Building A5 GF Fit Out	340	412
MSCP	242	248

Overall, the results demonstrate that the buildings are performing in line with typical expectations for this typology at this stage of development. Encouragingly, the Building A5 fit-out achieves relevant industry embodied carbon benchmarks, indicating that the internal specification aligns with current best practice standards. Planning policy does not specify targets for upfront embodied carbon or whole-life carbon. There are currently no established industry benchmarks for flexible R&D space, nor for shell-only buildings. However, the A5 fit-out model allows for more meaningful benchmarking due to the inclusion of building services and internal finishes.

To provide a relevant comparison, two building typologies have been selected that most closely align with the project: 'Storage and Distribution' and 'Office – Shell and Core'. These benchmarks have been drawn from the UK Net Zero Carbon Building Standard. The Standard sets performance targets from 2025 onwards, with increasingly stringent thresholds each year. For the purposes of this report, A5 has been assessed against both the 2026 and 2030 target values.

Table 3 UK NZCBS Upfront Carbon Benchmarks Comparison

	(kg CO ₂ e/ m ² GIA)	
	2026 Upfront Embodied Carbon (A1-A5)	2030 Upfront Embodied Carbon (A1-A5)
UK NZCBS Storage and Distribution	605	475
UK NZCBS Offices Shell and Core	450	355
Building A5 GF Fit Out	340	

As shown in the tables above, the project is performing positively against both selected building typologies. The A5 fit-out model achieve the 2026 and 2030 targets for both 'Storage and Distribution' and 'Offices Shell & Core'

As expected, the highest contributors to embodied carbon are the substructure and superstructure elements, primarily the concrete frame, structural steel and external envelope, reflecting the material intensity of the shell construction

Opportunities for carbon reduction have been explored, these include increasing cement replacement where feasible, specifying higher recycled content materials, rationalising the structural design for greater efficiency, and optimising floor and ceiling finishes to reduce embodied impacts and improve end-of-life performance. As the design progresses and material quantities are refined, continued focus on specification, procurement strategy and circular economy principles will be essential to drive further reductions and support the overall sustainability ambitions of the masterplan.

Due to the early stage in the design, the material quantities used to inform the assessment were high level estimates only. It is advised that an updated assessment is undertaken at RIBA Stage 4, to capture the more detailed level design along with any potential changes. It is expected for the embodied carbon to increase to an extent as the design progresses due to more detailed information being available as the design develops.

5.0 Energy

This section summarises the current energy-related targets, these targets will feed into the Energy and Carbon proforma and statement required for planning, see Appendix B.

Fossil Fuels

The PfE sets out for developments to be fossil fuel free, this will also align with the UKNZCBS should this be pursued. The MIX Manchester development has no gas allocation or usage and will be fully electrically driven.

Space Heating

The PfE sets a target of <15 kWh/m² GIA/yr for the space heating demand. This will be met via the usage of efficient heat generators. The proposed solution includes a variable refrigerant flow heat pump, operating with a high coefficient of performance. The final specification of the space heating units will be completed as the design develops further. The proposal as it currently stands has been defined from the initial thermal modelling exercises. The proposed Variable Refrigerant flow units are reversable to ensure that heating and cooling can be provided to the varying buildings. The buildings are Shell & Core primarily, with one unit being designated as a show home and a full CAT A installation. The intention of the development moving forward is to provide fan coil units connected to the VRF main plant. The space heating and cooling units will be low in energy and high efficiency.

Energy Use Intensity

The PfE sets a requirement for energy use to comply with the minimum standard for Excellent rating for Ene 01 under BREEAM which equates to 4 credits.

This project is required to achieve an Energy Performance Certificate (EPC) of 'A' on completion. The existing EPC at shell and core / sale of the building is currently at an 'A', this must be maintained.

Overheating

The PfE suggests carrying out an overheating analysis in line with CIBSE TM52. Due to the nature of the buildings being either Shell & Core or fully comfort cooled in the CAT A elements, no TM52 has been undertaken.

Part L Modelling

Part L compliance is stipulated within PfE. In accordance with Part L2A of the Building Regulations dynamic simulation modelling (DSM) has been used to assess the building's energy performance. All buildings have been

assessed and achieve an EPC A rating, with 10% offset of the emission rate and primary energy by renewable sources to be in line with BREEAM Reporting requirements.

