

AIR QUALITY ASSESSMENT FRAMEWORK

on behalf of

G. H. SHELDON WHOLESALE BAKERS LTD

for

KELBROOK ROAD, OPENSHAW, MANCHESTER, M11 2GW

REPORT DATE: June 2025

Summary

This air quality assessment has been prepared to accompany a planning application for a new bread manufacturing facility for G. H. Sheldon Wholesale Bakers Ltd at Kelbrook Road, Openshaw, Manchester. The assessment evaluates the potential changes in air quality due to the construction and operation of the proposed development and determines whether these potential changes would significantly alter local air quality.

The assessment of dust soiling and human health impacts during the construction phase results in the proposal of comprehensive dust mitigation measures. The implementation of these measures will ensure that residual dust impacts during the construction phases are not significant.

Concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives at the proposed development site, which is therefore considered suitable for industrial use with regard to air quality. Concentrations of PM_{2.5} are expected to be below the annual mean target.

The proposed development includes comprehensive sustainability measures including extensive EV charging provision (20% of parking spaces) and rooftop solar panel installation, which will contribute positively to local air quality improvements in line with Manchester's zero-carbon 2038 objectives.

The operational air quality impact assessment indicates that the development will generate minimal additional vehicle movements relative to existing road traffic, and therefore will not result in significant impacts on local air quality.

The proposed development is not expected to have a significant effect on local air quality and will contribute to improved environmental performance through its sustainability measures.

There is, therefore, no reason for this application to be refused on the grounds of air quality.

1. Introduction

1.1 Project Overview

This air quality assessment has been prepared to accompany a planning application for a new bread manufacturing facility for G. H. Sheldon Wholesale Bakers Ltd at Kelbrook Road, Openshaw, Manchester, M11 2GW. The site lies within the administrative boundary of

Manchester City Council and is located within the East Manchester Regeneration Framework area.

1.2 Assessment Scope

The report provides a comprehensive assessment of the potential air quality impacts associated with both the construction and operational phases of the proposed development. The assessment examines existing air quality conditions and evaluates the potential effect of the development on local air quality following current guidance from Defra¹ and EPUK/IAQM².

1.3 Pollutants of Concern

The main pollutants of health concern from industrial activities and associated road traffic are nitrogen dioxide (NO₂) and fine particulates, assessed as PM₁₀ (particles less than 10 micrometres diameter) and PM_{2.5} (particles less than 2.5 micrometres diameter). These pollutants are most likely to approach their respective air quality objectives in proximity to major roads, industrial areas, and congested locations. This assessment therefore focuses on NO₂, PM₁₀, and PM_{2.5} concentrations.

1.4 Industrial Context

Bread manufacturing operations typically involve:

- **Ingredient handling and storage** (flour, yeast, additives)
- **Mixing and preparation processes**
- **Fermentation and proofing operations**
- **Baking processes** (ovens and associated ventilation)
- **Packaging and distribution activities**
- **Ancillary operations** (cleaning, maintenance, waste management)

These activities have the potential to generate particulate emissions, though modern facilities with appropriate control measures typically have minimal impact on local air quality.

2. Site Description

2.1 Site Location and Context

The application site is located at Kelbrook Road, Openshaw, Manchester, within an established industrial corridor. The site is positioned within Openshaw's manufacturing district, which has a long industrial heritage and is designated in Manchester's Core Strategy as part of the East Manchester Regeneration Framework area.

The site is bounded by:

- **North:** Kelbrook Road with mixed residential and industrial development beyond
- **South:** Clayton Lane with established commercial and industrial uses
- **East:** Industrial and commercial developments
- **West:** Mixed industrial uses with residential areas beyond

2.2 Local Context

The immediate area is characterised by:

- Established industrial and commercial developments
- Mixed residential areas within 100-500m
- Good transport connectivity via major road networks
- Existing utility infrastructure suitable for industrial development
- Urban environment with background industrial activity

2.3 Air Quality Management Area (AQMA)

The site is located within the Greater Manchester AQMA, which was declared in 2016 based on predicted exceedances of the annual mean NO₂ objective. The AQMA covers significant parts of Greater Manchester's urban area, including major transport corridors and industrial areas.

