Air Quality Assessment

East Road, Longsight

Client: Views (Holdings) Ltd

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Executive Summary

Redmore Environmental Ltd was commissioned by Views (Holdings) Ltd to undertake an Air Quality Assessment in support of a residential development on land off East Road, Longsight.

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; and,
- Identify the requirement for relevant mitigation measures.

Potential construction phase impacts from fugitive dust emissions were assessed as a result of 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 site. These were assessed using standard screening criteria. Due to the low number of anticipated vehicle trips associated with the proposals, road traffic exhaust impacts were not predicted to be significant.

A number of mitigation measures were identified in line with the requirements of the 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 considered a constraint to planning consent for the proposals.

Table of Contents

1.0	**INTRODUCTION**	**1**
1.1	Instruction	1
1.2	Site Location and Context	1
1.3	Assessment Scope	1
2.0	**LEGISLATION AND POLICY**	**2**
2.1	Legislation	2
2.2	Local Air Quality Management	4
2.3	Dust	4
2.4	National Planning Policy	5
2.5	National Planning Practice Guidance	6
2.6	Local Planning Policy	7
3.0	**METHODOLOGY**	**11**
3.1	Introduction	11
3.2	Construction Phase Assessment	11
	Step 1 - Screen the Need for an Assessment	12
	Step 2 - Assess the Risk of Dust Impacts	12
	Step 3 - Site-specific Mitigation	17
	Step 4 - Determine Significant Effects	17
3.3	Operational Phase Assessment	17
4.0	**BASELINE**	**19**
4.1	Introduction	19
4.2	Local Air Quality Management	19
4.3	Air Quality Monitoring	19
4.4	Background Pollutant Concentrations	20
4.5	Sensitive Receptors	21
5.0	**CONSTRUCTION PHASE ASSESSMENT**	**23**
5.1	Introduction	23
5.2	Step 1 - Screen the Need for an Assessment	23
5.3	Step 2a - Define the Potential Dust Emission Magnitude	23
	Earthworks	23
	Construction	23
	Trackout	24
5.4	Step 2b - Define the Sensitivity of the Area	24
	Dust Soiling	24

	Human Health	24
5.5	Step 2c - Define the Risk of Dust Impacts	24
5.6	Step 3 - Site-specific Mitigation	25
5.7	Step 4 - Determine Significant Effects	27
6.0	**OPERATIONAL PHASE ASSESSMENT**	**28**
6.1	Stage 1	28
6.2	Stage 2	28
7.0	**MITIGATION**	**29**
8.0	**CONCLUSION**	**31**
9.0	**ABBREVIATIONS**	**32**

Appendix

Appendix 1 - Curricula Vitae

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 on land off East Road, Longsight.

1.2 Site Location and Context

1.2.1 The site is located on land off East Road, Longsight, M12 5RU, at approximate National Grid Reference (NGR): 387434, 395268. 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.

1.2.2 The proposals comprise the construction of 20 residential dwellings, as well as car parking and associated infrastructure.

1.3 Assessment Scope

1.3.1 The proposals 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; 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 (NO_2);
- Sulphur dioxide;
- Lead;
- Particulate matter with an aerodynamic diameter of less than 10µm (PM_{10});
- 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 2023[1]. 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 2023[2] 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 and Interim Target for pollutants considered within this assessment.

Table 1 Air Quality Objectives/Interim Target

Pollutant	Air Quality Objective/Interim Target	
	Concentration (µg/m³)	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

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

2.1.6 Table 2 summarises the advice provided in DEFRA guidance[3] 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
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

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

Averaging Period	Objective Should Apply At	Objective Should Not Apply At
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 Framework[4] (NPPF) was published in December 2023 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 achievements 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, or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of 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 […]"

[4] NPPF, Ministry of Housing, Communities and Local Government, 2023.

