

Air Quality Assessment
Former Burnage Cricket Club, Burnage

Client: Views (Holdings) Ltd

Reference: 8298r2

Date: 18th February 2025



Report Issue

Report Title: Air Quality Assessment - Former Burnage Cricket Club, Burnage

Report Reference: 8298

Field	Report Version			
	1	2	3	4
Prepared by	Megan Pond	Megan Pond		
Position	Graduate Air Quality Consultant	Graduate Air Quality Consultant		
Reviewed by	Emily Macey	Emily Macey		
Position	Senior Air Quality Consultant	Senior Air Quality Consultant		
Authorised by	Jethro Redmore	Jethro Redmore		
Position	Director	Director		
Date of Issue	9 th December 2024	18 th February 2025		
Comment	Draft for comment	-		

Serendipity Labs, Building 7, Exchange Quay, Salford, M5 3EP

info@red-env.co.uk | 0161 706 0075 | www.red-env.co.uk

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Executive Summary

Redmore Environmental Ltd was commissioned by Views (Holdings) Ltd undertake an Air Quality Assessment in support of a residential development at the former Burnage Cricket Club, Burnage.

An Air Quality Assessment was undertaken to:

- Assess potential impacts associated with fugitive dust emissions during the construction phase of the proposed development;
- Assess potential impacts associated with road transport emissions during the operational phase of the proposed development;
- Assess risk of future resident exposure to any existing air quality issues; and,
- Identify any requirement for relevant mitigation measures.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Additionally, future residents may be exposed to any existing air quality issues at the site. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network both with and without the development in place. Results were subsequently verified using local monitoring data.

Review of the dispersion modelling results indicated that air quality impacts as a result of traffic generated by the development were not predicted to be significant at any sensitive location in the vicinity of the site.

The results of the assessment also demonstrated that predicted pollution levels were below the relevant criteria across the development. As such, the site is considered suitable for the proposed use from an air quality perspective and mitigation is not required.

A number of mitigation measures were identified in line with the requirements of Manchester City Council's 'Air Quality and Planning Technical Guidance' in order to reduce vehicle exhaust

emissions associated with the proposals. It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.

Based on the assessment results, air quality factors are not a constraint to the development.

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1.0 INTRODUCTION

1.1 Instruction

- 1.1.1 Redmore Environmental Ltd was commissioned by Views (Holdings) Ltd to undertake an Air Quality Assessment in support of a residential development at the former Burnage Cricket Club, Burnage.

1.2 Site Location and Context

- 1.2.1 The site is located at the former Burnage Cricket Club, on land off Mauldeth Road, Burnage, at approximate National Grid Reference (NGR): 386372, 392908. The relevant Local Authority (LA) is Manchester City Council (MCC). Reference should be made to Figure 1 for a map of the site and surrounding area and Figure 2 for a site layout plan.
- 1.2.2 The proposals include the demolition of existing structures on site and subsequent construction of 53 houses and 13 apartments, alongside vehicle parking and associated infrastructure.

1.3 Assessment Scope

- 1.3.1 The proposals may have the potential to cause air quality impacts at sensitive locations. As such, an Air Quality Assessment was undertaken to:
- Assess potential impacts associated with fugitive dust emissions during the construction phase of the development;
 - Assess potential impacts associated with road transport emissions during the operational phase of the development;
 - Assess risk of future resident exposure to any existing air quality issues; and,
 - Identify the requirement for relevant mitigation measures.
- 1.3.2 This is detailed in the following report.

2.0 LEGISLATION AND POLICY

2.1 Legislation

2.1.1 The Air Quality Standards Regulations (2010) and subsequent amendments include Air Quality Limit Values (AQLVs) for the following pollutants:

- Nitrogen dioxide (NO₂);
- Sulphur dioxide;
- Lead;
- Particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀);
- Particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5});
- Benzene; and,
- Carbon monoxide.

2.1.2 Air Quality Target Values were also provided for several additional pollutants. It should be noted that the AQLV for PM_{2.5} stated in the Air Quality Standards Regulations (2010) was amended in the Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020).

2.1.3 The Air Quality Strategy (AQS) was produced by the Department for Environment, Food and Rural Affairs (DEFRA) and published on 28th April 2023¹. The document contains standards, objectives and measures for improving ambient air quality, including a number of Air Quality Objectives (AQOs). These are maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedences over a specified timescale. These are generally in line with the AQLVs, although the requirements for the determination of compliance vary.

2.1.4 The Environmental Improvement Plan 2023² was published in January 2023, providing long term and Interim Targets in order to reduce population exposure to PM_{2.5}. The Concentration Target for 2040 was subsequently adopted in the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023).

¹ AQS: Framework for Local Authority Delivery, DEFRA, 2023.

² Environmental Improvement Plan 2023, DEFRA, 2023.

2.1.5 Table 1 presents the AQOs, Interim Target and Concentration Target for pollutants considered within this assessment.

Table 1 Air Quality Objectives/ Interim Target/ Concentration Target

Pollutant	Air Quality Objective/ Interim Target/ Concentration Target	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean, not to be exceeded on more than 18 occasions per annum
PM ₁₀	40	Annual mean
	50	24-hour mean, not to be exceeded on more than 35 occasions per annum
PM _{2.5}	12 ^(a)	Annual mean
	10 ^(b)	Annual mean

Note: (a) Interim Target to be achieved by end of January 2028.

(b) Concentration Target to be achieved by 2040.

2.1.6 Table 2 summarises the advice provided in DEFRA guidance³ on where the AQOs for pollutants considered within this report apply.

Table 2 Examples of Where the Air Quality Objectives Apply

Averaging Period	Objective Should Apply At	Objective Should Not Apply At
Annual mean	All locations where members of the public might be regularly exposed Building façades of residential properties, schools, hospitals, care homes etc.	Building façades of offices or other places of work where members of the public do not have regular access Hotels, unless people live there as their permanent residence Gardens of residential properties Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term

³ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Averaging Period	Objective Should Apply At	Objective Should Not Apply At
24-hour mean	All locations where the annual mean objective would apply, together with hotels Gardens of residential properties	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term
1-hour mean	All locations where the annual mean and 24 and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets) Those parts of car parks, bus stations and railway stations etc which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more Any outdoor locations where members of the public might reasonably be expected to spend one hour or longer	Kerbside sites where the public would not be expected to have regular access

2.2 Local Air Quality Management

2.2.1 LAs are required to periodically review and assess air quality within their area of jurisdiction under the system of Local Air Quality Management (LAQM). This review and assessment of air quality involves comparing present and likely future pollutant concentrations against the AQOs. If it is predicted that levels at locations of relevant exposure, as summarised in Table 2, are likely to be exceeded, the LA is required to declare an Air Quality Management Area (AQMA). For each AQMA the LA is required to produce an Air Quality Action Plan (AQAP), the objective of which is to reduce pollutant concentrations in pursuit of the AQOs.

2.3 Dust

2.3.1 The main requirements with respect to dust control from industrial or trade premises not regulated under the Environmental Permitting (England and Wales) Regulations (2016) and subsequent amendments, such as construction sites, is that provided in Section 79 of Part III of the Environmental Protection Act (1990). The Act defines nuisance as:

"any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance."

2.3.2 Enforcement of the Act, in regard to nuisance, is currently under the jurisdiction of the local Environmental Health Department, whose officers are deemed to provide an independent evaluation of nuisance. If the LA is satisfied that a statutory nuisance exists, or is likely to occur or happen again, it must serve an Abatement Notice under Part III of the Environmental Protection Act (1990). The only defence is to show that the process to which the nuisance has been attributed and its operation are being controlled according to best practicable means.

2.4 National Planning Policy

2.4.1 The revised National Planning Policy Framework⁴ (NPPF) was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.

2.4.2 The purpose of the planning system is to contribute to the achievement of sustainable development. In order to ensure this, the NPPF recognises three overarching objectives including the following of relevance to air quality:

"c) an environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

2.4.3 Chapter 15 of the NPPF details objectives in relation to conserving and enhancing the natural environment. It states that:

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

[...]

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of

⁴ NPPF, Ministry of Housing, Communities and Local Government, 2024.

soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality [...]."

- 2.4.4 The NPPF specifically recognises air quality as part of delivering sustainable development and states that:

"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."

- 2.4.5 The implications of the NPPF have been considered throughout this assessment.

2.5 National Planning Practice Guidance

- 2.5.1 The National Planning Practice Guidance⁵ (NPPG) web-based resource was launched by the Department for Communities and Local Government to support the NPPF and make it more accessible. The air quality pages are summarised under the following headings:

1. What air quality considerations does planning need to address?
2. What is the role of plan-making with regard to air quality?
3. Are air quality concerns relevant to neighbourhood planning?
4. What information is available about air quality?
5. When could air quality considerations be relevant to the development management process?
6. What specific issues may need to be considered when assessing air quality impacts?

⁵ <https://www.gov.uk/guidance/air-quality--3>.

7. How detailed does an air quality assessment need to be?
8. How can an impact on air quality be mitigated?

2.5.2 These were reviewed and the relevant guidance considered as necessary throughout the undertaking of this assessment.

2.6 Regional Planning Policy

2.6.1 The Places for Everyone Plan (PfEP)⁶ was produced by the nine Greater Manchester Combined Authorities (GMCAs), Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, and became part of the statutory development plan for each of the councils on 21st March 2024.

2.6.2 A review of the PfEP indicated the following policies of relevance to air quality that have been considered throughout this assessment:

"Policy JP:S5: Clean Air

A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;
2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;
3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air

⁶ PfEP, GMCA, 2024.

quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;

4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;

5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;

6. Implementing the Clean Air Plan and associated measures;

7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;

8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;

9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality;

10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and,

11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users."

"Policy JP-P1 Sustainable Places

We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

[...]

15. Comfortable and inviting, with indoor and outdoor environments:

A. Offering a high level of amenity that minimises exposure to pollution; and,

[...]."

2.7 Local Planning Policy

2.7.1 The Manchester Local Development Framework consists of a series of planning documents of which the Core Strategy Development Plan Document (DPD)⁷ is central. This was adopted by MCC on 11th July 2012.

2.7.2 Review of the Core Strategy DPD indicated the following policies of relevance to the assessment:

"Policy EN 16

Air Quality

The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local effect of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the effects on air quality, alongside other plan objectives. This includes cumulative effects, particularly in Air Quality Management Areas."

"Policy DM 1

⁷ Core Strategy DPD, MCC, 2012.

Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

[...]

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise."

2.7.3 MCC has also produced the 'Air Quality & Planning Technical Guidance' Document⁸ which provides guidance on assessing the impact of proposed development on air quality.

2.7.4 The above policies and guidance were taken into consideration throughout the undertaking of the assessment.

2.8 Greater Manchester Clean Air Plan

2.8.1 The UK Government has instructed a number of LAs to take rapid action to reduce harmful roadside levels of NO₂ within their areas of jurisdiction in the quickest possible timeframe. The GMCA and Transport for Greater Manchester (TfGM) have collaborated to develop a Clean Air Plan (CAP) to ensure Greater Manchester achieves compliance with the relevant AQOs for NO₂ by 2026 at the latest. The initial CAP proposal included implementation of a Class C charging Clean Air Zone. The GMCA has subsequently updated the CAP proposals⁹ to comprise an investment-led, non-charging approach. This is currently under review by the UK Government. The CAP was taken into account during the undertaking of this assessment.

⁸ Air Quality & Planning Technical Guidance, MCC, 2022.

⁹ Case for a New GM Clean Air Plan, GMCA and TfGM, 2022.

3.0 **METHODOLOGY**

3.1 **Introduction**

3.1.1 The proposed development has the potential to cause air quality impacts during the construction and operational phases, as well as expose future residents to elevated pollution levels. These factors have been assessed in accordance with the following methodology.

3.2 **Construction Phase Assessment**

3.2.1 There is the potential for fugitive dust emissions to occur as a result of construction phase activities. These have been assessed in accordance with the methodology outlined within the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'¹⁰.

3.2.2 Activities on the proposed construction site have been divided into four types to reflect their different potential impacts. These are:

- Demolition;
- Earthworks;
- Construction; and,
- Trackout.

3.2.3 The potential for dust emissions was assessed for each activity that is likely to take place and considered three separate dust effects:

- Annoyance due to dust soiling;
- Harm to ecological receptors; and,
- The risk of health effects due to a significant increase in exposure to PM₁₀.

3.2.4 The assessment steps are detailed below.

¹⁰ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

Step 1 - Screen the Need for an Assessment

- 3.2.5 Step 1 screens the requirement for a more detailed assessment. Should human receptors be identified within 250m from the boundary or 50m from the construction vehicle route up to 250m from the site entrance, then the assessment proceeds to Step 2. Additionally, should ecological receptors be identified within 50m of the site or the construction vehicle route up to 250m from the site entrance, then the assessment also proceeds to Step 2.
- 3.2.6 Should sensitive receptors not be present within the relevant distances then **negligible** impacts would be expected and further assessment is not necessary.

Step 2 - Assess the Risk of Dust Impacts

- 3.2.7 Step 2 assesses the risk of potential dust impacts. A site is allocated a risk category based on two factors:
- The scale and nature of the works, which determines the magnitude of dust arising as: small, medium or large (Step 2A); and,
 - The sensitivity of the area to dust impacts, which can be defined as low, medium or high sensitivity (Step 2B).
- 3.2.8 The two factors are combined in Step 2C to determine the risk of dust impacts without mitigation applied.
- 3.2.9 Step 2A defines the potential magnitude of dust emission during the construction phase. The relevant criteria are summarised in Table 3.

