

Air Quality Assessment
St John's Street, Manchester

Client: Leasing Options Limited

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Prepared by	Olly Hanlon			
Position	Senior Air Quality Consultant			
Reviewed by	Imogen Bartlett			
Position	Air Quality Consultant			
Authorised by	Jethro Redmore			
Position	Director			
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Comment	-			

Taylor Road, Urmston, Manchester, M41 7JQ

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 Leasing Options Limited to undertake an Air Quality Assessment in support of a planning application for a residential development at 28 St John's Street, Manchester.

The proposals have the potential to cause exposure of future residents to any existing air quality issues at the site, as well as impacts as a result of road traffic exhaust emissions associated with vehicles travelling to and from the development during operation. 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.

The potential for exposure of future residents to elevated pollution levels was assessed based on the results of a desk top study. This indicated that pollutant concentrations are likely to be below the relevant criteria at the development location. The site is therefore considered suitable for the proposed end-use from an air quality perspective.

During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed using standard screening criteria. Due to the scale of the proposals, road traffic exhaust emission impacts were not predicted to be significant.

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

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1.0 INTRODUCTION

- 1.1.1 Redmore Environmental Ltd was commissioned by Leasing Options Limited to undertake an Air Quality Assessment in support of a planning application for a residential development at 28 St John's Street, Manchester.
- 1.1.2 The site is located at 28 St John's Street, Manchester, at approximate National Grid Reference (NGR): 383362, 397902. Reference should be made to Figure 1 for a map of the site and surrounding area.
- 1.1.3 The proposals comprise the redevelopment of the existing building from office space to provide three residential units.
- 1.1.4 The proposals have the potential to cause exposure of future residents to any existing air quality issues at the site, as well as impacts as a result of road traffic exhaust emissions from vehicles travelling to and from the development during the operational phase. An Air Quality Assessment was therefore 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. 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 Target values were also provided for several other 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 in July 2007¹. 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 Table 1 presents the AQOs and AQLVs for pollutants considered within this assessment.

Table 1 Air Quality Objectives/Air Quality Limit Values

Pollutant	Air Quality Objective/Air Quality Limit Value	
	Concentration (µg/m ³)	Averaging Period
NO ₂	40	Annual mean

¹ The AQS for England, Scotland, Wales and Northern Ireland, DEFRA, 2007.

Pollutant	Air Quality Objective/Air Quality Limit Value	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
	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}	20	Annual mean

2.1.5 The Environment Act (2021) was published on 9th November 2021 and makes provision for the setting of lower PM_{2.5} targets. However, the AQLV outlined in Table 1 remains the adopted air quality standard within the UK until further legislation is implemented.

2.1.6 Table 2 summarises the advice provided in DEFRA guidance² 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 (including all of playgrounds), hospitals (and their grounds), care homes (and their grounds) 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 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	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term

² 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 Local Authorities (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, the objective of which is to reduce pollutant concentrations in pursuit of the AQOs.

2.3 **National Planning Policy**

2.3.1 The revised National Planning Policy Framework³ (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3.2 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, helping to improve

³ NPPF, Ministry of Housing, Communities and Local Government, 2019.

biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

2.3.3 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 [...]."

2.3.4 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."

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

2.4 National Planning Practice Guidance

2.4.1 The National Planning Practice Guidance⁴ (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 considerations be relevant to the 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?

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

2.5 Local Planning Policy

2.5.1 The Manchester Local Development Framework consists of a series of planning documents of which the Core Strategy⁵ is central. This was adopted by Manchester City Council (MCC) on 11th July 2012 and provides policies which guide the determination of planning applications within the city.

2.5.2 A review of the Core Strategy indicated the following policy of relevance to the assessment:

"Policy EN 16

Air Quality

⁴ <https://www.gov.uk/guidance/air-quality--3>.

⁵ Core Strategy, MCC, 2012.

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:

[...]

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 could be sensitive to existing environmental conditions, such as noise.

[...]

iii. does not cause significant harm to the amenity of the occupants and future occupants of the development or to existing and future neighbouring occupants or users through impacts on privacy, safety and security, noise, pollution, the visual appearance of an area, access to daylight or other nuisances; and,

[...]

v. does not result in unacceptable level of pollutants or exposure of people in the locality or wider area. Developments identified in the Air Quality Action Plan will require an air quality assessment."