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 Guidance[5] (NPPG) web-based resource was launched by the Department for Communities and Local Government on 6th March 2014 and updated on 1st November 2019 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 be relevant to the planning development management process?
6. What specific issues may need to be considered when assessing air quality impacts?
7. How detailed does an air quality assessment need to be?
8. How can an impact on air quality be mitigated?

[5] https://www.gov.uk/guidance/air-quality--3.

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

2.6 Local Planning Policy

2.6.1 The Manchester Local Development Framework consists of a series of planning documents of which the Core Strategy Development Plan Document (DPD)[6] is central. This was adopted by MCC on 11th July 2012.

2.6.2 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
>
> 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:

[6] Core Strategy DPD, MCC, 2012.

[…]

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."

2.6.3 The Places for Everyone Plan (PfEP)[7] 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.

2.6.4 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

[7] 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 (EV) 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,

[…]."

2.6.5 MCC has also produced the 'Air Quality & Planning Technical Guidance' Supplementary Planning Document[8] which provides guidance on assessing the impact of proposed development on air quality.

2.6.6 The above policies and SPD were taken into consideration throughout the undertaking of the assessment.

[8] Air Quality & Planning Technical Guidance, MCC, 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. These 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'[9].

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

- 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 PM_{10}.

3.2.4 The assessment steps are detailed below.

[9] 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 through the construction phase. The relevant criteria are summarised in Table 3.

Table 3 Construction Dust - Magnitude of Emission

Magnitude	Activity	Criteria
Large	Earthworks	• Total site area greater than 110,000m^2 • 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

Magnitude	Activity	Criteria
	Construction	• Total building volume greater than 75,000m^3 • 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	Earthworks	• Total site area 18,000m^2 to 110,000m^2 • 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 12,000m^3 to 75,000m^3 • 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	Earthworks	• Total site area less than 18,000m^2 • 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
	Construction	• Total building volume less than 12,000m^3 • 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 defined the sensitivity of the area around the development to potential dust impacts. The sensitivities of specific receptors are summarised in Table 4.

Table 4 Construction Dust - Sensitivities of People 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 PM_{10}. 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

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		Less than 20	Less than 50	Less than 100	Less than 250
	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
		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

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
	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 earthworks, construction and trackout activities.

Table 8 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

3.2.16 Step 3 requires the identification of site-specific mitigation measures within the IAQM guidance[10] 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 Significant Effects

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

3.2.18 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 1.

3.3 Operational Phase Assessment

3.3.1 The development has the potential to increase concentrations of NO_2, PM_{10} 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 the criteria contained within the IAQM 'Land-Use Planning & Development Control: Planning for Air Quality'[11] guidance to determine the potential for trips generated by the development to affect local air quality.

3.3.2 The following criteria are provided to help establish when an assessment of potential impacts on the local area is likely to be considered necessary:

A. If any of the following apply:

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

[11] Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

- 10 or more residential units or a site area of more than 0.5ha; or,
- More than 1,000 m^2 of floor space for all other uses or a site area greater than 1ha.

B. Coupled with any of the following:

- The development has more than 10 parking spaces; or,
- The development will have a centralised energy facility or other centralised combustion process.

3.3.3 Should these criteria not be met, then the IAQM guidance[12] considers air quality impacts associated with a scheme to be **not significant** and no further assessment is required.

3.3.4 Where the above criteria are met, then the assessor should proceed to assess the development proposals against the following Stage 2 screening criteria:

- The development leads to a change of Light Duty Vehicle (LDV) flows of:
  - More than 100 Annual Average Daily Traffic (AADT) within an AQMA;
  - More than 500 AADT outside of an AQMA;
- The development leads to a change of HDV flows of:
  - More than 25 AADT within an AQMA;
  - More than 100 AADT outside of an AQMA;
- Introduce a new junction that would cause traffic flow to change behaviour with respect to acceleration/deceleration or introduce queueing traffic where there previously wasn't any (such as a roundabout or traffic lights); and,
- Introduce one or more significant combustion processes where there is a risk of impact to relevant receptors.