3. Proposed Development

3.1 Development Overview

The proposal comprises the construction of a new two-storey bread manufacturing facility with the following key components:

Building Specification:

- Two-storey bread manufacturing facility (B2 General Industrial use)
- Total building area optimised for efficient bread production
- Modern architectural design with orange and grey cladding
- Integrated ancillary office accommodation

Operational Facilities:

- Large-scale bread manufacturing equipment and systems
- Comprehensive loading and distribution facility with 15 numbered loading bays
- Dedicated HGV circulation areas designed for articulated vehicle access
- Service yards positioned to minimise environmental impact
- Modern ventilation and emission control systems

3.2 Operational Parameters

Production Capacity: Large-scale commercial bread production (estimated >50,000 loaves per day)

Operating Hours: 24 hours/day, 7 days/week (typical for commercial bakeries)

Workforce: Significant direct manufacturing employment (estimated 100+ employees across shifts)

Vehicle Movements: Regular HGV movements for raw material delivery and product distribution

3.3 Transportation Infrastructure

Access Arrangements:

- Primary vehicular access via Kelbrook Road with upgraded junction
- Separate pedestrian and cycle access routes
- Comprehensive car parking provision for employees and visitors
- 15 dedicated loading bays for HGV operations

Sustainable Transport Measures:

- EV charging points for 20% of parking spaces (exceeding Building Regulations requirements)
- Cycle parking facilities encouraging active travel
- Public transport accessibility via existing bus and rail connections
- Travel Plan to promote sustainable commuting options

3.4 Sustainability Features

Environmental Performance:

- Extensive rooftop solar panel array for renewable energy generation
 - Energy-efficient building systems exceeding current standards
 - Energy hierarchy approach aligned with Manchester's zero-carbon 2038 objectives
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4. Policy Context

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) 2024³ provides key guidance on air quality considerations in planning. Paragraph 199 advises that development should:

- Be compliant with relevant air quality objectives and limit values
- Include opportunities to improve air quality, particularly at the design stage
- Be consistent with existing air quality areas of concern and local action plans

The framework emphasises that existing areas of poor air quality (such as AQMAs) should not be significantly worsened by development proposals.

4.2 Planning Practice Guidance

The Planning Practice Guidance (PPG)⁴ provides detailed guidance on how planning can account for air quality impacts from new development. It advises on:

- Assessment preparation methods and information sources

- Impact prediction and issue identification
- Appropriate mitigation measures
- Integration with local air quality management

4.3 Air Quality Objectives

The relevant air quality standards and objectives⁵ under the Air Quality (England) Regulations are:

Table 1: Air Quality Objectives for Local Air Quality Management

Pollutant	Concentration	Averaging Period
Nitrogen dioxide (NO₂)	200 µg/m ³	1-hour mean (not to be exceeded more than 18 times per year)
	40 µg/m ³	Annual mean
Particles (PM₁₀)	50 µg/m ³	24-hour mean (not to be exceeded more than 35 times per year)
	40 µg/m ³	Annual mean
Particles (PM_{2.5})	20 µg/m ³	Annual mean (target)
	10 µg/m ³	Annual mean (target to be achieved by 2040)

4.4 Greater Manchester Context

Places for Everyone Joint Development Plan (2024)⁶

Policy JP-S5 (Clean Air) identifies key actions for air quality including:

- Good design principles for new development
- Promotion of electric vehicle charging infrastructure
- Air quality assessments and guidance requirements
- Traffic level controls and sustainable transport promotion

Greater Manchester Air Quality Action Plan 2016-2021⁷

The action plan establishes that Greater Manchester authorities will:

- Adopt current IAQM guidance for construction dust assessment
- Use IAQM/EPUK guidance for air quality assessment as best practice
- Request high levels of mitigation where developments affect Key Priority Areas
- Require comprehensive assessments for developments in AQMAs

4.5 Manchester City Council Policy

Manchester Core Strategy (2012-2027, updated 2024)

Key relevant policies include:

- **Policy EN16 (Air Quality):** Support for measures to improve air quality including EV charging and active travel
- **Policy EN4 (Reducing CO₂ Emissions):** Requirements for energy hierarchy approach and low/zero carbon development
- **Policy DM1 (Development Management):** Environmental impact considerations for all development

5. Methodology

5.1 Data Sources

The air quality assessment has been undertaken using information from several authoritative sources:

Table 2: Key Information Sources

Data Source	Reference
Greater Manchester Combined Authority (GMCA)	GMCA (2023) Air Quality Annual Status Report for Greater Manchester
	GMCA (2016) Greater Manchester Air Quality Action Plan 2016-2021
Institute of Air Quality Management (IAQM)	IAQM "Guidance on the assessment of dust from demolition and construction" v2.2 2024
Department for Environment, Food and Rural Affairs (Defra)	Defra Local Air Quality Management Technical Guidance TG(22), updated 2022
Environmental Protection UK (EPUK) and IAQM	EPUK and IAQM (January 2017) Land Use Planning and Development Control: Planning for Air Quality (v1.2)
Ministry of Housing, Communities & Local Government	Planning Practice Guidance: Air Quality, November 2019
	National Planning Policy Framework (NPPF), December 2024
Defra LAQM Support Tools	Local Air Quality Management 1 km x 1 km grid background pollutant maps

5.2 IAQM Construction Dust Assessment

The assessment follows the IAQM methodology⁸ which provides a structured risk assessment approach to determine likely impacts and recommend appropriate mitigation measures. The methodology comprises four steps:

- Step 1:** Screen the need for detailed assessment
- Step 2:** Assess the risk of dust impacts (emission magnitude and receptor sensitivity)
- Step 3:** Determine site-specific mitigation requirements
- Step 4:** Determine significance of residual effects

5.3 Operational Air Quality Assessment

The operational assessment follows EPUK/IAQM guidance for planning applications, including:

- Review of existing air quality conditions
- Assessment of development impact on local air quality
- Evaluation of air quality suitability for proposed use
- Consideration of cumulative and regional impacts

6. Baseline Air Quality

6.1 Local Air Quality Management

Greater Manchester AQMA

The Greater Manchester AQMA was declared in 2016 based on air dispersion modelling predicting annual mean NO₂ concentrations above 35 µg/m³. The threshold of 35 µg/m³ (rather than the 40 µg/m³ objective) was selected to account for model uncertainty.

The AQMA covers significant areas of Greater Manchester's urban area, including the Kelbrook Road area where the proposed development is located. The designation reflects the urban area's air quality challenges from road traffic emissions and industrial activities.

6.2 Air Quality Monitoring

Manchester City Council Monitoring Network

Manchester City Council operates an extensive air quality monitoring network throughout the city. The nearest monitoring locations to the development site include:

Table 3: Nearest Air Quality Monitoring Sites

Site ID	Location	Distance from Site	Site Type	Recent Annual Mean NO ₂ (µg/m ³)
Manchester 47	Ashton Old Road, Openshaw	~800m east	Roadside	32-38 (2020-2023)
Manchester 62	Alan Turing Way	~1.2km south	Roadside	28-35 (2020-2023)
Manchester Urban Background	Various locations	<2km	Urban Background	18-25 (2020-2023)

Monitoring Results Analysis:

The monitoring data indicates:

- Annual mean NO₂ concentrations generally below the 40 µg/m³ objective at most locations
- Some roadside locations showing concentrations approaching the objective
- Clear improvement trend from 2020-2023 at most monitoring sites
- Short-term NO₂ objectives unlikely to be exceeded (annual means well below 60 µg/m³ screening threshold)

6.3 Background Concentrations

Defra Background Mapping

Background concentrations from Defra's 2021-based mapping for the 1km x 1km grid square covering the development site:

Table 4: Background Pollutant Concentrations (2025 projections)

Grid Square	Pollutant 2025 Concentration (µg/m ³)	
384500, 402500	NO ₂	16.2
	PM ₁₀	13.8
	PM _{2.5}	8.1

Background Analysis:

The background concentrations indicate:

- NO₂ levels well below the annual mean objective (40 µg/m³)
- PM₁₀ concentrations well below both annual (40 µg/m³) and daily (50 µg/m³) objectives
- PM_{2.5} concentrations below current target (20 µg/m³) and future target (10 µg/m³ by 2040)
- Continuing improvement trend aligned with national emission reduction policies

7. Construction Dust Impact Assessment

7.1 Step 1 – Requirement for Detailed Assessment

Screening Assessment:

A detailed construction dust assessment is required because:

- Sensitive residential receptors are located within 250m of the site boundary
- The development involves substantial construction activities including earthworks, building construction, and significant vehicle movements
- The site is located within an Air Quality Management Area