Low Zero Carbon Reporting

There is not a specified target for the use of low or zero carbon technology within the planning policies, however there is a 20% reduction in building energy from renewable sources target set within BREEAM which has been targeted here.

The technical feasibility of installing each LZC technology at Buildings A1, A2 and A5 have been assessed in order to discount any unsuitable options at an early stage. A summary of the feasibility process is tabulated below.

To conclude, having considered the impact of each solution; its cost, complexity, benefits and drawbacks, the following LZC technologies are recommended for inclusion on the MIX Manchester Phase 1 development in order to meet the requirements of BREEAM in reducing CO2 emissions (CO2 saving data derived from IES model):

- 115m² of roof mounted Solar Photovoltaic panels across the mid-tech units (c. 10% CO2 reduction)
- Air Source Heat Pump installation for office heating – part of the base build solution

Passive Design

There is not a specified target for passive design in the planning policies, however there is a 5% reduction in building energy demand target set within BREEAM which has been targeted here.

A fabric-first approach has been incorporated into the design, as demonstrated by the thermal efficiencies shown in Table 4 below.

Table 4 Thermal Efficiencies as part of Part L and targeted for the development

Element	Part L 2021 Building Regulations (Notional)	Target Criteria Value	Notes
Roof 'U' Value	0.18W/m ² K (flat roof)	0.16W/m ² K	No pitched roofs in the building
External Wall 'U' Value	0.26W/m ² K	0.16W/m ² K	
Ground Floor 'U' Value	0.18W/m ² K	0.18W/m ² K	Applicable to both ground bearing and supported slab
External Glazing 'U' Value	1.6W/m ² K	1.34W/m ² K	Glass to achieve a total light transmission of Lt = 0.38 (G = 0.42)

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Vehicle Access Door 'U' Value	1.3W/m ² K	1.3W/m ² K	Including frames and installation
Personnel Door 'U' value	1.6W/m ² K	1.3W/m ² /K	
Roof Light – Atrium Type 'U' Value	2.2W/m ² K	-	No roof lights in building
Air-permeability	8m ³ /hour/m ² @ 50Pa	4 ³ /hour/m ² @ 50Pa	
Thermal Bridging (ψ) Value (W/mK)		Consider and limit where possible	
Mechanical Ventilation Heat Recovery Device Efficiency		75%	

6.0 Materials and Waste

6.1 Material Specification

As part of the embodied carbon appraisal and in the interest of the BREEAM Mat01 LCA carried out, the proposed materials palette will have regard for using new construction materials and components that have a low environmental impact, for instance, as rated by The Green Guide to Specification and the responsible sourcing of products.

The material specification and products proposed for the Development have been chosen to meet the principles of sustainable material use as outlined in planning policy and where possible will have the following characteristics:

- Low embodied carbon.
- High recycled content.
- Responsibly sourced and accredited to a recognised standard such as Forestry Stewardship Council (FSC), Environmental Management System (EMS), and BES 6001 certification.
- Refrigerants and insulations to have a low or zero Global Warming Potential (GWP).
- External materials to have low albedo and high conductivity.
- To have low or zero Volatile Organic Compounds (VOCs).

6.2 Circular Economy

6.2.1 Durability and Resilience

Under BREEAM V6, the Mat 05 durability and resilience credit is being targeted, and the following examples highlight how the durability of the proposed construction materials will limit the need for repair and help avoid premature replacement as far as practicable:

- The building envelope material and fixings specifications will be suitably robust to withstand degradation and structural damage caused by excessive weathering and possible high winds.
- To avoid UV damage and subsequent need for replacement, UV resistant weatherproof membrane will be specified for the roof.
- Façade materials are metal cladding and glass which comparatively (to materials such as timber) would not be significantly affected by either increase in dust or by more frequent cleaning regimes. Timber is to be avoided for this reason. Suitable maintenance regime and access will be put in place to avoid premature end-of-life for façade materials.

6.2.2 Material Efficiency

In line with the BREEAM credit Mat 06 Material Efficiency, at the end of each RIBA stage the project team will examine opportunities to implement appropriate measures to ensure that the amount of materials used in the construction of the proposed development are optimised and therefore reduce the amount of construction waste arising from site. Thus far, the following measures have been discussed to help optimise material use on the Development:

- The use of prefabricated elements will be encouraged; this could be considered for the façade and cladding. This is to reduce the potential for site waste.
- Cement replacement could be incorporated into structural concrete, this is subject to procurement and can be investigated as the project develops.
- The façade has been designed to minimise the number of window and cladding panel types, to improve manufacturing efficiency.