Table 3 Construction Dust - Magnitude of Emission

Magnitude	Activity	Criteria
Large	Demolition	• Total building volume greater than 75,000m³ • Potentially dusty construction material (e.g. concrete) • On site crushing and screening • Demolition activities greater than 12m above ground level

Magnitude	Activity	Criteria
	Earthworks	- Total site area greater than 110,000m² - Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size) - More than 10 heavy earth moving vehicles active at any one time - Formation of bunds greater than 6m in height
	Construction	- Total building volume greater than 75,000m³ - On site concrete batching - Sandblasting
	Trackout	- More than 50 Heavy Duty Vehicle (HDV) trips per day - Potentially dusty surface material (e.g. high clay content) - Unpaved road length greater than 100m
Medium	Demolition	- Total building volume 12,000m³ to 75,000³ - Potentially dusty construction material - Demolition activities 6m to 12m above ground level
	Earthworks	- Total site area 18,000m² to 110,000m² - Moderately dusty soil type (e.g. silt) 5 to 10 heavy earth moving vehicles active at any one time - Formation of bunds 3m to 6m in height
	Construction	- Total building volume 12,000m³ to 75,000m³ - Potentially dusty construction material (e.g. concrete) - On site concrete batching
	Trackout	20 to 50 HDV trips per day - Moderately dusty surface material (e.g. high clay content) - Unpaved road length 50m to 100m
Small	Demolition	- Total building volume less than 12,000m³ - Construction material with low potential for dust release (e.g. metal cladding or timber) - Demolition activities less than 6m above ground levels - Demolition during wetter months
	Earthworks	- Total site area less than 18,000m² - Soil type with large grain size (e.g. sand) - Less than 5 heavy earth moving vehicles active at any one time - Formation of bunds less than 3m in height

Magnitude	Activity	Criteria
	Construction	- Total building volume less than 12,000m³ - Construction material with low potential for dust release (e.g. metal cladding or timber)
	Trackout	- Less than 20 HDV trips per day - Surface material with low potential for dust release - Unpaved road length less than 50m

3.2.10 Step 2B defines the sensitivity of the area around the development to potential dust impacts. The sensitivities of specific receptors are shown in Table 4.

Table 4 Construction Dust - Sensitivities of Human and Ecological Receptors

Receptor Sensitivity	Examples	
	Human Receptors	Ecological Receptors
High	- Users expect high levels of amenity - High aesthetic or value property - People expected to be present continuously for extended periods of time - Locations where members of the public are exposed over a time period relevant to the AQO for PM₁₀, e.g. residential properties, hospitals, schools and residential care homes	Internationally or nationally designated site e.g. Special Area of Conservation
Medium	- Users would expect to enjoy a reasonable level of amenity - Aesthetics or value of their property could be diminished by soiling - People or property wouldn't reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land e.g. parks and places of work	Nationally designated site e.g. Sites of Special Scientific Interest
Low	- Enjoyment of amenity would not reasonably be expected - Property would not be expected to be diminished in appearance - Transient exposure, where people would only be expected to be present for limited periods. e.g. public footpaths, playing fields, shopping streets, farmland, short term car parks and roads	Locally designated site e.g. Local Nature Reserve

3.2.11 The criteria for determining the sensitivity of the area to dust soiling effects on people and property is summarised in Table 5.

Table 5 Construction Dust - Sensitivity of the Area to Dust Soiling Effects on People and Property

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		Less than 20	Less than 50	Less than 100	Less than 250
High	More than 100	High	High	Medium	Low
	10 - 100	High	Medium	Low	Low
	1 - 10	Medium	Low	Low	Low
Medium	More than 1	Medium	Low	Low	Low
Low	More than 1	Low	Low	Low	Low

3.2.12 Table 6 outlines the criteria for determining the sensitivity of the area to human health impacts.

Table 6 Construction Dust - Sensitivity of the Area to Human Health Impacts

Receptor Sensitivity	Background Annual Mean PM ₁₀ Concentration	Number of Receptors	Distance from the Source (m)			
			Less than 20	Less than 50	Less than 100	Less than 250
High	Greater than 32µg/m ³	More than 100	High	High	High	Medium
		10 - 100	High	High	Medium	Low
		1 - 10	High	Medium	Low	Low
	28 - 32µg/m ³	More than 100	High	High	Medium	Low
		10 - 100	High	Medium	Low	Low
		1 - 10	High	Medium	Low	Low
	24 - 28µg/m ³	More than 100	High	Medium	Low	Low
		10 - 100	High	Medium	Low	Low
		1 - 10	Medium	Low	Low	Low
	Less than 24µg/m ³	More than 100	Medium	Low	Low	Low
		10 - 100	Low	Low	Low	Low

Receptor Sensitivity	Background Annual Mean PM ₁₀ Concentration	Number of Receptors	Distance from the Source (m)			
			Less than 20	Less than 50	Less than 100	Less than 250
		1 - 10	Low	Low	Low	Low
Medium	Greater than 32µg/m ³	More than 10	High	Medium	Low	Low
		1 - 10	Medium	Low	Low	Low
	28 - 32µg/m ³	More than 10	Medium	Low	Low	Low
		1 - 10	Low	Low	Low	Low
	24 - 28µg/m ³	More than 10	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low
	Less than 24µg/m ³	More than 10	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low
Low	-	1 or more	Low	Low	Low	Low

3.2.13 Table 7 outlines the criteria for determining the sensitivity of the area to ecological impacts.

Table 7 Construction Dust - Sensitivity of the Area to Ecological Impacts

Receptor Sensitivity	Distance from the Source (m)	
	Less than 20	Less than 50
High	High	Medium
Medium	Medium	Low
Low	Low	Low

3.2.14 Step 2C combines the dust emission magnitude with the sensitivity of the area to determine the risk of unmitigated impacts.

3.2.15 Table 8 outlines the risk category from demolition activities.

Table 8 Construction Dust - Dust Risk Category from Demolition Activities

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Medium
Medium	High	Medium	Low
Low	Medium	Low	Negligible

3.2.16 Table 9 outlines the risk category from earthworks, construction and trackout activities.

Table 9 Construction Dust - Dust Risk Category from Earthworks, Construction and Trackout Activities

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Low
Medium	Medium	Medium	Low
Low	Low	Low	Negligible

Step 3 - Site-specific Mitigation

3.2.17 Step 3 requires the identification of site-specific mitigation measures within the IAQM guidance¹¹ to reduce potential dust impacts based upon the relevant risk categories identified in Step 2. For sites with **negligible** risk, mitigation measures beyond those required by legislation are not required. However, additional controls may be applied as part of good practice.

Step 4 - Determine Significance

3.2.18 Once the risk of dust impacts has been determined and the appropriate mitigation measures identified, the final step is to determine the significance of any residual impacts. For almost all construction activity, the aim should be to control effects through the use of

¹¹ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be **not significant**.

3.2.19 The determination of significance relies on professional judgement and reasoning should be provided as far as practicable. The IAQM guidance suggests the provision of details of the assessor's qualifications and experience. These are provided in Appendix 2.

3.3 Operational Phase Assessment

3.3.1 The development has the potential to affect air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site, as well as expose future residents to any existing air quality issues. Potential impacts have therefore been defined by predicting pollutant concentrations at sensitive locations using dispersion modelling for the following scenarios:

- 2023 - Verification;
- Opening year Do-Minimum (DM) (predicted traffic flows in 2026 should the proposals not proceed); and,
- Opening year Do-Something (DS) (predicted traffic flows in 2026 should the proposals be completed).

3.3.2 Reference should be made to Appendix 1 for assessment input data and details of the verification process.

Potential Development Impacts

3.3.3 Locations sensitive to potential changes in off-site pollutant concentrations were identified within 200m of the highway network in accordance with the guidance provided within the Design Manual for Roads and Bridges (DMRB)¹² on the likely limits of pollutant dispersion from road sources. The criteria provided within DEFRA guidance¹³ on where the AQOs apply, as summarised in Table 2, was utilised to determine worst-case receptor positions in the vicinity of links likely to be affected by changes in traffic flows as a result of the development.

¹² LA 105: Air Quality, Highways England, 2019.

¹³ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

3.3.4 The significance of predicted air quality impacts was determined in accordance with the guidance provided within the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality'¹⁴. Using this methodology impacts were defined based on the interaction between the predicted pollutant concentration from the DS scenario and the magnitude of change between the DM and DS scenarios, as outlined in Table 10.

Table 10 Significance of Operational Phase Road Vehicle Exhaust Emission Impacts

Concentration at Receptor in Assessment Year	Predicted Concentration Change as Proportion of AQO/Concentration Target (%)			
	1	2 - 5	6 - 10	> 10
75% or less of AQO/Concentration Target	Negligible	Negligible	Slight	Moderate
76 - 94% of AQO/Concentration Target	Negligible	Slight	Moderate	Moderate
95 - 102% of AQO/Concentration Target	Slight	Moderate	Moderate	Substantial
103 - 109% of AQO/Concentration Target	Moderate	Moderate	Substantial	Substantial
110% or more of AQO/Concentration Target	Moderate	Substantial	Substantial	Substantial

3.3.5 The matrix shown in Table 10 is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which makes it clearer which cell the impact falls within. It should be noted that changes of 0%, i.e. less than 0.5%, are described as **negligible**.

3.3.6 Following the prediction of impacts at discrete receptor locations, the IAQM document¹⁵ provides guidance on determining the overall air quality impact significance of the operation of a development. The following factors are identified for consideration by the assessor:

- The existing and future air quality in the absence of the development;
- The extent of current and future population exposure to the impacts; and,
- The influence and validity of any assumptions adopted when undertaking the prediction of impacts.

¹⁴ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

¹⁵ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

3.3.7 The IAQM guidance states that an assessment must reach a conclusion on the likely significance of the predicted impact. Where the overall effect is **moderate** or **substantial**, the effect is likely to be considered **significant**, whilst if the impact is **slight** or **negligible**, the impact is likely to be considered **not significant**. It should be noted that this is a binary judgement of either it is **significant** or it is **not significant**.

3.3.8 The determination of significance relies on professional judgement and reasoning has been provided as far as practicable. The IAQM guidance¹⁶ suggests the provision of details of the assessor's qualifications and experience. These are provided in Appendix 2.

Potential Future Exposure

3.3.9 The proposals may have the potential to expose future residents to any existing air quality issues. In order to assess NO₂, PM₁₀ and PM_{2.5} concentrations across the development site, detailed dispersion modelling was undertaken. The results were subsequently compared with the relevant AQOs and Concentration Target to determine any potential areas of exceedence and associated constraints to the proposed land use. Reference should be made to Appendix 1 for a full description of the assessment input data.

¹⁶ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

4.0 BASELINE

4.1 Introduction

- 4.1.1 Existing air quality conditions in the vicinity of the proposed development site were identified in order to provide a baseline for assessment. These are detailed in the following Sections.

4.2 Local Air Quality Management

- 4.2.1 As required by the Environment Act (1995), as amended by the Environment Act (2021), MCC has undertaken Review and Assessment of air quality within their area of jurisdiction. This process has indicated that annual mean concentrations of NO₂ are above the AQO within the city. As such, a number of roads within Manchester have been included within the Greater Manchester Combined Authority (GMCA) AQMA. This is described as follows:

"This is the part of the Greater Manchester Combined Authority AQMA located within the Manchester City Council area."

- 4.2.2 The development is partly located within the AQMA. As such, there may be the potential for the exposure of future residents to poor air quality and any emissions associated with the proposals to cause air quality effects within this sensitive location. This has therefore been considered within the assessment.
- 4.2.3 MCC has concluded that concentrations of all other pollutants considered within the AQS are currently below the relevant AQOs. As such, no further AQMA's have been designated.

4.3 Air Quality Monitoring

- 4.3.1 Monitoring of pollutant levels is undertaken by MCC throughout their area of jurisdiction. Data has also been collected by the GMCA to inform the CAP. Recent NO₂ concentrations recorded in the vicinity of the development, as provided in 'Greater

Manchester LAQM and CAP NO₂ Diffusion Tube Results 2011-2023¹⁷, are shown in Table 11. Exceedences of the AQO are shown in **bold**.

Table 11 Monitoring Results

Monitoring Site	Monitored NO ₂ Concentration (µg/m ³)			
	2020	2021	2022	2023
MA74NO	16.6	18.1	18.8	17
MA75NO	23.3	25.6	25.4	25
MA80NO	22.5	25.7	25.7	25.3
MA81NO	29.0	35.8	36.0	32.9
ST3NO	19.0	19.5	19.4	19.6
ST17NO	18.4	20.2	19.0	19.4
ST27NO	12.6	13.1	13.1	12.2
ST34NO	33.7	39.0	38.8	39.6
CAP_MANC_125	27.1	31.8	30.2	26.5
CAP_MANC_126	31.1	33.1	32.9	31.7
CAP_MANC_127	28.4	35.3	36.3	34.9
CAP_MANC_128	-(a)	-(a)	41.1	42.4
CAP_MANC_129	-(a)	-(a)	51.4	48.0
CAP_STOC_001	-(a)	-(a)	27.4	-(b)
CAP_STOC_002	-(a)	-(a)	28.0	-(b)
CAP_STOC_003	-(a)	-(a)	33.2	-(b)

Note: (a) Monitor commissioned in 2022.

(b) Data not available.

4.3.2 As shown in Table 11, annual mean NO₂ concentrations were above the AQO of 40µg/m³ at the CAP_MANC_128 AND CAP_MANC_189 monitors in 2022 and 2023. As these sites are situated within an AQMA, elevated levels would be expected. Levels were below the

¹⁷ Greater Manchester LAQM and CAP NO₂ Diffusion Tube Results 2011-2023, GMCA, 20234.

AQO at all remaining monitors in recent years. Reference should be made to Figure 3 for a map of the survey positions.

- 4.3.3 Pollutant concentrations during 2020 and 2021 were affected by changes to travel patterns and associated emissions caused by the COVID-19 pandemic. The results should therefore be viewed with caution. However, monitoring data for 2022 and beyond is now considered representative of post-pandemic conditions. This is supported by the IAQM¹⁸, who have adopted the following position:

"ambient air quality monitoring data for the year 2022 and beyond is generally considered to represent the current post-pandemic baseline."

- 4.3.4 MCC do not undertake PM₁₀ or PM_{2.5} monitoring within the vicinity of the site.

4.4 **Background Pollutant Concentrations**

- 4.4.1 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire of the UK to assist LAs in their Review and Assessment of air quality. The proposed development site is located in grid square NGR: 386500, 392500. Data for this location was downloaded from the DEFRA website¹⁹ for the purpose of the assessment and is summarised in Table 12.