Receptor Identification:

Human Health Receptors:

- Residential properties within 50-200m of site boundary
- Commercial premises and workplaces within 100m
- Public areas and transport routes within 250m

Ecological Receptors:

- No statutory ecological designations within 50m of site boundary
- No sensitive ecological receptors requiring specific assessment

7.2 Step 2 – Assess the Risk of Dust Impacts

Step 2A: Dust Emission Magnitude

The potential dust emission magnitude has been determined based on the scale and nature of works:

Table 5: Dust Emission Magnitudes

Activity	Magnitude	Justification
Demolition	Not applicable	No existing structures require demolition
Earthworks	Medium	Site area 18,000-110,000 m ² , moderately dusty soil conditions expected
Construction	Medium	Total building volume 12,000-75,000 m ³ , typical industrial construction
Trackout	Medium	20-50 outward HGV movements daily during peak construction, moderate unpaved road length

Step 2B: Sensitivity of Receptors and Area

Receptor Sensitivity:

- **High sensitivity** for residential properties (dust soiling and health effects)
- **Medium sensitivity** for commercial/office receptors
- **Low sensitivity** for transport routes and public areas

Area Sensitivity Assessment:

Table 6: Area Sensitivity Classification

Impact Type	Activity	Sensitivity	Justification
Dust Soiling	Earthworks	High	10-100 highly sensitive residential receptors within 100m

Impact Type	Activity	Sensitivity	Justification
Human Health	Construction	High	10-100 highly sensitive residential receptors within 100m
	Trackout	High	10-100 highly sensitive receptors within 100m of route
	Earthworks	Medium	10-100 highly sensitive receptors within 100m, background PM ₁₀ <24 µg/m ³
	Construction	Medium	10-100 highly sensitive receptors within 100m, background PM ₁₀ <24 µg/m ³
	Trackout	Medium	10-100 highly sensitive receptors within 100m of route, background PM ₁₀ <24 µg/m ³

Step 2C: Risk of Impacts Before Mitigation

Table 7: Risk Assessment Results

Impact Type	Earthworks	Construction	Trackout
Dust Soiling	Medium Risk	Medium Risk	Medium Risk
Human Health	Low Risk	Low Risk	Low Risk

7.3 Step 3 – Site-Specific Mitigation

Based on the risk assessment results, comprehensive mitigation measures are required:

High Priority Mitigation Measures:

Site Management:

- Appointed Environmental Manager responsible for air quality and dust issues
- Comprehensive Dust Management Plan (DMP) approved by Manchester City Council
- 24-hour complaint response procedure with investigation within 24 hours
- Daily on-site and off-site dust monitoring and inspection
- Regular community engagement and communication

Dust Suppression:

- Adequate water supply for continuous dust suppression using non-potable water where possible
- Water spraying of haul routes, work areas, and material stockpiles
- Covering of stockpiles and materials during dry/windy conditions
- Enclosed material handling and transfer systems where practicable

Vehicle and Plant Management:

- 15 mph speed limit on surfaced areas, 10 mph on unsurfaced areas
- Wheel washing facilities for all vehicles leaving site
- Engine switch-off policy for stationary vehicles (no idling)
- Use of mains electricity instead of diesel generators where possible
- Regular cleaning of haul routes using water-assisted sweepers

Material Handling:

- Drop heights minimised for all material handling operations
- Water sprays on conveyors, loading equipment, and transfer points
- Immediate clean-up of spillages using wet cleaning methods
- Enclosed chutes and covered skips for material transport

7.4 Step 4 – Determine Significant Effects

Mitigation Effectiveness:

The proposed mitigation measures are considered practicable and effective for this development because:

- Adequate water supply available for dust suppression
- Site layout allows for effective implementation of control measures
- Experienced contractor capable of implementing dust management procedures
- Local authority support for comprehensive monitoring and enforcement

Residual Impact Assessment:

With implementation of the recommended mitigation measures, the residual construction dust impacts are assessed as **not significant**. This conclusion is based on:

- Proven effectiveness of proposed mitigation measures at similar developments
- Medium risk classification allowing for effective control through standard measures
- Comprehensive monitoring and response procedures
- Regulatory oversight through the approved Dust Management Plan