6.2.3 Design for Adaptability and Disassembly

A Functional Adaptability study has been undertaken for the buildings to identify opportunities for accommodating future changes of use to the buildings over their lifespan, and how they could be incorporated into the design proposals. The study has been prepared to comply with BREEAM credit issue Wst06

6.3 Waste Management

6.3.1 Construction Waste

A Construction Waste Management Strategy has been produced by SLR which sets out a series of guiding principles to reduce construction waste and inform the Site Waste Management Plan to be produced by the Main Contractor. The Main Contractor will be expected to minimise the amount of waste they generate, for example through take-back schemes with suppliers and/or just-in-time deliveries. They will be required to reuse or recycle most of their waste, limiting the amount sent to landfill as far as possible.

On appointment, the Main Contractor will be required to provide a copy of their site waste management plan prior to start on site.

6.3.2 Operational Waste

A dedicated waste store will be provided for the buildings, with separate bins for recycling and general waste. This is located where there is room for waste collection vehicles to empty them on site, so as not to interrupt the flow of traffic on local roads.

An Operational Waste Management Strategy has been produced by SLR and is submitted with the planning application.

7.0 BREEAM

Couch Perry and Wilkes LLP (CPW) has undertaken a BREEAM (Building Research Establishment's Environmental Assessment Method) pre-assessment of Buildings A1, A2 and A5 within the MIX Manchester development, due to the similar nature of each building, one pre-assessment was carried out to represent all three buildings; each building has a separate registration and will have a BREEAM certificate. This report details the aspirational performance of Buildings A1, A2 and A5 against the BREEAM V6 New Construction Shell & Core Industrial Design Stage criteria. A number of meetings were held with the design team to review the proposed design strategy and identify the most appropriate credits to target. Through these discussions, the assessment considered key areas such as energy, water, materials, and health & wellbeing, enabling the team to prioritise measures that align with both project objectives and industry best practice. The outcomes of the pre-assessment provided clear guidance on achievable BREEAM ratings and informed early design decisions to optimise the building's environmental performance.

The building currently targets a score of 70.9% which translates into a BREEAM rating of Excellent. The object of the assessment was to establish a base score for the scheme against the current design. The figure below illustrates how the BREEAM score has been calculated.

Sustainability Report



BREEAM UK New Construction Version 6 Assessment Report: Rating & Key Performance Indicators

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Overall Building Performance

Building name	Mix Manchester
BREEAM rating	Excellent
Total Score	70.90%
Min. standards level achieved	Excellent level