Table 12 Background Pollutant Concentration Predictions

Pollutant	Predicted Background Pollutant Concentration (µg/m ³)		
	2023	2024	2026
NO ₂	14.62	14.08	13.07
PM ₁₀	12.59	12.53	12.41
PM _{2.5}	7.73	7.66	7.53

- 4.4.2 As shown in Table 12, predicted background concentrations are below the relevant AQOs and Concentration Target at the development site.

¹⁸ Use of 2020 and 2021 Monitoring Datasets - IAQM Position Statement V1.1, IAQM, 2023.

¹⁹ <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>.

4.5 Sensitive Receptors

- 4.5.1 A sensitive receptor is defined as any location which may be affected by changes in air quality as a result of a development. These have been defined for dust and road vehicle exhaust emission impacts in the following Sections.

Construction Phase Sensitive Receptors

- 4.5.2 Receptors sensitive to potential dust impacts during demolition, earthworks and construction were identified from a desk-top study of the area up to 250m from the development boundary. These are summarised in Table 13.

Table 13 Demolition, Earthworks and Construction Dust Sensitive Receptors

Distance from Site Boundary (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Up to 20	More than 100	0
Up to 50	More than 100	0
Up to 100	More than 100	-
Up to 250	More than 100	-

- 4.5.3 Receptors sensitive to potential dust impacts from trackout were identified from a desk-top study of the area up to 50m from the road network within 250m of the site access. These are summarised in Table 14.

Table 14 Trackout Dust Sensitive Receptors

Distance from Site Access Route (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Up to 20	More than 100	0
Up to 50	More than 100	0

- 4.5.4 There are no ecological receptors within 50m of the development boundary or the access route within 250m of the site entrance. As such, ecological impacts have not been assessed further within this report.

4.5.5 Based on the criteria shown in Table 4, the sensitivity of the receiving environment to potential dust impacts was determined as a **high**. This was because the identified receptors included residential properties.

Operational Phase Sensitive Receptors

4.5.6 Locations sensitive to potential operational phase road vehicle exhaust emission impacts, including positions within the GMCA AQMA, were identified from a desk-top study. These are summarised in Table 15.

Table 15 Operational Phase Road Vehicle Exhaust Emission Sensitive Receptor Locations

Receptor		NGR (m)		In AQMA?
		X	Y	
R1	Residential - Kingsway	386577.8	393927.3	No
R2	Residential - Kingsway	386557.8	393870.7	No
R3	Residential - Kingsway	386485.8	393635.0	No
R4	Residential - Kingsway	386404.0	393354.0	Yes
R5	Residential - Kingsway	386451.3	393511.9	No
R6	Residential - Kingsway	386302.8	392853.9	No
R7	Residential - Mauldeth Road	386251.1	392831.0	No
R8	Residential - Mauldeth Road	386175.5	392954.3	No
R9	Residential - Mauldeth Road	386357.7	392831.7	No
R10	Residential - Kingsway	386208.8	392684.0	No
R11	Residential - Kingsway	386104.5	392160.4	No
R12	Residential - Kingsway	386025.6	391886.4	No
R13	Residential - Kingsway	386008.6	391979.5	Yes
R14	Residential - Lane End Road	385943.7	391592.1	Yes
R15	Residential - Fog Lane	385893.9	391606.7	Yes
R16	Residential - Kingsway	385655.5	390906.9	Yes
R17	Residential - Kingsway	385633.2	390677.8	No

Receptor		NGR (m)		In AQMA?
		X	Y	
R18	Residential - Wilmslow Road	385431.8	390323.7	No
R19	Kingsway Hotel	386623.5	394008.3	Yes
R20	Birchfields Primary School	386431.2	394238.4	No

4.5.7 Reference should be made to Figure 4 for a map of road vehicle exhaust emission sensitive receptor locations and the AQMA extents.

5.0 CONSTRUCTION PHASE ASSESSMENT

5.1 Introduction

- 5.1.1 There is the potential for air quality impacts as a result of the construction of the proposed development. These are assessed in the following Sections.

5.2 Step 1 - Screen the Need for an Assessment

- 5.2.1 The undertaking of activities such as demolition, excavation, groundworks, cutting, construction and storage of materials has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.
- 5.2.2 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.
- 5.2.3 The desk-study undertaken to inform the baseline identified a number of sensitive receptors within 250m of the site boundary. As such, a detailed assessment of potential dust impacts was required.

5.3 Step 2a - Define the Potential Dust Emission Magnitude

Demolition

- 5.3.1 Demolition will be undertaken at the start of the construction phase and will involve clearance of the existing structures on site. It is estimated that the total building volume to be demolished will be less than 12,000m³. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from demolition is therefore **small**.

Earthworks

- 5.3.2 Earthworks will primarily involve excavating material, haulage, tipping and stockpiling, as well as site levelling and landscaping. The area of the proposed development site is less

than 18,000m². In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from earthworks is therefore **small**.

Construction

- 5.3.3 Due to the size of the development, the total building volume is estimated to be between 12,000m³ and 75,000m³. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from construction is therefore **medium**.

Trackout

- 5.3.4 Based on the site area and existing hardstanding, it is anticipated that the unpaved road length will be less than 50m. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from trackout is therefore **small**.

5.4 Step 2b - Define the Sensitivity of the Area

Dust Soiling

- 5.4.1 Table 13 shows that there are more than 100 **high** sensitivity receptors within 20m of the site boundary. The sensitivity of the area with respect to dust soiling from demolition, earthworks and construction, as defined using the criteria summarised in Table 5, is therefore considered to be **high**.
- 5.4.2 Table 14 shows that there are more than 100 **high** sensitivity receptors within 20m of the road network within 250m of the site access. The sensitivity of the area with respect to dust soiling from trackout, as defined using the criteria summarised in Table 5, is therefore considered **high**.

Human Health

- 5.4.3 Table 12 shows the annual mean PM₁₀ background concentration at the site is 12.53µg/m³. As shown in Table 6, where the background annual mean PM₁₀ concentration is below 24µg/m³ and there are more than 100 **high** sensitivity receptors

within 20m of the site boundary, the sensitivity of the area with respect to human health from earthworks and construction is considered to be **medium**.

- 5.4.4 There are more than 100 **high** sensitivity receptors within 20m of the road network within 250m of the site access. The sensitivity of the area with respect to human health from trackout, as defined using the criteria summarised in Table 6, is therefore considered to be **medium**.

5.5 Step 2c - Define the Risk of Dust Impacts

- 5.5.1 The derived dust emission magnitude for each activity was combined with the sensitivity of the area to determine the risk of unmitigated impacts in line with the methodology set out in Table 8 and Table 9. A summary of the risk from each dust generating activity is provided in Table 16.

Table 16 Summary of Potential Unmitigated Dust Risks

Potential Impact	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium	Low	Medium	Low
Human Health	Low	Low	Medium	Low

- 5.5.2 As indicated in Table 16, the potential risk of dust soiling is **medium** from demolition and construction and **low** from earthworks and trackout. The potential risk of human health impacts is **medium** from construction and **low** from demolition, earthworks and trackout.
- 5.5.3 It should be noted that the potential for impacts depends significantly on the distance between the dust generating activity and receptor location. Risk was predicted based on a worst-case scenario of works being undertaken at the site boundary closest to each sensitive area. Therefore, actual risk is likely to be lower than that predicted during the majority of the construction phase.

5.6 **Step 3 - Site-specific Mitigation**

5.6.1 The IAQM guidance²⁰ provides potential mitigation measures to reduce impacts as a result of fugitive dust emissions during the construction phase. These have been adapted for the development site as summarised in Table 17. These may be reviewed prior to the commencement of construction works and incorporated into a Construction Environmental Management Plan or similar if required by the LA.

Table 17 Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary • Display the head or regional office contact information • Develop and implement a Dust Management Plan, which may include measures to control other emissions, approved by the LA
Site management	• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • Make the complaints log available to the LA upon request • Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book
Monitoring	• Carry out regular site inspections, record inspection results, and make an inspection log available to the LA upon request • Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions

²⁰ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

Issue	Control Measure
Site preparation	- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible - Erect solid screens or barriers around dusty activities or the site - Fully enclose site or specific operations where there is a high potential for dust production and they are active for an extensive period - Avoid site runoff of water or mud - Keep site fencing, barriers and scaffolding clean using wet methods - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used - Cover, seed or fence stockpiles to prevent wind whipping
Operating vehicle/machinery and sustainable travel	- Ensure all vehicles switch off engines when stationary - no idling vehicles - Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
Operations	- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques - Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate - Use enclosed chutes and conveyors and covered skips - Minimise drop heights and use fine water sprays wherever appropriate - Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	Avoid bonfires or burning of waste materials
Demolition	- Ensure effective water suppression is used during demolition operations - Avoid explosive blasting, using appropriate manual or mechanical alternatives - Bag and remove any biological debris or damp down such material before demolition
Construction	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out
Trackout	- Use water-assisted dust sweeper on the access and local roads, to remove, as necessary, any material tracked out of the site - Avoid dry sweeping of large areas - Implement a wheel washing system, if required

5.7 **Step 4 - Determine Significance**

- 5.7.1 Assuming the relevant mitigation measures outlined in Table 17 are implemented, the residual impacts from all dust generating activities is predicted to be **not significant**, in accordance with the IAQM guidance²¹.

²¹ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

6.0 OPERATIONAL PHASE ASSESSMENT

6.1 Introduction

6.1.1 The development may have the potential to increase concentrations of NO₂, PM₁₀ and PM_{2.5} as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site during the operational phase. An assessment was therefore undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at sensitive locations in the vicinity of the site, as well as consider potential exposure of future residents to AQO and Concentration Target exceedences.

6.1.2 The assessment considered the following scenarios:

- 2023 - Verification;
- 2026 - DM; and,
- 2026 - DS.

6.1.3 The DM scenario (i.e. without development) included baseline traffic data, inclusive of anticipated growth, for the relevant assessment year. The DS scenario (i.e. with development) included baseline traffic data, inclusive of anticipated growth, in addition to predicted vehicle trips associated with the operation of the proposals.

6.1.4 For the purpose of the assessment traffic data for 2026 was utilised as the development opening year. Air quality is predicted to improve in the future. However, in order to provide a robust assessment, emissions factors and background concentrations for 2023 were utilised within the dispersion model. The use of 2026 traffic data and 2023 emission factors is considered to provide a worst-case scenario and therefore a sufficient level of confidence can be placed within the predicted pollution concentrations.

6.1.5 Reference should be made to Appendix 1 for full assessment input details.

6.2 Potential Development Impacts

Predicted Concentrations

6.2.1 Annual mean NO₂ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 18.

Table 18 Predicted Annual Mean NO₂ Concentrations

Receptor		Predicted Annual Mean NO ₂ Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Kingsway	26.45	26.48	0.03
R2	Residential - Kingsway	23.55	23.58	0.03
R3	Residential - Kingsway	22.41	22.43	0.02
R4	Residential - Kingsway	24.54	24.57	0.03
R5	Residential - Kingsway	21.81	21.83	0.02
R6	Residential - Kingsway	26.31	26.43	0.12
R7	Residential - Mauldeth Road	26.49	26.55	0.06
R8	Residential - Mauldeth Road	22.32	22.36	0.04
R9	Residential - Mauldeth Road	20.61	20.69	0.08
R10	Residential - Kingsway	24.01	24.05	0.04
R11	Residential - Kingsway	22.13	22.16	0.03
R12	Residential - Kingsway	22.22	22.25	0.03
R13	Residential - Kingsway	24.00	24.03	0.03
R14	Residential - Lane End Road	21.68	21.70	0.02
R15	Residential - Fog Lane	22.44	22.47	0.03
R16	Residential - Kingsway	24.96	25.00	0.04
R17	Residential - Kingsway	21.05	21.07	0.02
R18	Residential - Wilmslow Road	28.14	28.17	0.03
R19	Kingsway Hotel	25.87	25.89	0.02

Receptor		Predicted Annual Mean NO ₂ Concentration (µg/m ³)		
		DM	DS	Change
R20	Birchfields Primary School	21.40	21.41	0.01

6.2.2 As indicated in Table 18, predicted annual mean NO₂ concentrations were below the AQO 40µg/m³ at all sensitive receptors in both scenarios.

6.2.3 Annual mean PM₁₀ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 19.

Table 19 Predicted Annual Mean PM₁₀ Concentrations

Receptor		Predicted Annual Mean PM ₁₀ Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Kingsway	15.44	15.45	0.01
R2	Residential - Kingsway	14.64	14.65	0.01
R3	Residential - Kingsway	14.30	14.31	0.01
R4	Residential - Kingsway	14.81	14.82	0.01
R5	Residential - Kingsway	14.09	14.10	0.01
R6	Residential - Kingsway	15.45	15.49	0.04
R7	Residential - Mauldeth Road	15.50	15.52	0.02
R8	Residential - Mauldeth Road	14.43	14.44	0.01
R9	Residential - Mauldeth Road	13.77	13.80	0.03
R10	Residential - Kingsway	14.84	14.85	0.01
R11	Residential - Kingsway	14.21	14.22	0.01
R12	Residential - Kingsway	14.24	14.25	0.01
R13	Residential - Kingsway	14.84	14.85	0.01
R14	Residential - Lane End Road	14.06	14.07	0.01
R15	Residential - Fog Lane	14.32	14.32	0.01
R16	Residential - Kingsway	15.17	15.19	0.01

Receptor		Predicted Annual Mean PM ₁₀ Concentration (µg/m ³)		
		DM	DS	Change
R17	Residential - Kingsway	13.87	13.88	0.00
R18	Residential - Wilmslow Road	15.92	15.93	0.01
R19	Kingsway Hotel	15.48	15.48	0.01
R20	Birchfields Primary School	14.11	14.11	0.00

6.2.4 As indicated in Table 19, predicted annual mean PM₁₀ concentrations were below the AQO of 40µg/m³ at all sensitive receptors in both scenarios.

