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Dear Neil

UPPER BROOK STREET MASTERPLAN (WILLIAMS MOTOR CO (HOLDINGS)/ ALLIANCE UBS LIMITED)
137401/FO/2023 – AIR QUALITY ASSESSMENT

Introduction

Redmore Environmental Ltd was commissioned by Property Alliance Group/ Moda Living/ Williams Motor Co (Holdings) to undertake an Air Quality Assessment in support of a planning application for a development on land off Upper Brook Street, Manchester. The report was submitted to Manchester City Council (MCC) in June 2023 for review.

In response to comments received from MCC, the following design amendments will be made to the scheme:

- Block A1 reduced in height from GF + 41 storeys to GF + 29 storeys with change to the massing (removal of stepped form);
- Block A1 will now incorporate a mezzanine (included within the ground storey);
- The total quantum of Purpose Built Student Accommodation (PBSA) beds within Blocks A1/A2 is now 763 beds (down by 117), beds within Block A3 remain unchanged; 6 studio units are added to level 29 of block A1.
- Simpson Haugh are reviewing cladding and internal layouts, including the window openings on the Level 29 amenity floor, the north facing A1 corner units in particular, and a new gable end materiality; and

- All elements that were pro rata'ed based on bed quantum, eg cycle provision, will also be updated in line with the new totals.

The updated site description is:

"Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/29 storey buildings to be used for PBSA (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/ commercial and convenience store – Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and €), and the provision of new public realm, two new public squares, new access and parking, and associated works"

The purpose of this letter is to provide a review of the existing Air Quality Assessment with respect to the changes to the development proposals in order to determine if the amendments impact the original conclusions drawn. This is outlined in the following sections.

Construction Phase Assessment

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. The assessment concluded that the potential risk of dust soiling was high from construction and earthworks, medium from demolition and low from trackout. The potential risk of human health effects is low from demolition, earthworks and construction and negligible from trackout.

The amendments to the development design will not affect the magnitude of demolition, earthworks or trackout works required, however there will be a reduction in the total volume of construction. The changes will not affect the overall risk of dust soiling or human health with respect to any of the construction activities. As such, the original risk assessment, subsequent mitigation measures provided and conclusions drawn are considered to be valid.

Operational Phase Assessment

Potential Development Impacts

Potential impacts during operation of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place. 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 dispersion modelling results in the report predict a worst-case scenario as the amendments to the scheme will result in a reduction in trips compared to those inputted within the original dispersion model. Therefore, the original conclusions drawn remain unchanged, and the impact of additional road transport emissions on existing sensitive receptors is considered to be not significant.

Potential Exposure

The proposed development has the potential to cause the exposure of future occupants to elevated pollution levels. Dispersion modelling was therefore undertaken with the inputs described in Appendix 1 of the Air Quality Assessment to quantify air quality conditions at the site. The results of the assessment demonstrated that predicted pollution levels were below the relevant AQOs across the development. As such, the site is considered suitable for the proposed use from an air quality perspective.

The amendments to the development design would not affect the model inputs, with the exception of lowering the canyon height of the development. Subsequently, the results of the assessment remain valid.

Conclusion

Following review of the amendments made to the development and based on the original assessment results remaining valid, air quality factors are not considered a constraint to the development.

If you have any further questions, please do not hesitate to contact me.

Yours sincerely,

FOR AND ON BEHALF OF REDMORE ENVIRONMENTAL LTD



Alex Crayton

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