3.3.5 Should these criteria not be met, then the IAQM guidance[13] considers air quality impacts associated with a scheme to be **not significant** and no further assessment is required. Where the screening criteria is met, further assessment including atmospheric dispersion modelling of impacts may be required.

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

13 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 NO_2 are above the AQO within the city. As such, a number of roads within Manchester have been included within the 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 located approximately 60m south-east of the MCC AQMA. As such, there is the potential for vehicles travelling to and from the site to increase pollution levels in these sensitive areas. This has been considered throughout 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 AQMAs have been designated.

4.3 Air Quality Monitoring

4.3.1 Monitoring of pollutant levels is undertaken by GMCA throughout their area of jurisdiction. Recent NO_2 concentrations recorded in the vicinity of the development, as provided in GMCA's '2022 Air Quality Annual Status Report (ASR)'[14], are shown in Table 9. Exceedences of the relevant AQO are shown in **bold**.

[14] 2022 Air Quality ASR, GMCA, 2023.

Table 9 Monitoring Results

Monitoring Site	Monitored NO_2 Concentration (µg/m³)			
	2019	2020	2021	2022
MA75NO	**47.0**	33.7	39.0	38.8

4.3.2 As shown in Table 9, annual mean NO_2 concentrations were above the AQO of 40µg/m³ at the MA75NO monitor in 2019. Concentrations have since fallen below the AQO. Reference should be made to Figure 2 for a map of the monitoring location.

4.3.3 Pollutant concentrations during 2020 and 2021 were affected by changes to travel patterns and associated exhaust emissions as a result of the COVID-19 pandemic. The results should therefore be viewed with caution. However, data for 2022 is now considered representative of post-pandemic conditions. This is supported by the IAQM[15], 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 monitoring of PM_{10} or $PM_{2.5}$ concentrations in 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 the grid square NGR: 387500, 395500. Data for this location was downloaded from the DEFRA website[16] for the purpose of the assessment and are summarised in Table 10.

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

16 http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018.

Table 10 Background Pollutant Concentration Predictions

Pollutant	Predicted 2024 Background Pollutant Concentration (µg/m³)
NO_2	14.53
PM_{10}	12.45
$PM_{2.5}$	8.56

4.4.2 As shown in Table 10, predicted background NO_2, PM_{10} and $PM_{2.5}$ concentrations are below the relevant AQOs and Interim Target at the development site.

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. Receptors sensitive to potential dust impacts during 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 11.

Table 11 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	-

4.5.2 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 12.

Table 12 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

4.5.3 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.

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

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 excavation, ground works, cutting, construction and storage of materials has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements on the local road network also have the potential to result in the re-suspension of dust from 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

Earthworks

5.3.1 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 18,000m^2. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from earthworks is therefore **small**.

Construction

5.3.2 Due to the size of the development, the total building volume will be less than 12,000m^3. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from construction is therefore **small**.

Trackout

5.3.3 Based on the site area, 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 11 shows that there are more than 100 sensitivity receptors within 20m of the site boundary. The sensitivity of the area with respect to dust soiling from earthworks and construction, as defined using the criteria summarised in Table 5, is therefore considered to be **high**.

5.4.2 Table 12 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 to be **high**.

Human Health

5.4.3 Table 10 shows the annual mean PM_{10} background concentration at the site is 12.45µg/m^3. As shown in Table 6, where the background annual mean PM_{10} concentration is below 24µg/m^3 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 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 has been combined with the sensitivity of the area to determine the risk of unmitigated impacts in line with the

methodology set out in Table 8. A summary of the risk from each dust generating activity is provided in Table 13.