6.2.5 Annual mean PM_{2.5} concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 20.

Table 20 Predicted Annual Mean PM_{2.5} Concentrations

Receptor		Predicted Annual Mean PM _{2.5} Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Kingsway	9.25	9.25	0.01
R2	Residential - Kingsway	8.84	8.85	0.00
R3	Residential - Kingsway	8.66	8.67	0.00
R4	Residential - Kingsway	8.92	8.92	0.01
R5	Residential - Kingsway	8.55	8.55	0.00
R6	Residential - Kingsway	9.26	9.28	0.02
R7	Residential - Mauldeth Road	9.29	9.30	0.01
R8	Residential - Mauldeth Road	8.71	8.72	0.01
R9	Residential - Mauldeth Road	8.36	8.37	0.01
R10	Residential - Kingsway	8.96	8.97	0.01
R11	Residential - Kingsway	8.62	8.62	0.00
R12	Residential - Kingsway	8.63	8.64	0.00
R13	Residential - Kingsway	8.96	8.97	0.01

Receptor		Predicted Annual Mean PM _{2.5} Concentration (µg/m ³)		
		DM	DS	Change
R14	Residential - Lane End Road	8.54	8.54	0.00
R15	Residential - Fog Lane	8.67	8.68	0.00
R16	Residential - Kingsway	9.14	9.15	0.01
R17	Residential - Kingsway	8.42	8.42	0.00
R18	Residential - Wilmslow Road	9.50	9.51	0.01
R19	Kingsway Hotel	9.26	9.27	0.00
R20	Birchfields Primary School	8.54	8.54	0.00

6.2.6 As indicated in Table 20, predicted annual mean PM_{2.5} concentrations were below the Concentration Target of 10µg/m³ at all sensitive receptors in both scenarios.

Predicted Impacts

6.2.7 Predicted impacts on annual mean NO₂ concentrations at the sensitive receptor locations are summarised in Table 21.

Table 21 Predicted Impacts - NO₂

Receptor		Predicted Annual Mean NO ₂ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R1	Residential - Kingsway	Below 75% of AQO	0	Negligible
R2	Residential - Kingsway	Below 75% of AQO	0	Negligible
R3	Residential - Kingsway	Below 75% of AQO	0	Negligible
R4	Residential - Kingsway	Below 75% of AQO	0	Negligible
R5	Residential - Kingsway	Below 75% of AQO	0	Negligible
R6	Residential - Kingsway	Below 75% of AQO	0	Negligible
R7	Residential - Mauldeth Road	Below 75% of AQO	0	Negligible
R8	Residential - Mauldeth Road	Below 75% of AQO	0	Negligible

Receptor		Predicted Annual Mean NO ₂ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R9	Residential - Mauldeth Road	Below 75% of AQO	0	Negligible
R10	Residential - Kingsway	Below 75% of AQO	0	Negligible
R11	Residential - Kingsway	Below 75% of AQO	0	Negligible
R12	Residential - Kingsway	Below 75% of AQO	0	Negligible
R13	Residential - Kingsway	Below 75% of AQO	0	Negligible
R14	Residential - Lane End Road	Below 75% of AQO	0	Negligible
R15	Residential - Fog Lane	Below 75% of AQO	0	Negligible
R16	Residential - Kingsway	Below 75% of AQO	0	Negligible
R17	Residential - Kingsway	Below 75% of AQO	0	Negligible
R18	Residential - Wilmslow Road	Below 75% of AQO	0	Negligible
R19	Kingsway Hotel	Below 75% of AQO	0	Negligible
R20	Birchfields Primary School	Below 75% of AQO	0	Negligible

6.2.8 As indicated in Table 21, impacts on annual mean NO₂ concentrations as a result of the proposed development were predicted to be **negligible** at all receptor locations.

6.2.9 Predicted impacts on annual mean PM₁₀ concentrations at the sensitive receptor locations are summarised in Table 22.

Table 22 Predicted Impacts - PM₁₀

Receptor		Predicted Annual Mean PM ₁₀ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R1	Residential - Kingsway	Below 75% of AQO	0	Negligible
R2	Residential - Kingsway	Below 75% of AQO	0	Negligible
R3	Residential - Kingsway	Below 75% of AQO	0	Negligible
R4	Residential - Kingsway	Below 75% of AQO	0	Negligible

Receptor		Predicted Annual Mean PM ₁₀ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R5	Residential - Kingsway	Below 75% of AQO	0	Negligible
R6	Residential - Kingsway	Below 75% of AQO	0	Negligible
R7	Residential - Mauldeth Road	Below 75% of AQO	0	Negligible
R8	Residential - Mauldeth Road	Below 75% of AQO	0	Negligible
R9	Residential - Mauldeth Road	Below 75% of AQO	0	Negligible
R10	Residential - Kingsway	Below 75% of AQO	0	Negligible
R11	Residential - Kingsway	Below 75% of AQO	0	Negligible
R12	Residential - Kingsway	Below 75% of AQO	0	Negligible
R13	Residential - Kingsway	Below 75% of AQO	0	Negligible
R14	Residential - Lane End Road	Below 75% of AQO	0	Negligible
R15	Residential - Fog Lane	Below 75% of AQO	0	Negligible
R16	Residential - Kingsway	Below 75% of AQO	0	Negligible
R17	Residential - Kingsway	Below 75% of AQO	0	Negligible
R18	Residential - Wilmslow Road	Below 75% of AQO	0	Negligible
R19	Kingsway Hotel	Below 75% of AQO	0	Negligible
R20	Birchfields Primary School	Below 75% of AQO	0	Negligible

6.2.10 As indicated in Table 22, impacts on annual mean PM₁₀ concentrations as a result of the proposed development were predicted to be **negligible** at all receptor locations.

6.2.11 Predicted impacts on annual mean PM_{2.5} concentrations at the sensitive receptor locations are summarised in Table 23.

Table 23 Predicted Impacts - PM_{2.5}

Receptor		Predicted Annual Mean PM _{2.5} Concentration	Predicted Conc. Change as Proportion of Concentration Target (%)	Impact Significance
R1	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R2	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R3	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R4	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R5	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R6	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R7	Residential - Mauldeth Road	76 - 94% of Concentration Target	0	Negligible
R8	Residential - Mauldeth Road	76 - 94% of Concentration Target	0	Negligible
R9	Residential - Mauldeth Road	76 - 94% of Concentration Target	0	Negligible
R10	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R11	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R12	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R13	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R14	Residential - Lane End Road	76 - 94% of Concentration Target	0	Negligible
R15	Residential - Fog Lane	76 - 94% of Concentration Target	0	Negligible
R16	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible

Receptor		Predicted Annual Mean PM _{2.5} Concentration	Predicted Conc. Change as Proportion of Concentration Target (%)	Impact Significance
R17	Residential - Kingsway	76 - 94% of Concentration Target	0	Negligible
R18	Residential - Wilmslow Road	95 - 102% of Concentration Target	0	Negligible
R19	Kingsway Hotel	76 - 94% of Concentration Target	0	Negligible
R20	Birchfields Primary School	76 - 94% of Concentration Target	0	Negligible

6.2.12 As indicated in Table 23, impacts on annual mean PM_{2.5} concentrations as a result of the proposed development were predicted to be **negligible** at all receptor locations.

6.3 Potential Future Exposure

6.3.1 The proposed development has the potential to cause the exposure of future residents to elevated pollution levels. Dispersion modelling was therefore undertaken with the inputs described in Appendix 1 to quantify air quality conditions at the site. Reference should be made to Figures 5 to 7 for graphical representations of annual mean NO₂, PM₁₀ and PM_{2.5} concentrations.

6.3.2 As shown in Figure 5, annual mean NO₂ concentrations were predicted to be below the AQO of 40µg/m³ across the site. The maximum level at the boundary was 27.02µg/m³.

6.3.3 As shown in Figure 6, annual mean PM₁₀ concentrations were predicted to be below the AQO of 40µg/m³ across the site. The maximum level at the boundary was 15.64µg/m³.

6.3.4 As shown in Figure 7, annual mean PM_{2.5} concentrations were predicted to be below the Concentration Target of 10µg/m³ across the site. The maximum level at the boundary was 9.40µg/m³.

6.3.5 Based on the assessment results, future residents are not predicted to be exposed to pollutant concentrations above the AQOs and Concentration Target. As such, the site is considered suitable for the proposed use from an air quality perspective.

6.4 Interim Planning Guidance for PM_{2.5}

6.4.1 Interim Planning Guidance²² on the consideration of the PM_{2.5} targets identified in the Environment Act (2021) in planning decisions has been produced by DEFRA. This requires evidence that the key sources of air pollution within a development have been identified and appropriate action to minimise emissions of PM_{2.5} and its precursors as far as is reasonably practicable be provided in support of planning applications. To assist the process, two questions and associated considerations are provided. These are summarised in Table 24, along with the development response.

Table 24 Interim Planning Guidance Questions

Question	Response
How has exposure to PM_{2.5} been considered when selecting the development site? Factors to consider include: • Site proximity to people (particularly large populations and/or vulnerable groups, e.g. schools, hospitals, care homes, areas of deprivation) and the impact of the development on these • Site proximity to pollution sources and the impact of these on users of the development • Exposure and emissions during both construction and in-use	The site is located in a predominantly residential setting approximately 4.6km south-east of the city centre. The surrounding area is densely populated and includes sensitive receptors such as Birchfields Primary School. However, as outlined in Section 6.2.6, PM_{2.5} concentrations were predicted to be below the Concentration Target at all sensitive receptor locations in both scenarios. As outlined in Section 6.2.12, impacts on annual mean PM_{2.5} concentrations as a result of the proposed development were predicted to be negligible at all receptor locations. The main pollution source of concern is the A34, Kingsway, which is adjacent to the western development boundary. However, as outlined in Section 6.3.4, PM_{2.5} concentrations across the site were predicted to be below the Concentration Target As outlined in Table 17, a number of mitigation measures will be used throughout the construction phase in order to reduce fugitive dust emissions as far as practicable. This will control potential exposure at off-site locations

²² <https://uk-air.defra.gov.uk/pm25targets/planning>.

Question	Response
What actions and/or mitigations have been considered to reduce PM_{2.5} exposure for development users and nearby receptors and to reduce emissions of PM_{2.5} and its precursors? Factors to consider include: • Site layout • The development's design • Technology used in the construction or installed for use in the development • Construction and future use of the development	A number of mitigation measures have been incorporated into the design of the scheme in order to reduce PM_{2.5} exposure for future residents. These include the following: • The site is designed so that for houses in proximity to major road sources, vehicle parking spaces and access points are positioned closer to major roads and associated vehicle exhaust emissions than residential units, as shown in Figure 2. As such, residential units are positioned further back from pollution sources. • Tree planting will be provided throughout the development to provide screening between vehicle emissions and locations of exposure In order to reduce emissions of PM_{2.5} with associated impacts at nearby receptors, the following measures have also been included: • Provision of Electric Vehicle (EV) charging points to reduce reliance on diesel and petrol vehicles • Provision of secure cycle storage to encourage residents to use sustainable transport modes • Provision of a Travel Plan to promote sustainable transport modes Further to the above, in order to reduce emissions during the construction phase, a number of mitigation measures will be used to minimise dust generation from associated activities

6.4.2 Based on the responses provided in Table 24 and the results of the assessment, as outlined in Sections 5.7 and 6.4, it is considered that the development has identified key sources of air pollution and taken appropriate action to minimise emissions of PM_{2.5}.

6.5 Overall Impact Significance

6.5.1 The overall significance of operational phase road traffic emission impacts was determined as **negligible**. This was based on the overall predicted impacts at discrete receptor locations and the considerations outlined previously. Further justification is provided in Table 25.

Table 25 Overall Impact Significance of Road Vehicle Exhaust Emission Impacts

Guidance	Comment
The existing and future air quality in the absence of the development	Predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQOs and Concentration Target at all locations in the DM scenario It is considered unlikely that future air quality conditions will change significantly in the absence of the development given the relatively established nature of the area
The extent of current and future population exposure to the impacts	The development is not predicted to affect the population exposed to exceedences of the AQOs or Concentration Target
The influence and validity of any assumptions adopted when undertaking the prediction of impacts	It was assumed that vehicle exhaust emission rates and background concentrations will not reduce in future years. This provides worst-case results when compared with DEFRA and National Highways methodologies Due to the adopted assumptions it is considered the presented results are sufficiently robust for an assessment of this nature

6.5.2 The IAQM guidance²³ states that only if the impact is greater than **slight**, the effect is considered **significant**. As impacts were predicted to be **negligible**, overall effects are considered **not significant**, in accordance with the stated methodology.

²³ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

7.0 MITIGATION

7.1.1 A number of mitigation measures have been included within the development to encourage the use of sustainable transport modes, manage vehicle flow and reduce pollution around the site. These are in accordance with MCC's 'Air Quality and Planning Technical Guidance'²⁴, which is based upon the Good Practice Design Principles outlined in the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality'²⁵. Table 26 describes the good practice principles along with how each has been addressed with regards to the proposals.

Table 26 Good Practice Design Principles for Operational Phase Air Quality Impacts

Phase	Principle	Action
Design Phase	New developments should not contravene the Council's AQAP ²⁶ , or render any of the measures unworkable	It is confirmed that the proposals will not contravene MCC's AQAP, or render any of the measures unworkable
	Wherever possible, new developments should not create a new "street canyon", or a building configuration that inhibits effective pollution dispersion	The development will not create a new street canyon or a building configuration that inhibits effective dispersion
	Delivering sustainable development should be the key theme of any application	The proposals have been designed to encourage sustainable behaviours, such as active and public transport due to its proximity to public transport and amenities
Operational Phase	The provision of at least 1 EV "rapid charge" point per 10 residential dwellings and/or 1,000m ² of commercial floor space. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made	EV charging will be included within the scheme. This can be secured via planning condition, if required

²⁴ Air Quality & Planning Technical Guidance, MCC, 2022.

²⁵ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

²⁶ Greater Manchester AQAP 2016-2021, GMCA, 2016.