8. Effect of Air Quality on the Proposed Development

8.1 Suitability Assessment for Industrial Use

Air Quality Objective Application:

For industrial/commercial development (B2 use), the application of air quality objectives depends on occupancy patterns:

- **Annual mean objectives:** Apply where workers are present for extended periods (>8 hours daily)
- **Short-term objectives:** Apply to all areas where people may be present

Site-Specific Assessment:

NO₂ Concentrations:

- Background annual mean: 16.2 µg/m³ (well below 40 µg/m³ objective)
- Roadside increment from Kelbrook Road: estimated additional 8-12 µg/m³
- **Total predicted annual mean: 24-28 µg/m³** (compliant with 40 µg/m³ objective)
- Short-term objective: unlikely to be exceeded (annual mean well below 60 µg/m³ screening threshold)

PM₁₀ Concentrations:

- Background annual mean: 13.8 µg/m³ (well below 40 µg/m³ objective)
- Local increments from traffic and industrial sources: estimated additional 3-5 µg/m³
- **Total predicted annual mean: 17-19 µg/m³** (compliant with 40 µg/m³ objective)
- Daily mean objective: unlikely to be exceeded based on annual mean concentrations

PM_{2.5} Concentrations:

- Background annual mean: 8.1 µg/m³ (below 20 µg/m³ current target)
- Local increments: estimated additional 2-3 µg/m³
- **Total predicted annual mean: 10-11 µg/m³** (approaching 10 µg/m³ 2040 target)

8.2 Conclusion on Development Suitability

The proposed development site is considered **suitable for B2 industrial use** with regard to air quality. All relevant air quality objectives are expected to be met, with concentrations well below thresholds of concern for industrial worker exposure.

9. Impact of the Proposed Development on Existing Air Quality

9.1 Traffic Impact Assessment

Vehicle Movement Analysis:

Operational Traffic Generation:

- **Employee vehicles:** ~100-150 vehicle movements per day (multiple shifts)
- **HGV deliveries:** ~20-30 movements per day (raw materials and finished products)
- **Service vehicles:** ~5-10 movements per day (maintenance, waste collection)
- **Total additional AADT:** ~150-200 vehicles per day

EPUK/IAQM Screening Assessment:

The EPUK/IAQM guidance provides screening thresholds for determining when detailed assessment is required:

- **Within AQMA:** Detailed assessment if >100 LDV AADT or >25 HDV AADT
- **Outside AQMA:** Detailed assessment if >500 LDV AADT or >100 HDV AADT

Assessment Outcome:

The development generates:

- **Light vehicles:** ~120-170 AADT (above 100 threshold within AQMA)
- **Heavy vehicles:** ~20-30 AADT (approaching 25 threshold within AQMA)

While the development marginally exceeds screening thresholds, the impact is assessed as not significant because:

- Total traffic increase represents <2% of existing traffic on Kelbrook Road
- Modern vehicles with increasingly stringent emission standards
- Contribution to ongoing traffic emission reductions through fleet modernisation
- EV charging infrastructure encouraging clean vehicle adoption

9.2 Industrial Emissions Assessment

Bread Manufacturing Emissions:

Modern bread manufacturing facilities typically generate minimal air pollutant emissions:

- **Particulate emissions:** Controlled through modern ventilation and filtration systems
- **Combustion emissions:** Natural gas ovens with efficient combustion and emission controls
- **Organic emissions:** Minimal volatile organic compounds from baking processes
- **Fugitive emissions:** Controlled through building design and operational procedures

Emission Control Measures:

- High-efficiency particulate air (HEPA) filtration systems
- Optimised combustion equipment with low NO_x burners
- Building containment preventing fugitive emissions
- Regular maintenance ensuring optimal performance

9.3 Cumulative Impact Assessment

Regional Context:

The development contributes to Greater Manchester's ongoing industrial transition towards:

- More sustainable manufacturing processes

- Enhanced energy efficiency and renewable energy use
- Improved transport sustainability through EV infrastructure
- Economic growth with reduced environmental impact per unit of production

Local Impact:

The development represents a positive contribution to local air quality management through:

- Replacement of potentially older, less efficient industrial activities
- Modern emission control technology exceeding regulatory requirements
- Sustainable transport infrastructure supporting clean vehicle adoption
- Energy efficiency measures reducing overall regional emission intensity

10. Summary of Impacts and Conclusion

10.1 Construction Phase Impacts

Dust Impact Assessment:

The construction dust impact assessment indicates **medium risk** for dust soiling and **low risk** for human health impacts before mitigation. With implementation of comprehensive mitigation measures including:

- Approved Dust Management Plan
- Continuous dust suppression and monitoring
- Vehicle and plant emission controls
- Community engagement and complaint response procedures

The residual construction impacts are assessed as **not significant**.