Table 13 Summary of Potential Unmitigated Dust Risks

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

5.5.2 As indicated in Table 13, the potential risk of dust soiling and human health impacts is **low** from earthworks, construction 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 guidance[17] 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 14. These may be reviewed prior to the commencement of construction works and incorporated into a Construction Environmental Management Plan (CEMP) or similar if required by the LA.

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

Table 14 Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	• Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager • Display the head or regional office contact information • Develop and implement a Dust Management Plan (DMP) or similar, 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 off- site, 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
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 boundary that are at least as high as any stockpiles on site • Avoid site runoff of water or mud
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
Waste management	• Avoid bonfires and burning of waste materials
Construction	• Avoid scabbling (roughening of concrete surfaces), if possible • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out

Issue	Control Measure
Trackout	• Use water-assisted dust sweeper on access and local roads, if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Implement a wheel washing system, if required

5.7 Step 4 - Determine Significant Effects

5.7.1 Assuming the relevant mitigation measures outlined in Table 14 are implemented, the residual impact from all dust generating activities is predicted to be **not significant**, in accordance with the IAQM guidance[18].

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

6.0 OPERATIONAL PHASE ASSESSMENT

6.1 Stage 1

6.1.1 Any vehicle movements associated with the development will generate exhaust emissions on the local and regional road networks. The proposals have therefore been assessed against the IAQM[19] Stage 1 screening criteria detailed in Section 3.3. The development includes more than 10 residential units, coupled with more than 10 car parking spaces. As such, the Stage 2 Criteria have been considered below.

6.2 Stage 2

6.2.1 Consultation with the Transport Consultants for the project, Focus Transport Planning Limited, indicated the development is predicted to generate 68 daily vehicle trips.

6.2.2 Based on the above information, the development is not predicted to result in an increase in LDV flows of more than 100 AADT on any individual road link inside of an AQMA or 500 AADT outside of an AQMA. As such, potential air quality impacts associated with the operational phase road vehicle exhaust emissions are predicted to be **not significant**, in accordance with the IAQM[20] criteria shown in Section 3.3.

[19] Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017

[20] 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'[21], which is based upon the Good Practice Design Principles outlined in the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality'[22]. Table 15 describes the good practice principles along with how each has been addressed with regards to the proposals.

Table 15 Good Practice Design Principles for Operational Phase Air Quality Impacts

Phase	Principle	Action
Design Phase	New developments should not contravene the Council's AQAP[23], 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 Electric Vehicle (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	The proposals include the provision of 1 EV charger per residential dwelling

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

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

23 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 can be secured via condition, if required by MCC
	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/Nm^3; • Compression ignition engine: 400mgNO_x/Nm^3; • Gas turbine: 50mgNO_x/Nm^3. 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/Nm^3 and 25mgPM/Nm^3	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 on land off East Road, Longsight.

8.1.2 The development has the potential to cause air quality impacts at sensitive locations during the construction and operational phases. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and consider potential effects as a result of the proposals.

8.1.3 During the construction phase of the development there is the potential for air quality impacts from 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, residual air quality impacts from dust generated by earthworks, construction and trackout activities are predicted to be **not significant**.

8.1.4 Potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed against the screening criteria provided within the IAQM guidance[24]. Due to the low number of anticipated vehicle trips associated with the proposals, road traffic exhaust impacts were predicted to be **not significant**.

8.1.5 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.