Phase	Principle	Action
	Where development generates significant additional traffic, provision of a detailed Travel Plan (with provision to measure its implementation and effect) which sets out measures to encourage sustainable means of transport (public, cycling and walking) via subsidised or free-ticketing, improved links to bus stops, improved infrastructure and layouts to improve accessibility and safety	A Travel Plan has been produced by CBO Transports Ltd to support the application
	All gas-fired boilers to meet a minimum standard of <40mgNO_x/kWh. All gas-fired CHP plant to meet a minimum emissions standard of: • Spark ignition engine: 250mgNO_x/Nm³; • Compression ignition engine: 400mgNO_x/Nm³; • Gas turbine: 50mgNO_x/Nm³. A presumption should be to use natural gas-fired installations. Where biomass is proposed within an urban area it is to meet minimum emissions standards of: • Solid biomass boiler: 275mgNO_x/Nm³ and 25mgPM/Nm³	Any boilers to be included in the development will be provisioned in accordance with the relevant requirements

7.1.2 It is considered the above methods would further reduce potential impacts associated with the scheme. Specific mitigation suited to the proposals may be stipulated as a planning condition if deemed necessary by the LA.

8.0 CONCLUSION

- 8.1.1 Redmore Environmental Ltd was commissioned by Views (Holdings) Ltd to undertake an Air Quality Assessment in support of a residential development at the former Burnage Cricket Club, Burnage.
- 8.1.2 The proposals have the potential to cause air quality impacts at sensitive locations during the construction and operational phases, as well as expose future residents to any existing air quality issues at the site. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions, consider location suitability for the proposed end-use and assess potential effects as a result of the scheme.
- 8.1.3 During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Site-specific dust control measures were subsequently determined based on the identified risk ratings. Subject to implementation, potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities are predicted to be **not significant**.
- 8.1.4 The development has the potential to impact on existing air quality in the vicinity of the site and expose future residents to elevated pollution levels during operation. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network both with and without the development in place. Results were subsequently verified using local monitoring data.
- 8.1.5 Review of the dispersion modelling results indicated that impacts on annual mean NO₂, PM₁₀ and PM_{2.5} concentrations as a result of traffic generated by the development were predicted to be **negligible** at all receptor locations.
- 8.1.6 The results of the dispersion modelling assessment also indicated that predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQOs and Concentration Target across the development. The site is therefore considered suitable for the proposed use from an air quality perspective.

- 8.1.7 Following consideration of the relevant issues, residual impacts as a result of the operation of the development were considered to be **not significant**, in accordance with the IAQM guidance.
- 8.1.8 A number of mitigation measures were identified in line with the requirements of the MCC 'Air Quality and Planning Technical Guidance' in order to reduce vehicle exhaust emissions associated with the proposals. It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.
- 8.1.9 Based on the assessment results, in accordance with all relevant policies and guidance outlined in Section 2.0, air quality factors are not considered a constraint to the development.

9.0 **ABBREVIATIONS**

AADT	Annual Average Daily Traffic
ADM	Atmospheric Dispersion Modelling
AQLV	Air Quality Limit Value
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy
ASR	Annual Status Report
CAP	Clean Air Plan
CERC	Cambridge Environmental Research Consultants
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DM	Do-Minimum
DMRB	Design Manual for Roads and Bridges
DPD	Development Plan Document
DS	Do-Something
EFT	Emissions Factor Toolkit
EV	Electric Vehicle
GMCA	Greater Manchester Combined Authority
HDV	Heavy Duty Vehicle
IAQM	Institute of Air Quality Management
LA	Local Authority
LAQM	Local Air Quality Management
MCC	Manchester City Council
NB	Northbound
NGR	National Grid Reference
NO ₂	Nitrogen dioxide
NO _x	Oxides of nitrogen
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
PfEP	Places for Everyone Plan
PM ₁₀	Particulate matter with an aerodynamic diameter of less than 10µm
PM _{2.5}	Particulate matter with an aerodynamic diameter of less than 2.5µm
SB	Southbound
SP	Slow Phase

Z0	Roughness length
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Figures



Legend



Site Boundary

Title

Figure 1 - Site Location Plan

Project

Air Quality Assessment
Mauldeth Road, Burnage

Project Reference

8298

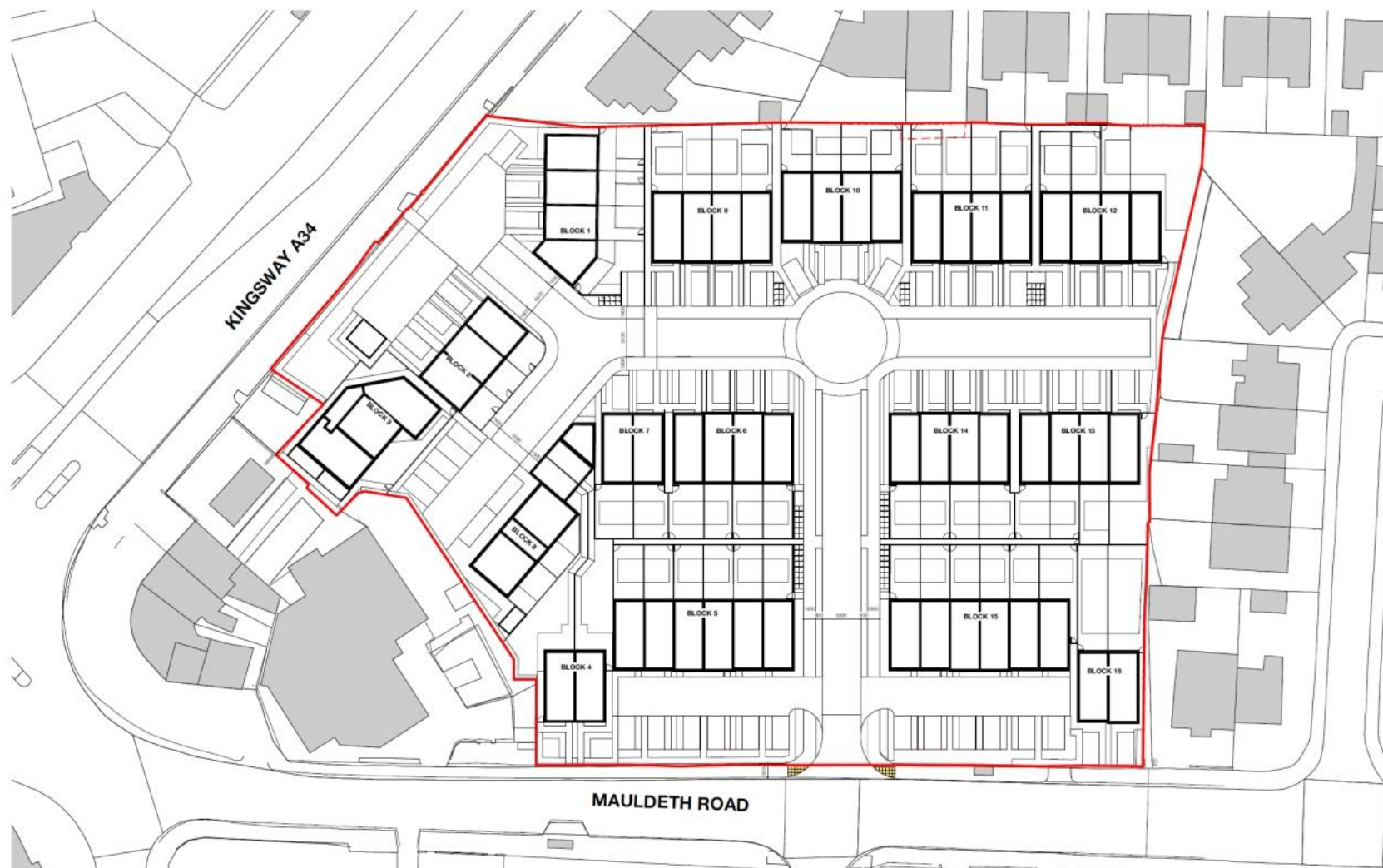
Client

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Legend

Title

Figure 2 - Site Layout Plan

Project

Air Quality Assessment
Mauldeth Road, Burnage

Project Reference

8298

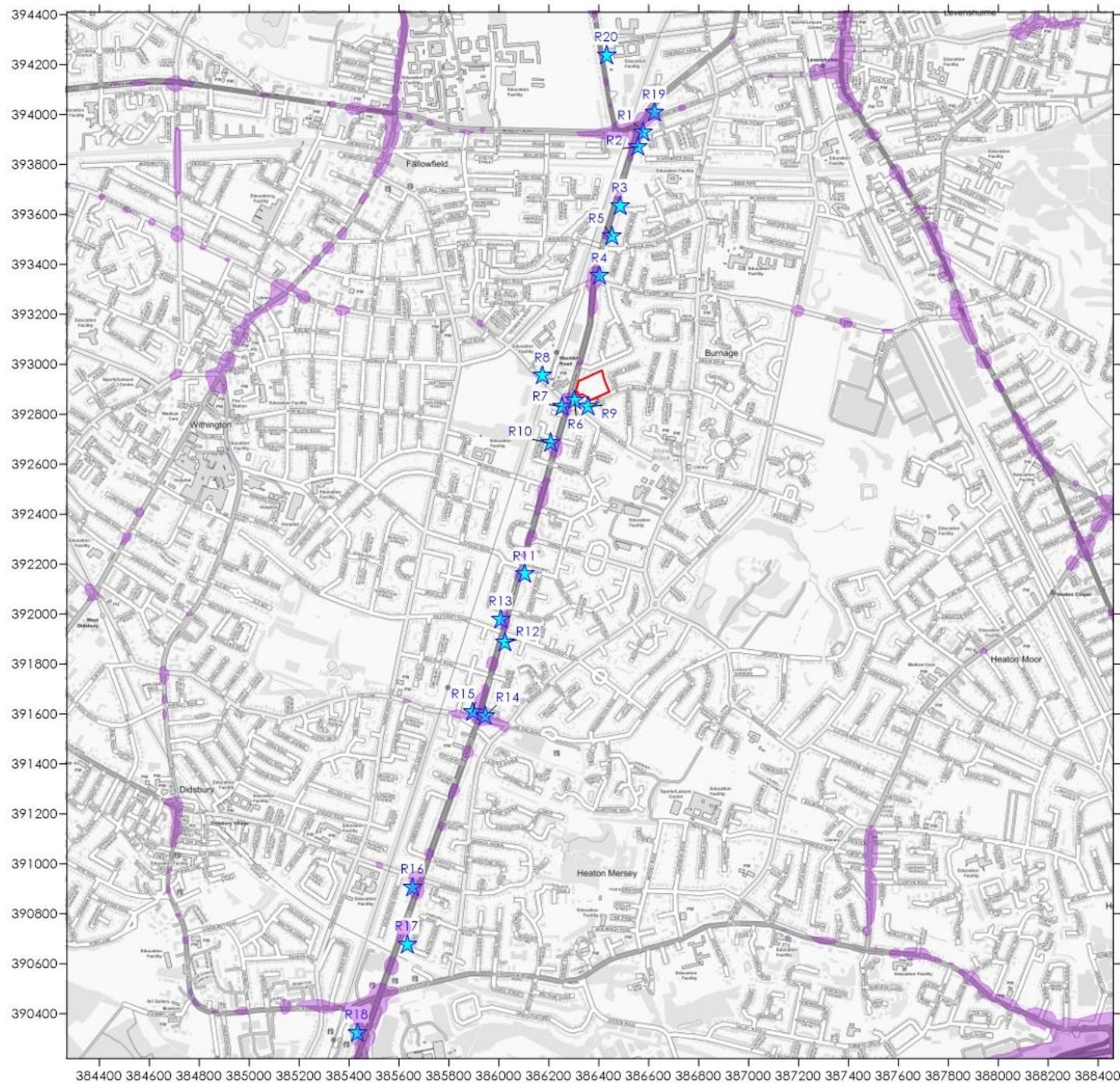
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Legend