2.5.3 The implications of the above policies were taken into consideration throughout the undertaking of this assessment.

2.5.4 MCC has also produced an 'Air Quality & Planning Technical Guidance' Supplementary Planning Document⁶ (SPD) which provides guidance on assessing the impacts of proposed development on air quality. This was taken into consideration throughout the undertaking of the assessment.

⁶ Air Quality & Planning Technical Guidance, MCC, 2022.

3.0 METHODOLOGY

3.1 Introduction

3.1.1 The proposed development has the potential to cause exposure of future residents to any existing air quality issues at the site, as well as impacts during the operational phase. These factors were assessed in accordance with the following methodology, which is based on the requirements of MCC's 'Air Quality & Planning Technical Guidance' SPD⁷.

3.2 Potential Future Exposure

3.2.1 The proposed development is considered a location of relevant exposure for long and short-term AQOs in accordance with the criteria provided within DEFRA guidance⁸, as summarised in Table 2. Existing air quality conditions at the site were therefore assessed through consideration of the following factors:

- Proximity to pollution sources;
- Street topography; and,
- Local monitoring results.

3.2.2 The findings were subsequently used to determine the potential for AQO and AQLV exceedence at the development location. Should the assessment indicate significant uncertainty over air quality conditions at the site then further quantitative methods, such as detailed dispersion modelling, could be utilised to refine the predictions.

3.3 Potential Development Impacts

3.3.1 The development has 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. A screening assessment was therefore undertaken using the criteria contained within the Institute of Air Quality Management (IAQM) 'Land-

⁷ Air Quality & Planning Technical Guidance, MCC, 2022.

⁸ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Use Planning & Development Control: Planning for Air Quality⁹ guidance document 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 or more residential units or a site area of more than 0.5ha; or,
- more than 1,000 m² of floor space for all other uses or a site area greater than 1 ha.

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 guidance¹⁰ considers air quality impacts associated with a scheme to be **not significant** and no further assessment is required.

3.3.4 Should screening of the relevant data indicate that any of the above criteria are met, then potential impacts at sensitive receptor locations can be assessed by calculating the change in pollutant concentrations as a result of the proposed development. The significance of predicted impacts can then be determined in accordance with the methodology outlined in the IAQM guidance¹¹.

⁶ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

⁶ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

⁶ 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), 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 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 part of the Greater Manchester Combined Authority AQMA located within the Manchester City Council area."

- 4.2.2 The development is located within the AQMA. As such, there is the potential for exposure of future residents to poor air quality and vehicles travelling to and from the site to increase pollution levels in this sensitive area. 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 and AQLV. As such, no further AQMA's have been designated.

4.3 Air Quality Monitoring

- 4.3.1 Monitoring of pollutant concentrations is undertaken by MCC throughout their area of jurisdiction. Recent annual mean NO₂ results recorded in the vicinity of the development are shown in Table 3. Exceedences of the AQO are shown in **bold**.

Table 3 Monitoring Results - Annual Mean NO₂

Monitoring Site		Annual Mean NO ₂ Concentration (µg/m ³)		
		2018	2019	2020
MA24NO	Princess Street	40.3	40.8	26.8
MA29NO	Oxford Street	58.8	55.4	39.0
MA60NO, MA61NO	Piccadilly Gardens ^(a)	31.6	33.1	22.3
MA77NO	Hewitt Street	41.0	43.7	26.9
MAN3	Manchester Piccadilly	35	36	27

Note: (a) Monitor co-located with MAN3 continuous analyser.

4.3.2 As shown in Table 3, annual mean NO₂ concentrations were above the AQO at MA24NO, MA29NO and MA77NO in recent years. As these monitors are located at roadside positions within an AQMA, elevated pollution levels are to be expected. Annual mean NO₂ concentrations were below the AQO at all remaining sites over the period 2018 to 2020. Reference should be made to Figure 2 for a map of the survey positions.

4.3.3 Recent short-term NO₂ concentrations recorded at the MAN3 - Manchester Piccadilly monitor are shown in Table 4.

Table 4 Monitoring Results - 1-Hour Mean NO₂

Monitoring Site		Number of 1-Hour Mean NO ₂ Concentrations above 200µg/m ³		
		2018	2019	2020
MAN3	Manchester Piccadilly	0	0	0

4.3.4 As shown in Table 4, the number of 1-hour mean NO₂ concentrations above 200µg/m³ was below the permitted number of 18 at the MAN3 monitor in recent years.