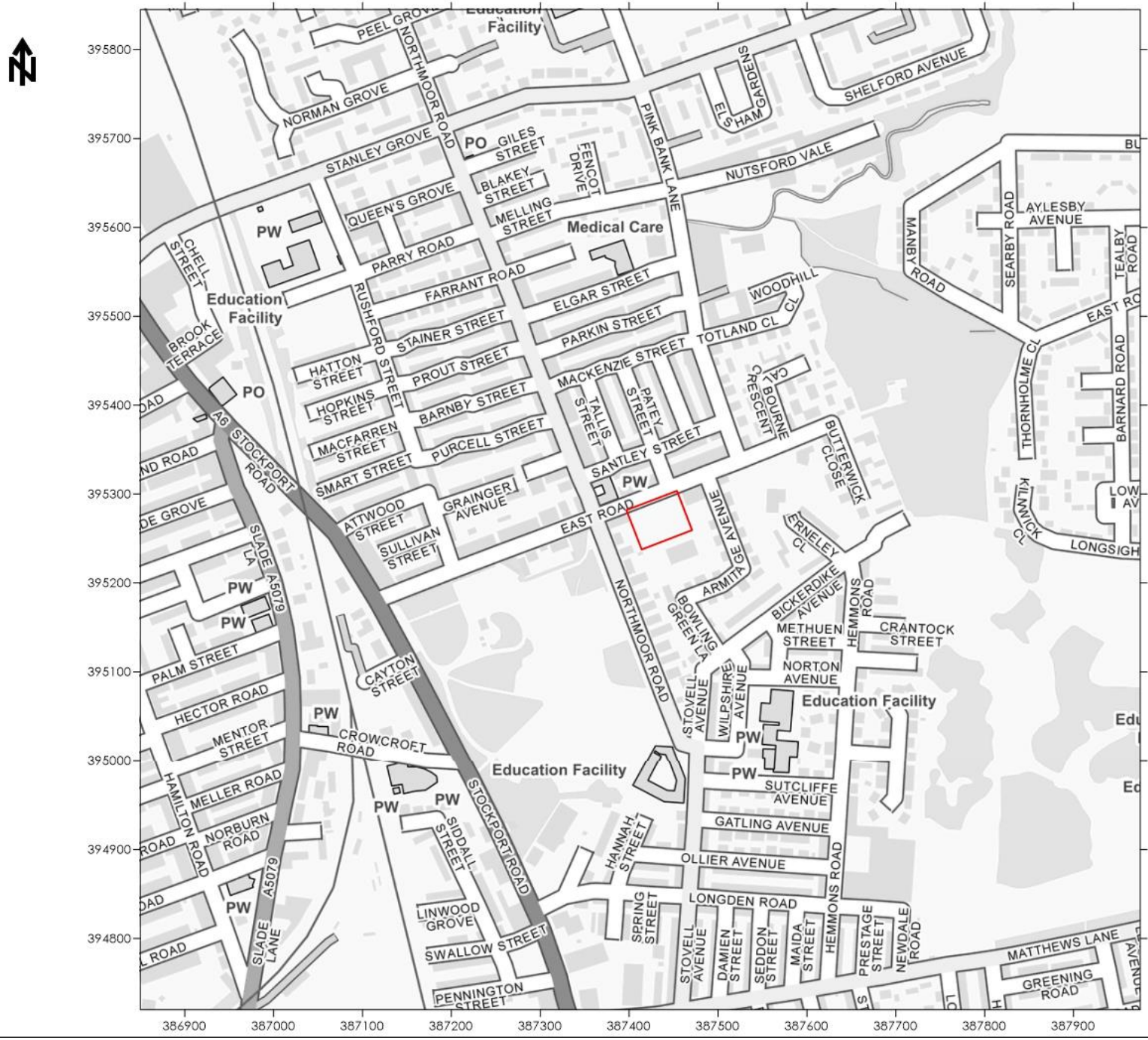
8.1.6 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

[24] Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

9.0 ABBREVIATIONS

AADT	Annual Average Daily Traffic
AQLV	Air Quality Limit Value
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy
ASR	Annual Status Report
CEMP	Construction Environmental Management Plan
DEFRA	Department for Environment, Food and Rural Affairs
DMP	Dust Management Plan
DPD	Development Plan Document
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
LDV	Light Duty Vehicle
MCC	Manchester City Council
NGR	National Grid Reference
NO_2	Nitrogen dioxide
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
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
SPD	Supplementary Planning Document