-  Site Boundary
-  Sensitive Receptor
-  AQMA

Title

Figure 4 - Road Vehicle Exhaust
Emission Sensitive Receptors

Project

Air Quality Assessment
Mauldeth Road, Burnage

Project Reference

8298

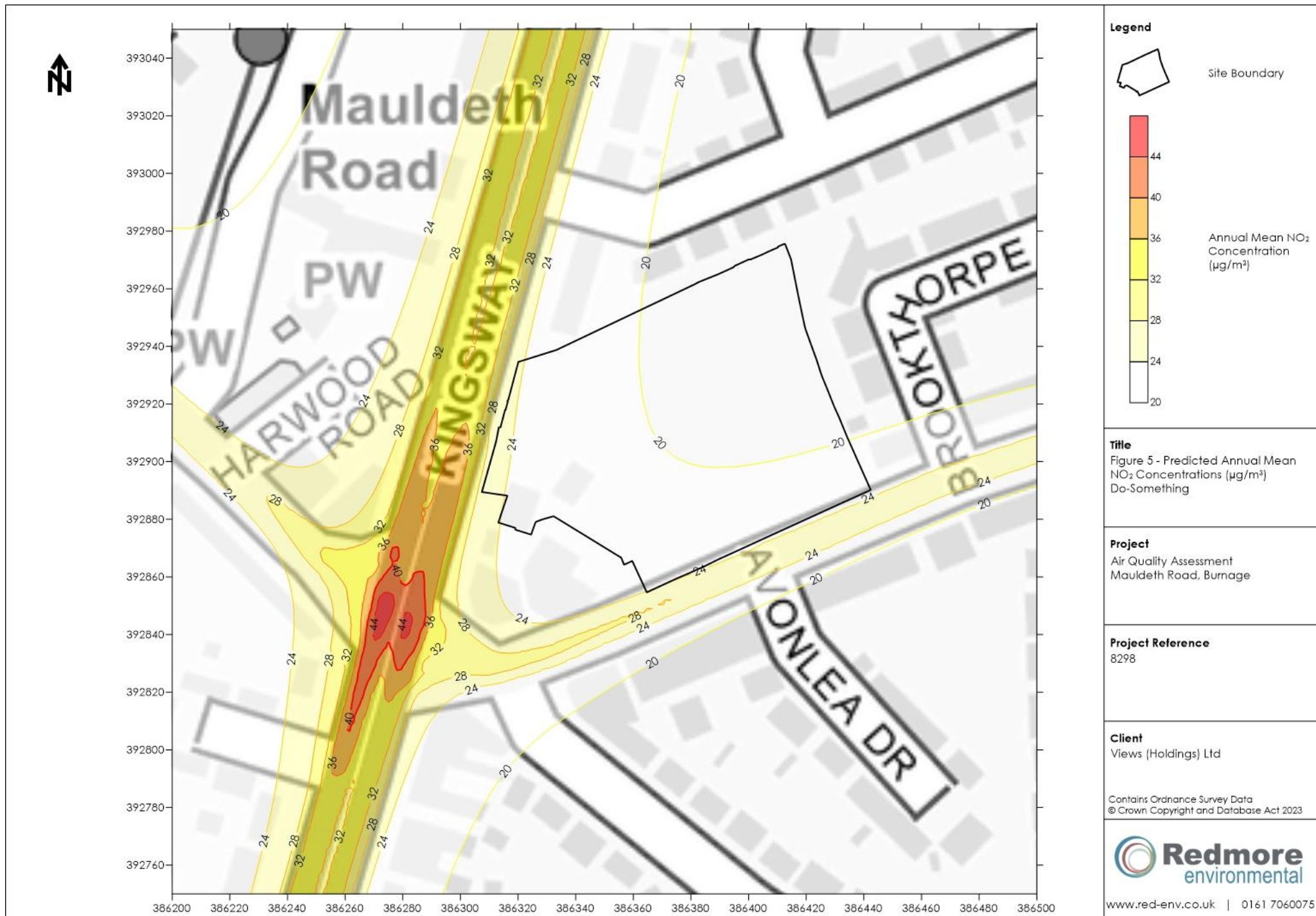
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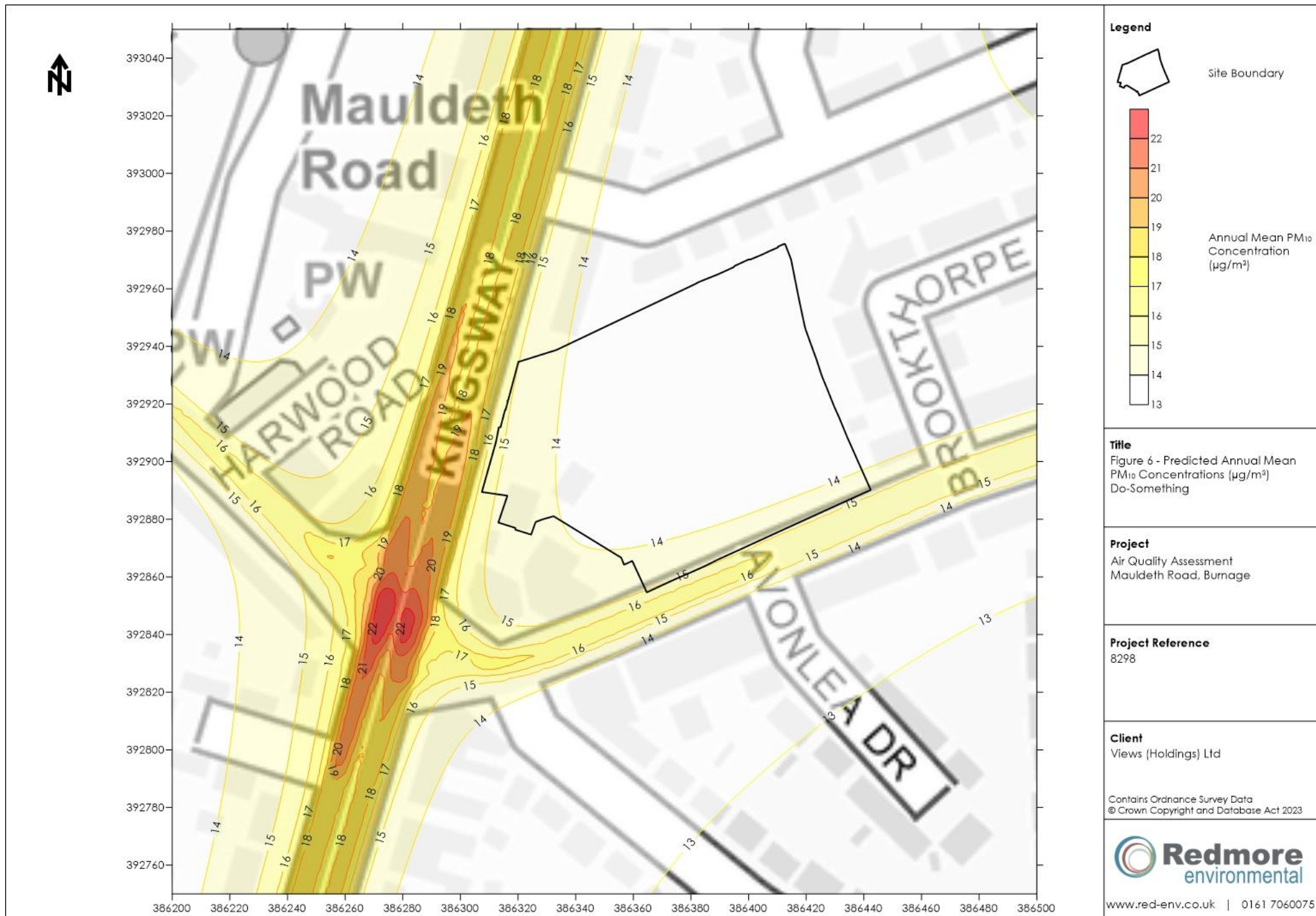
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Legend



Site Boundary



Road Link



Output Grid

Title

Figure 8 - ADMS-Roads Inputs

Project

Air Quality Assessment
Mauldeth Road, Burnage

Project Reference

8298

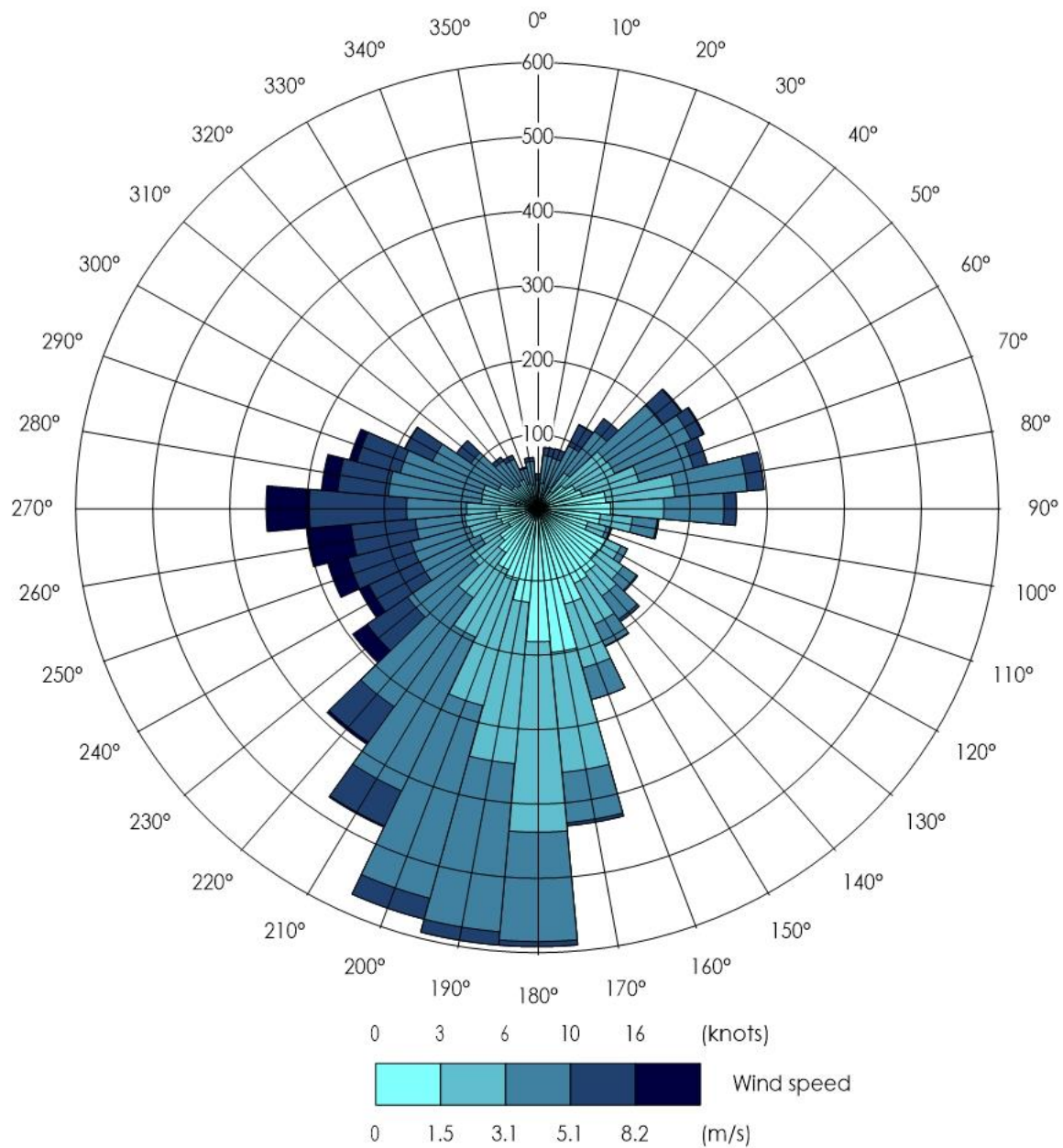
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Legend

Title

Figure 9 - Wind Rose of 2023
Manchester Airport Meteorological
Data

Project

Air Quality Assessment
Mauldeth Road, Burnage

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Appendix 1 - Assessment Input Data

Introduction

The proposals have the potential to cause air quality impacts as a result of exhaust emissions associated with vehicles travelling to and from the development, as well as expose future residents to any existing air quality issues at the site. In order to assess NO₂, PM₁₀ and PM_{2.5} concentrations at sensitive locations, detailed dispersion modelling was undertaken in accordance with the following methodology.

Dispersion Model

Dispersion modelling was undertaken in order to predict NO₂, PM₁₀ and PM_{2.5} concentrations across the site using the ADMS-Roads dispersion model (version 5.0.1.3). ADMS-Roads is developed by Cambridge Environmental Research Consultants (CERC) and is routinely used throughout the world for the prediction of pollutant dispersion from road sources. Modelling predictions from this software package are accepted within the UK by the Environment Agency and DEFRA.

The model requires input data that details the following parameters:

- Assessment area;
- Traffic flow data;
- Vehicle emission factors;
- Spatial co-ordinates of emissions;
- Street width;
- Meteorological data;
- Roughness length (z_0); and,
- Monin-Obukhov length.

Additional options can also be selected within the ADMS-Roads user interface in order to take account of site specific characteristics that may affect model outputs, such as canyons.

The relevant inputs are detailed in the following Sections.

Assessment Area

Ambient concentrations were predicted over the area NGR: 386200, 392750 to 386500, 393050. One Cartesian grid was included within the model to produce data suitable for contour plotting using the Surfer software package.

Reference should be made to Figure 8 for a graphical representation of the assessment grid extents.

Receptors potentially sensitive to changes in pollutant concentrations were included in the assessment as outlined in the main report text.

Traffic Flow Data

Baseline traffic data for use in the assessment, including 24-hour AADT (Annual Average Daily Traffic) flows and fleet composition as HDV proportion, was obtained from the Department for Transport (DfT)²⁷. The DfT web tool enables the user to view and download traffic flows on every link of the 'A' road and motorway network, as well as selected minor roads, in Great Britain for the years 1999 to 2023. It should be noted that the DfT web tool is referenced in DEFRA guidance²⁸ as being a suitable source of data for air quality assessments and it is therefore considered to provide a reasonable estimate of traffic flows in the vicinity of the site.

Baseline traffic data was converted to the opening year of the development utilising a factor obtained from TEMPro (version 8.0). This software package has been developed by the DfT to calculate future traffic growth throughout the UK.

The predicted number of daily traffic movements generated by the development was provided by CBO Transport, the Transport Consultants for the project. These were added to each link to determine the DS scenario.

A summary of the traffic data used in the assessment is provided in Table A1.1. Road widths and vehicle speeds were estimated from aerial photography and UK highway design standards.

²⁷ <https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints>.

²⁸ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Table A1.1 Traffic Data

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2023	2026 DM	2026 DS			
L1	A5145 Wilmslow Road	10,773	11,178	11,178	5.1	10.4	45
L2	A5145 Wilmslow Road, Slow Phase (SP)	10,773	11,178	11,178	5.1	13.8	20
L3	A5145 Parrs Wood Lane, east of Wilmslow Road, SP	5,387	5,589	5,589	5.1	11.0	20
L4	A5145 Parrs Wood Lane, west of Kingsway Road, SP	5,387	5,589	5,589	5.1	11.5	20
L5	A5145 Parrs Wood Lane, west of Kingsway Road, Eastbound (EB), SP	2,693	2,795	2,795	5.1	11.7	20
L6	A5145 Parrs Wood Lane/A34 Kingsway Junction	5,430	5,634	5,634	3.4	11.7	20
L7	A5145 Parrs Wood Lane, EB, SP	5,430	5,634	5,634	3.4	14.8	20
L8	A5145 Parrs Wood Lane, Westbound (WB), SP	5,430	5,634	5,634	3.4	5.8	20
L9	A5145 Parrs Wood Lane	21,718	22,535	22,535	3.4	10.6	45
L10	A34 Kingsway, Southbound (SB), SP towards Parrs Wood Lane junction	11,829	12,274	12,337	1.8	11.7	20
L11	A34 Kingsway, SB between Parrs Wood Lane junction SP and Mauldeth Road junction	11,829	12,274	12,337	1.8	7.7	65
L12	A34 Kingsway, Northbound (NB) between Parrs Wood Lane junction SP and Mauldeth Road junction SP	11,810	12,254	12,318	1.7	7.7	65
L13	A34 Kingsway, NB, between Parrs Wood Lane and Wilmslow Road junction, north	17,125	17,769	17,832	1.6	9.6	20
L14	A5145 Parrs Wood Lane, west of Kingsway Road, WB, SP	2,693	2,795	2,795	5.1	4.8	20
L15	A34 Kingsway, NB, between Wilmslow Road junction, north and Wilmslow Road junction, south	17,125	17,769	17,832	1.6	9.4	35
L16	A34 Kingsway, SB	14,987	15,551	15,614	1.4	9.9	35
L17	A5145, SB, SP	2,693	2,795	2,795	5.1	14.9	20