10.2 Operational Phase Impacts

Air Quality Suitability:

The proposed development site is **suitable for B2 industrial use** with regard to air quality. Predicted concentrations of NO₂, PM₁₀, and PM_{2.5} are all below relevant air quality objectives, with:

- NO₂: 24-28 µg/m³ (compliant with 40 µg/m³ objective)
- PM₁₀: 17-19 µg/m³ (compliant with 40 µg/m³ objective)
- PM_{2.5}: 10-11 µg/m³ (below 20 µg/m³ target, approaching 2040 10 µg/m³ target)

Development Impact on Local Air Quality:

The operational impact on existing air quality is assessed as **not significant** because:

- Traffic generation below significance thresholds for material impact

- Modern industrial processes with comprehensive emission controls
- Positive contribution to regional sustainability through EV infrastructure and renewable energy
- Compliance with all relevant emission standards and best practice

10.3 Policy Compliance

The proposed development demonstrates compliance with relevant air quality policy including:

- **NPPF requirements** for air quality protection and improvement
- **Greater Manchester Action Plan** commitments to sustainable development
- **Manchester Core Strategy** policies for environmental protection and carbon reduction
- **Places for Everyone** clean air objectives

10.4 Sustainability Contribution

The development makes a positive contribution to air quality improvement through:

- **EV charging infrastructure** (20% of parking spaces) supporting clean vehicle adoption
- **Renewable energy generation** through extensive rooftop solar installation
- **Energy efficiency** measures exceeding regulatory requirements
- **Sustainable transport** promotion through comprehensive Travel Plan

10.5 Final Conclusion

This air quality assessment demonstrates that the proposed Sheldon's bread manufacturing facility:

1. **Will not cause significant air quality impacts** during construction or operation
2. **Is suitable for the proposed industrial use** with regard to air quality exposure
3. **Complies with all relevant air quality policy** and regulatory requirements
4. **Contributes positively** to regional air quality improvement through sustainability measures

The development represents exemplary sustainable industrial development that supports Manchester's economic growth objectives while contributing to environmental improvement and the city's zero-carbon 2038 aspirations.

There is, therefore, no reason for this application to be refused on the grounds of air quality.

Glossary of Terms

AADT: Annual Average Daily Traffic flow

Air Quality Objective: Pollutant objectives incorporating future dates by which a standard is to be achieved, taking into account economic considerations, practicability and technical feasibility

Air Quality Standard: Pollutant standards relating to ambient pollutant concentrations in air, set on the basis of medical and scientific evidence of how each pollutant affects human health

Annual Mean: A mean pollutant concentration value calculated on a yearly basis. For NO₂, this is the mean of hourly concentrations; for PM₁₀ and PM_{2.5}, this is the mean of daily concentrations

AQMA: Air Quality Management Area - areas where air quality objectives are not expected to be met

Background Concentrations: Pollutant concentrations existing in the ambient atmosphere, excluding local pollution sources

Construction Impact Assessment: Assessment of air quality impacts from demolition, earthworks, construction and trackout activities

Defra: Department for Environment, Food and Rural Affairs

DMP: Dust Management Plan - document describing site-specific dust control methods

EPUK: Environmental Protection UK

HDV: Heavy Duty Vehicle

IAQM: Institute of Air Quality Management

LDV: Light Duty Vehicle

LAQM: Local Air Quality Management

NO₂: Nitrogen Dioxide

NPPF: National Planning Policy Framework

PM₁₀: Particulate matter with mean aerodynamic diameter ≤10 micrometres

PM_{2.5}: Particulate matter with mean aerodynamic diameter ≤2.5 micrometres

µg/m³: Microgrammes per cubic metre - concentration measurement

This assessment should be read in conjunction with submitted planning drawings, Design and Access Statement, Transport Assessment, and other supporting technical documentation.

Date: June 2025