Figures



Legend

Site Boundary

Title
Figure 1 - Site Location Plan

Project
Air Quality Assessment
East Road, Longsight

Project Reference
8299

Client
Views (Holdings) Ltd

Contains Ordnance Survey Data
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Legend

Site Boundary

Monitor

Title
Figure 2 - Monitoring Locations

Project
Air Quality Assessment
East Road, Longsight

Project Reference
8299

Client
Views (Holdings) Ltd

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Appendix 1 - Curricula Vitae

JETHRO REDMORE

Director

BEng (Hons), MSc, MIAQM, MIEnvSc, PIEMA, CEnv

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.

ALEC BARNETT

Air Quality Consultant

MEarthSci, MSc, AMIEnvSc, AMIAQM

Tel: 0161 706 0075 | Email: alec.barnett@red-env.co.uk

KEY EXPERIENCE:

Alec is an Environmental Consultant with specialist experience in the air quality sector. His 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 and industrial emissions using ADMS-Roads and ADMS-6. Studies have included impact assessment of ground level pollutant concentrations and assessment of suitability of development sites for proposed end-use.
- Advanced Canyon Modelling to evaluate the impact of altered urban topography on air quality in built up areas
- Assessment of fugitive dust impacts from a range of industrial developments.
- Assessment of petrol stations to address benzene concentrations and their impact on adjacent developments.
- Periodic bioaerosol monitoring campaigns at a number of waste facilities in support of permit compliance.
- Assessment of potential effects associated with network realignment schemes and highway developments.
- Development of bespoke monitoring programmes to assess workplace exposure at commercial and industrial facilities and colleges.

SELECT PROJECTS SUMMARY:

1 Piccadilly Circus, London

Air Quality Assessment in support of a tourist hostel located within an Air Quality Management Area (AQMA). The development had the potential to expose future occupants to elevated pollution levels and cause impacts at sensitive locations. Potential emissions from the proposals were also assessed to determine compliance with the Air Quality Neutral requirements of the London Plan. Results of the assessment indicated that the site was Air Quality Neutral and air quality factors were not a constraint to the development.

Kingscroft Farm, Havant

Air Quality Assessment in support of a residential development located in close proximity to the A27 and a number of gas-fired generator sites. The development had the potential to expose future residents to elevated pollution concentrations and cause impacts at sensitive locations. Detailed dispersion modelling was undertaken using ADMS-roads to assess pollutant concentrations across the development and a comparison was made between overall concentrations with and without the development in place. Results indicated pollutant concentrations were below the relevant standards across the site and impacts associated with the development were not significant.

Trademark House, Petersfield

Odour Assessment in support of a mixed-use development at Trademark House, Petersfield. The site was located in close proximity to a petrol filling station (PFS) and associated retail unit, which may result in loss of amenity at the development site. A two stage Odour Assessment was undertaken to assess baseline conditions across the site and consider the risk of reduced amenity. An Air Quality Benzene Assessment was also undertaken to determine potential exposure of future occupants to elevated benzene concentrations associated with the PFS. Results indicated odour effects at the site did not represent a constraint to planning consent and that exceedences of the Air Quality Objective (AQO) were not predicted at the development location

Granby Road, Buxton

Air Quality Assessment in support of a residential development on land off Granby Road, Buxton. Results of detailed dispersion modelling utilising advanced canyons indicated air quality impacts associated with the development were not significant. The scheme was also located in close proximity to Ashwood Dale Quarry. Potential impacts on future residential amenity were assessed using the Source-Pathway-Receptor approach, which indicated that existing emissions associated with the operation of the quarry were not considered significant.

Industrial Chemicals Ltd, West Thurrock

Air Quality Assessment in support of the relocation of an existing polyaluminium chloride process from Titan Works, Hogg Lane Grays, to West Thurrock Works, Stoneness Road, Grays. Results of the assessment indicated that potential emissions associated with construction and operation of the site were not significant.