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2023	2026 DM	2026 DS			
L18	A34 Kingsway, NB, between B5095 Wilmslow Road EB and A5145 Wilmslow Road WB, SP	17,125	17,769	17,832	1.6	7.6	20
L19	A34 Kingsway, NB, south of A5145, SP	17,125	17,769	17,832	1.6	9.5	20
L20	A34 Kingsway, NB, between Gawsworth Avenue and B5095 Wilmslow Road	17,125	17,769	17,832	1.6	12.7	20
L21	A34 Kingsway, NB, between Oakway and Gawsworth Avenue	17,125	17,769	17,832	1.6	6.8	65
L22	A34 Kingsway, SB, between Fairmile Drive and Gawsworth Avenue	14,987	15,551	15,614	1.4	6.8	65
L23	A34 Kingsway, SB, between Gawsworth Avenue and Wilmslow Road	14,987	15,551	15,614	1.4	7.2	65
L24	A34 Kingsway, SB, adjacent to B5095 Wilmslow Road, SP	14,987	15,551	15,614	1.4	6.7	20
L25	A34 Kingsway, SB, south of A5145, SP	14,987	15,551	15,614	1.4	11.9	20
L26	B5095, Wilmslow Road, SB, SP	2,693	2,795	2,795	5.1	6.5	20
L27	A34 Kingsway NB, to B5095 Wilmslow Road Junction, SP	2,693	2,795	2,795	5.1	6.8	20
L28	B5095, Wilmslow Road to A34 Kingsway Junction NB, SP	2,693	2,795	2,795	5.1	6.9	20
L29	B5095, Wilmslow Road to A34 Kingsway Junction SB, SP	2,693	2,795	2,795	5.1	5.3	20
L30	B5095, Wilmslow Road, between Nuffield Health access point and A34 Kingsway junction	10,773	11,178	11,178	5.1	15.7	45
L31	B5095, Wilmslow Road	10,773	11,178	11,178	5.1	14.0	45
L32	A5145, NB, SP	2,693	2,795	2,795	5.1	14.6	20
L33	A5145, SP	5,387	5,589	5,589	5.1	11.7	20
L34	A34 Kingsway, SB from Mauldeth Road junction, SP	11,829	12,274	12,274	1.8	8.3	20
L35	A34 Kingsway, SB towards Mauldeth Road junction, SP	11,829	12,274	12,331	1.8	10.6	20

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2023	2026 DM	2026 DS			
L36	A34 Kingsway, SB between Mauldeth Road junction SP and Talbot Road junction SP	11,829	12,274	12,331	1.8	7.5	65
L37	A34 Kingsway, SB from Talbot Road junction, SP	11,829	12,274	12,331	1.8	6.9	20
L38	A34 Kingsway to Mauldeth Road Junction NB, SP	11,810	12,254	12,318	1.7	6.3	20
L39	A34 Kingsway NB, north of Mauldeth Road junction	11,810	12,254	12,311	1.7	7.6	65
L40	A34 Kingsway NB, approach to Talbot Road junction, SP	11,810	12,254	12,311	1.7	9.7	20
L41	A34 Kingsway NB, north of Talbot Road, SP	11,810	12,254	12,311	1.7	6.0	20
L42	A34 Kingsway NB, north of Talbot Road	11,810	12,254	12,311	1.7	6.5	65
L43	A34 NB, to Moseley Road roundabout, SP	11,810	12,254	12,311	1.7	9.4	20
L44	Moseley Road roundabout	16,877	17,511	17,568	2.1	10.3	20
L45	Moseley Road, between Moseley Road roundabout and Birchfield Road	16,744	17,373	17,373	2.1	8.2	20
L46	Birchfields Road roundabout	14,804	15,361	15,361	2.3	8.7	20
L47	Birchfields Road	10,925	11,336	11,336	2.3	9.7	45
L48	B5093 Moseley Road, west of Birchfields Road roundabout	16,744	17,373	17,373	2.1	14.0	45
L49	A5079 north exit off Moseley Road roundabout	10,247	10,632	10,746	1.9	7.2	45
L50	B5093 Moseley Road, approach to Moseley Road roundabout, SP	11,502	11,934	11,934	2.3	9.5	20
L51	B5093 Moseley Road	11,502	11,934	11,934	2.3	9.5	45
L52	B5093 Moseley Road, west of Slade Lane junction, SP	11,502	11,934	11,934	2.3	11.3	20
L53	B5093 Moseley Road, east of Slade Lane junction, SP	11,502	11,934	11,934	2.3	7.7	20
L54	Albert Road	11,502	11,934	11,934	2.3	6.7	45

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2023	2026 DM	2026 DS			
L55	Albert Road, west of A6 Stockport Road junction, SP	11,502	11,934	11,934	2.3	5.6	15
L56	A6 Stockport Road, north of Albert Road junction, SP	27,948	28,999	28,999	3.1	12.5	15
L57	A6 Stockport Road north of Albert Road junction	27,948	28,999	28,999	3.1	11.6	20
L58	A6 Stockport Road north of Portville Road	27,948	28,999	28,999	3.1	7.4	20
L59	A6 Stockport Road north of Woodfold Avenue SP	27,948	28,999	28,999	3.1	11.1	20
L60	A6 Stockport Road north of Matthew's Lane	27,948	28,999	28,999	3.1	12.2	35
L61	A6 Stockport Road, south of Albert Road junction, SP	27,948	28,999	28,999	3.1	12.4	15
L62	A6 Stockport Road, south of Albert Road junction	27,948	28,999	28,999	3.1	9.5	45
L63	A34 Kingsway SB from Moseley Road roundabout, SP	11,829	12,274	12,331	1.8	9.2	20
L64	A34 Kingsway SB, between Talbot Road junction SP and Moseley Road roundabout SP	11,829	12,274	12,331	1.8	8.0	65
L65	A34 Kingsway SB, approach to Talbot Road junction, SP	11,829	12,274	12,331	1.8	11.0	20
L66	Mauldeth Road, west of site access, from Kingsway SB, SP	2,432	2,524	2,677	1.3	5.9	20
L67	Mauldeth Road, west of site access to Kingsway SB, SP	2,432	2,524	2,587	1.3	5.3	20
L68	Mauldeth Road, west of site access	7,297	7,571	7,878	1.3	6.3	45
L69	Mauldeth Road, east of site access	7,297	7,571	7,702	1.3	10.2	45
L70	Mauldeth Road, west of site access to Kingsway NB, SP	2,432	2,524	2,581	1.3	7.2	20
L71	Mauldeth Road, west of Kingsway, to Kingsway central junction, SP	2,432	2,524	2,590	1.3	6.2	20
L72	Mauldeth Road, west of Kingsway, to Kingsway NB, SP	2,432	2,524	2,524	1.3	5.1	20

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2023	2026 DM	2026 DS			
L73	Mauldeth Road, west of Kingsway, from Kingsway NB, SP	2,432	2,524	2,524	1.3	7.3	20
L75	Kingsway NB to Mauldeth Road east of Kingsway, SP	7,297	7,571	7,637	1.3	10.3	45
L76	Kingsway SB to Mauldeth Road west of Kingsway, SP	2,432	2,524	2,557	1.3	9.4	20

Reference should be made to Figure 8 for a graphical representation of the road link locations.

Canyons

Where buildings or walls surround roads, pollutant dispersion patterns are altered which can lead to high pollutant concentrations. These street canyons can significantly influence air quality along a road and therefore it is important to take consideration of their effects when undertaking dispersion modelling.

The release of ADMS-Roads version 4.0.1.0 in December 2015 incorporated a number of new features including an advanced street canyon module, which have been retained in version 5.0.1.3. Advanced street canyon modelling allows a number of parameters to be included in the dispersion model in order to predict pollutant dispersion patterns which better reflect air flow within complex urban geometries.

Canyons have five principal effects on dispersion which can influence pollutant concentrations. These are:

- Pollutants are channelled along street canyons;
- Pollutants are dispersed across street canyons by circulating flow at road height;
- Pollutants are trapped in recirculation regions;
- Pollutants leave the canyon through gaps between buildings - as if there were no canyon; and,
- Pollutants leave the canyon from the canyon top.

The combined modelling of these effects will result in concentration patterns unique to each canyon. The parameters used in the assessment are outlined in Table A1.2. It should be noted that the "left" parameters for L59 and the "right" parameters for L61 were purposely included at 0m as canyons are only present on one side of the road on these links.

Table A1.2 Canyon Parameters

Link	Parameter (m)					
	Canyon Width to Left	Average Height of Buildings to Left	Building Length Left	Canyon Width to Right	Average Height of Buildings to Right	Building Length Right
L55	4.4	8.0	46.0	6.5	8.0	25.0
L56	10.8	8.0	100.0	10.6	8.0	77.0
L58	8.8	9.0	109.2	9.0	9.5	118.1
L59	0.0	0.0	0.0	8.1	7.0	102.7
L61	8.3	10.5	62.0	0.0	0.0	0.0

A choice of two modes is provided for use in the advanced canyon module. Standard mode assumes that each road is part of a continuous network of roads with similar canyon properties. Network mode analyses the road network to determine transport of pollutants between adjoining street canyons, allows for varying concentrations along the canyon and accounts for transport of pollutants out of the end of a canyon. Network mode is considered most accurate for detailed local analysis and as such was selected for use in the model.

Emission Factors

The emission factors were calculated using the relevant traffic flows and the EFT (version 12.1). This has been produced by DEFRA and incorporates COPERT 5.6 vehicle emission factors.

There is current uncertainty over NO₂ concentrations within the UK, with the implementation of new vehicle emission standards not resulting in the previously expected reduction in roadside levels. Therefore, 2023 emission factors were utilised in preference to the scheme opening year in order to provide robust model outputs. As predictions for 2023 were verified, it is considered the results are a robust indication of worst case concentrations for the future year.

Meteorological Data

Meteorological data used in the assessment was taken from Manchester Airport meteorological site over the period 1st January 2023 to 31st December 2023 (inclusive). Manchester Airport is located at NGR: 381792, 384116, which is approximately 9.8km south-west of the scheme. It is anticipated that conditions would be reasonably similar over a distance of this magnitude. The data was therefore considered suitable for an assessment of this nature.

All meteorological records used in the assessment were provided by Atmospheric Dispersion Modelling (ADM) Ltd, which is an established distributor of data within the UK. Reference should be made to Figure 9 for a wind rose of the utilised meteorological data.

Roughness Length

The z_0 is a modelling parameter applied to allow consideration of surface height roughness elements. A z_0 of 0.5m was used to describe the modelling extents. This value is considered appropriate for the morphology of the area and is suggested within ADMS-Roads as being suitable for 'parkland, open suburbia'.

A z_0 of 0.2m was used to describe the meteorological site. This value is considered appropriate for the morphology of the area and is suggested within ADMS-Roads as being suitable for 'agricultural areas (min)'.

Monin-Obukhov Length

The Monin-Obukhov length provides a measure of the stability of the atmosphere. A minimum Monin-Obukhov length of 30m was used to describe both the modelling extents and the meteorological site. This is considered appropriate for the nature of both areas and is suggested within ADMS-Roads as being suitable for 'cities and large towns'.

Background Concentrations

A review of DEFRA data and local monitoring results was undertaken in order to identify an appropriate background value for use in the assessment. This indicated the annual mean NO₂ concentration recorded at the MA81NO urban background monitor during 2023 was 17µg/m³, higher than the DEFRA background for the grid square containing the development, as shown in

Table 12. As such, the survey result was used to represent existing annual mean NO₂ concentrations within the vicinity of the site without the contribution from road vehicle exhaust emissions in order to provide robust predictions.

Background monitoring of PM₁₀ and PM_{2.5} concentrations is not in the vicinity of the site. As such, annual mean concentrations for these species were taken from the DEFRA grid square containing the site, as shown in Table 12.

Similarly to emission factors, background concentrations from 2023 were utilised in preference to the future year. This provided a robust assessment and is likely to overestimate pollutant concentrations during the operation of the proposal.

NO_x to NO₂ Conversion

Predicted annual mean NO_x concentrations were converted to NO₂ concentrations using the spreadsheet (version 9.1) provided by DEFRA, which is the method detailed within DEFRA guidance²⁹.

Verification

The predicted results from a dispersion model may differ from measured concentrations for a large number of reasons, including:

- Estimates of background concentrations;
- Uncertainties in source activity data such as traffic flows and emission factors;
- Variations in meteorological conditions;
- Overall model limitations; and,
- Uncertainties associated with monitoring data, including locations.

Model verification is the process by which these and other uncertainties are investigated and where possible minimised. In reality, the differences between modelled and monitored results are likely to be a combination of all of these aspects.

²⁹ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

For the purpose of the assessment, model verification was undertaken for 2023 using traffic data, meteorological data and monitoring results from this year.

MCC undertook monitoring of NO₂ concentrations at four locations within the vicinity of roads included in the model during 2023. The results were obtained and the road contributions to total NO_x concentrations calculated following the methodology contained within DEFRA guidance³⁰. The monitored annual mean NO₂ concentrations and calculated road NO_x concentrations are summarised in Table A1.3.

Table A1.3 NO_x Verification - Monitoring Results

Monitoring Location	Monitored NO ₂ Concentration (µg/m ³)	Calculated Road NO _x Concentration (µg/m ³)
MA74NO	25.0	18.48
MA75NO	39.6	60.55
CAP_MANC_125	42.4	70.31
CAP_MANC_126	48.0	91.49

The annual mean road NO_x concentrations predicted from the dispersion model and the road NO_x concentrations calculated from the monitoring results are summarised in Table A1.4.