Building Performance by Environment Section

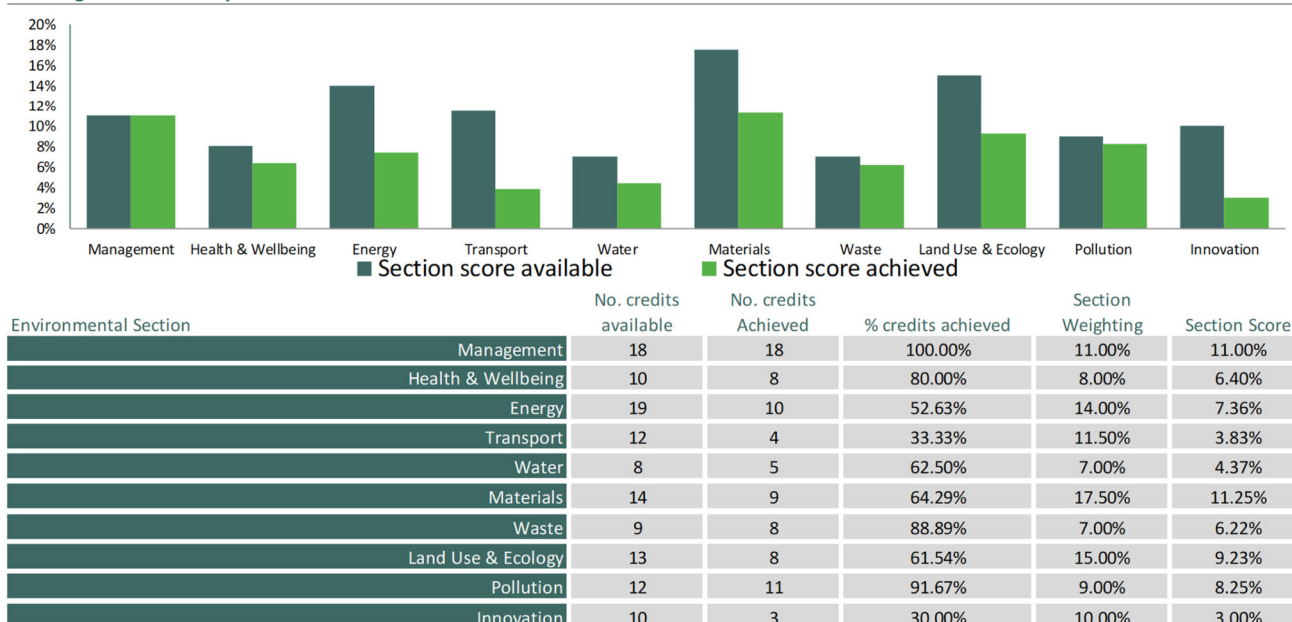


Figure 4 A1,A2,A5 BREEAM Pre-assessment Summary

BREEAM Excellent represents performance equivalent to the top 10% of UK new non-domestic buildings, as such there are a number of minimum standards that need to be met which have been outlined below.

Minimum Standards

Several issues within a category have set minimum standards, i.e. a minimum number of credits that must be achieved in order for a particular BREEAM rating level to be met.

Table 5 BREEAM V6 Minimum Standards

Minimum Standards by BREEAM Rating Level					
BREEAM Issue	Pass	Good	Very Good	Excellent	Outstanding
Man 03: Responsible construction practices	None	None	None	One credit (Responsible construction mgmt.)	Two credits (Responsible construction mgmt.)
Man 04: Commissioning and handover	None	None	One credit (commissioning test schedule & responsibilities)	One credit (commissioning test schedule & responsibilities)	One credit (commissioning test schedule & responsibilities)
Man 04: Commissioning and handover	None	None	Criterion 11 (Building User Guide)	Criterion 11 (Building User Guide)	Criterion 11 (Building User Guide)
Man 05: Aftercare	None	None	None	One credit (commissioning implementation)	One credit (commissioning implementation)
Ene 01: Reduction of energy use and carbon emissions	None	None	None	Four credits	Six credits
Ene 02: Energy monitoring	None	None	One credit (First sub-metering credit)	One credit (First sub-metering credit)	One credit (First sub-metering credit)
Wat 01: Water consumption	None	One credit	One credit	One credit	Two credits
Wat 02: Water monitoring	None	Criterion 1 only	Criterion 1 only	Criterion 1 only	Criterion 1 only
Mat 03: Responsible sourcing of construction products	Criterion 1 only	Criterion 1 only	Criterion 1 only	Criterion 1 only	Criterion 1 only
Wst 01: Construction waste management	None	None	None	None	One credit
Wst 03: Operational waste	None	None	None	One credit	One credit

8.0 Conclusion

The Proposed Development demonstrates a comprehensive approach to sustainability from the earliest stages of design. Each building has been designed with careful consideration of environmental performance, including embodied carbon, which has been measured and reported across the entire development. Where benchmarking is available, the buildings are performing in line with industry standards.

Energy efficiency has been addressed through passive design strategies and the integration of low and zero carbon technologies. The site is planned to be fossil fuel-free, with detailed strategies for space heating, energy use intensity, and Part L compliance, which will be further detailed in the energy and carbon pro forma.

Material selection has been a central focus, aiming not only to reduce embodied carbon but also to embed circular economy principles. Under BREEAM assessment, MAT5, WST6, and WST05 have been considered, resulting in buildings designed for durability, resilience, material efficiency, adaptability, disassembly, and climate change mitigation. Waste management strategies will continue to be developed throughout construction and operational phases, prioritizing both construction and operational waste reduction.

Buildings A1, A2, and A5 are being assessed under BREEAM V6 for new construction. Following an initial pre-assessment, the project is on track to achieve an Excellent rating, currently scoring 70.9%, reflecting the robust sustainability measures embedded across the development.

9.0 Appendices

9.1 Appendix A – A1,A2 and A5 BREEAM V6 Pre-Assessment Report

9.2 Appendix B - Energy & Carbon Proforma



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