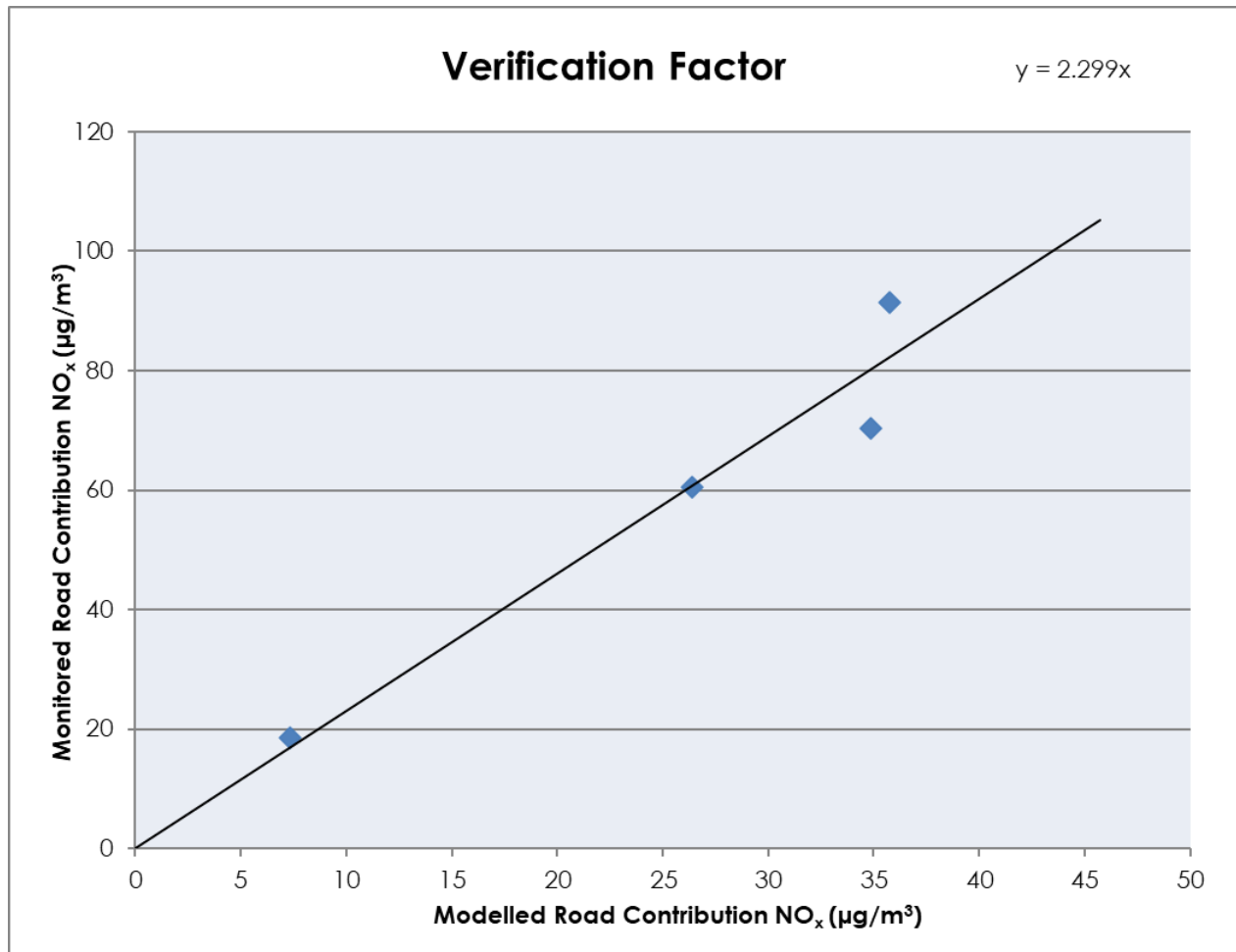
Table A1.4 NO_x Verification - Modelling Results

Monitoring Location	Calculated Road NO _x Concentration (µg/m ³)	Modelled Road NO _x Concentration (µg/m ³)
MA74NO	18.48	7.31
MA75NO	60.55	26.39
CAP_MANC_125	70.31	34.85
CAP_MANC_126	91.49	35.74

The monitored and modelled road NO_x concentrations were graphed and the equation of the trendline based on linear progression through zero calculated. This indicated that a verification factor 2.299 was required to be applied to all road NO_x modelling results, as shown in Graph 1.

³⁰ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Graph 1 NO_x Verification Factor



Monitoring of PM₁₀ and PM_{2.5} concentrations is not undertaken within the assessment extents. The NO_x verification factor was therefore used to adjust model predictions of these species in lieu of more accurate data in accordance with DEFRA guidance³¹.

³¹ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Appendix 2 - Curricula Vitae

KEY EXPERIENCE:

Jethro is a Chartered Environmentalist and Director of Redmore Environmental with specialist experience in the air quality and odour sectors. His key capabilities include:

- Production and management of Air Quality, Dust and Odour Assessments for a wide-range of clients from the retail, residential, infrastructure, commercial and industrial sectors.
- Production and co-ordination of Environmental Permit applications for a variety of industrial sectors.
- Detailed dispersion modelling of road vehicle and industrial emissions using ADMS-Roads, ADMS-5, AERMOD-PRIME and BREEZE-ROADS. Studies have included impact assessment of ground level pollutant and odour concentrations and assessment of suitability of development sites for proposed end-use.
- Project management and co-ordination of Environmental Impact Assessments and scoping reports for developments throughout the UK.
- Provision of expert witness services at Planning Inquiries.
- Design and project management of pollutant monitoring campaigns.
- Co-ordination and management of large-scale multi-disciplinary projects and submissions.
- Provision of expert advice to local government and international environmental bodies, as well as involvement in production of industry guidance.

SELECT PROJECTS SUMMARY:

Industrial

Shanks Waste Management - Odour Assessments of two waste management facilities to support Environmental Permit Applications.

Tatweer Petroleum - dispersion modelling of Bahrain oil field.

Doha South Sewage Treatment Works - AQA for works extension in Qatar.

IRIS Environmental Appraisal Report Reviews, Isle of Man Government - odour assessment reviews.

Lankem, Greater Manchester - Environmental Permit Application for chemical manufacturing plant.

Newport Docks Bulk Drying, Pelleting and CHP Facility - air quality EIA for gas CHP.

Springshades, Leicester - Environmental Permit Variation Application for textile manufacturing plant.

Valspar, Chester - Odour Assessment and production of Odour Management Plan for a paint manufacturing plant in response to neighbour complaints.

Agrivert - dispersion modelling of odour and CHP emissions from numerous AD plants.

James Cropper Paper Mill, Cumbria - air quality EIA, Environmental Permit Variation and Human Health Risk Assessment for new biomass boiler adjacent to SSSI.

Rigg Approach, Leyton - Air Quality Assessment in support of waste transfer site.

Lynchford Lane Waste Transfer Station - biomass facility energy recovery plant.

Barnes Wallis Heat and Power, Cobham - biomass facility adjacent to AQMA.

Residential

Wood St Mill, Bury - residential development adjacent to scrap metal yard.

Hyams Lane, Holbrook - Odour Assessment to support residential development adjacent to sewage works.

North Wharf Gardens, London - peer review of EIA undertaken for large residential development.

Loxford Road, Alford - Air Quality EIA for residential development, included consideration of impacts from associated package sewage works

Elephant and Castle Leisure Centre - baseline AQA for redevelopment.

Carr Lodge, Doncaster - EIA for large residential development.

Queensland Road, Highbury - residential scheme including CHP.

Bicester Ecotown - dispersion modelling of energy centre.

Castleford Growth Delivery Plan - baseline air quality constraints assessment for town redevelopment.

York St, Bury - residential development adjacent to AQMA.

Temple Point Leeds - residential development adjacent to M1.

Commercial and Retail

Etihad Stadium - Air Quality EIA for the extension to the capacity of the Etihad Stadium, Manchester.

Wakefield College - redevelopment of city centre campus in AQMA.

Manchester Airport Cargo Shed - commercial development.

Manchester Airport Apron Extension - EIA including aircraft emission modelling.

National Youth Theatre, Islington - redevelopment to provide new arts space and accommodation.

KEY EXPERIENCE:

Emily is a Senior Environmental Consultant with specialist experience in the air quality sector. Her key capabilities include:

- Production of Air Quality Assessments in accordance with Department for Environment, Food and Rural Affairs (DEFRA) methodologies for a range of residential, commercial and industrial sectors.
- Detailed dispersion modelling of road vehicle exhaust emissions using ADMS-Roads. Studies have included assessment of road traffic exhaust emissions on sensitive receptors and exposure of new residents to poor air quality.
- Advanced canyon modelling to evaluate the impact of altered urban topography on air quality in built up areas.
- Assessment of construction dust impacts from a range of development sizes.
- Definition of baseline air quality and identification of sensitive areas across the UK.
- Production of air quality mitigation strategies specifically tailored to address issues at individual sites.
- Air quality monitoring at industrial sites to quantify pollutant concentrations
- Odour surveys to assess amenity and suitability of sites for potential future development for residential use.

SELECT PROJECTS SUMMARY:

Bowlers Yard, Manchester

Air Quality Assessment in support of an eleven storey residential development to provide circa 65 units on land known as Bowlers Yard, Manchester. The site was located in an Air Quality Management Area (AQMA) and concerns were raised regarding the exposure of future occupants to poor air quality due to road traffic emissions. Detailed dispersion modelling was undertaken using ADMS-roads to assess PM_{2.5}, PM₁₀ and NO₂ concentrations across the site. Results indicated that pollution levels were below the air quality objectives across the development.

Freemasons Arms Hotel, Heywood

Air Quality Assessment to support a residential-led development in an AQMA. Detailed dispersion modelling was undertaken with the inclusion of advanced canyon modelling to evaluate the impact of the urban topography within the locality on the dispersion of traffic related pollutants. Predicted concentrations of NO₂ were found to exceed air quality criteria at the building façade fronting Market Place at first floor level. As such, mitigation was specified for the affected units to ensure future residents would not be exposed to poor air quality.

Griffin Road, London

Air Quality Assessment in support of a residential development located in an AQMA. Detailed dispersion modelling was undertaken using ADMS-roads to assess PM₁₀ and NO₂ concentrations across the site. Results indicated that pollution levels were classified as APEC - A in accordance with the London Councils Air Quality and Planning Guidance.

High Street, Dudley

Odour Impact Assessment in support of a proposed residential-led development. Due to the location of the site, being above an existing hot food takeaway, odour surveys were required to assess the level of odour across the development. A risk assessment was also undertaken in accordance with the relevant odour guidance. An appropriate ventilation system was identified on the basis of the assessment results.

East Common Lane, Selby

Air Quality Assessment in support of an industrial development on land associated with Access 63 Business Park, East Common Lane Selby. Due to the size of the development it was possible that traffic generated from the scheme may cause negative impacts on sensitive receptors nearby. NO₂ and PM₁₀ concentrations were quantified at specific receptor points to ensure there would be no significant increases in pollution levels. Results revealed negligible impacts at all locations.

Wharton Road, Winsford

Air Quality Assessment in support of a residential development of circa 138 units on land off Wharton Road, Winsford. Using sensitive receptors, located in areas where increased road traffic may affect NO₂ concentrations, a comparison was made between overall concentrations with and without the development in place. Results revealed pollutant concentrations were below the relevant standards across the site and impacts associated with the development were not significant.

KEY EXPERIENCE:

Megan is an Environmental Consultant with specialist experience in the air quality sector. Her key capabilities include:

- Production of Air Quality Assessments in accordance with Department for Environment, Food and Rural Affairs (DEFRA) methodologies for a range of residential, commercial and industrial sectors.
- Detailed dispersion modelling of road vehicle exhaust emissions using ADMS-Roads. Studies have included impact assessments on sensitive receptors and exposure of new residents to poor air quality.
- Advanced Canyon Modelling to evaluate the impact of altered urban topography on air quality in built up areas.
- Assessment of construction dust impacts from a range of development sites.
- Production of Air Quality Neutral Assessments in accordance with The London Plan.
- Installation and management of diffusion tube monitoring campaigns in order to determine the potential for exposure of sensitive receptors to poor air quality.

SELECT PROJECTS SUMMARY:

Whitebirk, Blackburn

Air Quality Assessment in support of a residential development comprising demolition of existing buildings and construction of 152 dwellings on land at the Whitebirk Estate, Blackburn. The development had the potential to expose future occupants to any existing air quality issues and cause impacts at sensitive locations. Dispersion modelling was undertaken using ADMS-Roads. A construction dust assessment was also performed to provide mitigation for proposed dust generating activities. Results of the study indicated that air quality impacts and fugitive dust emissions were not significant.

Willow Lane, Mitcham

Air Quality Assessment in support of an industrial development off Willow Lane, Mitcham. Due to the size of the development, it was possible that traffic generated from the scheme may cause negative impacts on sensitive receptors nearby. NO₂ and PM₁₀ concentrations were quantified at specific receptor points to ensure there would be no significant increases in pollution levels. Results revealed negligible impacts at all locations. An Air Quality Neutral Assessment was also undertaken in accordance with the London Plan. Following implementation of relevant mitigation measures, the development was considered Air Quality Neutral.

Harrow Road, London

Air Quality Assessment in support of a nursery. Detailed dispersion modelling, including advanced canyon inputs, was undertaken to evaluate the potential for exposure of future occupants to any existing issues at the site. The results indicated air quality conditions did not present an issue to planning consent.

The Green, Cheadle

Air Quality Assessment in support of a new Aldi store off the Green, Cheadle. Following concerns from the Local Authority regarding the potential for traffic generated by the proposals to cause air quality impacts, dispersion modelling was undertaken in order to quantify changes in pollutant concentrations at sensitive locations in the vicinity of the site. Results revealed negligible impacts at all locations.

Holloway Road, London

Kitchen Odour Assessment undertaken in line with the EMAQ+ and DEFRA guidance in support of a new restaurant on Holloway Road, London. Site-specific odour abatement options were identified in order to conform with best practice guidance. Based on the inclusion of the specified mitigation, odour effects associated with the development were not considered a constraint to planning consent.

Wyebridge Motors, Hereford

Ambient Air Quality Monitoring in support of a residential development. The Local Authority regarding the exposure of future residents to poor air quality as a result of pollution from the adjacent A49. Due to the irregular topography of the area, a scheme of diffusion tube monitoring was undertaken to determine baseline NO₂ concentrations at the site. Results indicated that concentrations were below the Air Quality Objective at the building façade and as such, the risk for exposure of future residents to poor air quality was not considered significant.