4.3.5 Recent annual mean PM₁₀ monitoring results recorded at the MAN3 - Manchester Piccadilly monitor are shown in Table 5.

Table 5 Monitoring Results - Annual Mean PM₁₀

Monitoring Site		Annual Mean PM ₁₀ Concentration (µg/m ³)		
		2018	2019	2020
MAN3	Manchester Piccadilly	21	20	15

4.3.6 As shown in Table 5, annual mean PM₁₀ concentrations were below the AQO at the MAN3 monitor in recent years.

4.3.7 Recent short-term PM₁₀ results recorded at the MAN3 - Manchester Piccadilly monitor are shown in Table 6.

Table 6 Monitoring Results - 24-Hour Mean PM₁₀

Monitoring Site		Number of Days with 24-Hour Mean PM ₁₀ Concentrations above 50µg/m ³ (Days)		
		2018	2019	2020
MAN3	Manchester Piccadilly	2	7	1

4.3.8 As shown in Table 6, the number of days with 24-hour mean PM₁₀ concentrations above 50µg/m³ was below the permitted number of 35 at the MAN3 monitor in recent years.

4.3.9 Recent annual mean PM_{2.5} monitoring results recorded at the MAN3 - Manchester Piccadilly monitor are shown in Table 7.

Table 7 Monitoring Results - PM_{2.5}

Monitoring Site		Annual Mean PM _{2.5} Concentration (µg/m ³)		
		2018	2019	2020
MAN3	Manchester Piccadilly	11	12	8

4.3.10 As shown in Table 7, annual mean PM_{2.5} concentrations were below the AQLV at the MAN3 monitor in recent years.

4.3.11 It should be noted that pollutant concentrations during 2020 were lower than previous years due to a reduction in road traffic and associated emissions caused by the COVID-19 pandemic. The results should therefore be viewed with caution.

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: 383500, 397500. Data for this location was downloaded from the DEFRA website¹² for the purpose of the assessment and is summarised in Table 8.

Table 8 Background Pollutant Concentration Predictions

Pollutant	Predicted 2022 Background Pollutant Concentration ($\mu\text{g}/\text{m}^3$)
NO ₂	22.82
PM ₁₀	12.92
PM _{2.5}	8.30

4.4.2 As shown in Table 8, predicted background NO₂, PM₁₀ and PM_{2.5} concentrations are below the relevant AQOs and AQLV at the development site.

¹² <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>.

5.0 ASSESSMENT

5.1 Introduction

- 5.1.1 The proposed development has the potential to cause exposure of future residents to any existing air quality issues at the site, as well as impacts during the operational phase. These factors are assessed in the following Sections.

5.2 Potential Future Exposure

- 5.2.1 Residential land use is considered sensitive to elevated long term and short term pollutant concentrations. As such, the proposed development has the potential to introduce new receptors into an area of poor air quality. Existing conditions at the site are therefore considered in the following Sections.

Proximity to Pollutant Sources

- 5.2.2 The scheme is positioned adjacent to St John's Street and Byrom Street. These are unclassified roads that provide access to nearby properties and volumes of traffic along these links are anticipated to be minimal. As such, they are unlikely to contribute to pollution levels significantly above background. Quay Street and Deansgate are located approximately 100m south-west and north-west of the proposals, respectively. These are likely to contribute to elevated levels close to the kerb. However, given the large separation distance between these roads and the development, levels are likely to be significantly lower, and closer to background concentrations, at the site.
- 5.2.3 In addition to the above, Quay Street and Deansgate are positioned within street canyons. This results in recirculation of pollutants and limits dispersion beyond the adjacent buildings. As such, road vehicle exhaust emissions on these links are unlikely to significantly affect concentrations above background at the development location.

Local Monitoring Results

- 5.2.4 MCC undertake monitoring of pollutant concentrations at MAN3 - Manchester Piccadilly, which is classified as an urban background location. This is considered representative of the development site and pollution levels at the two positions are therefore considered

comparable. As shown in Section 4.3, pollutant concentrations were below the relevant AQOs and AQLV at Manchester Piccadilly during recent years. As such, exceedences of the AQOs and AQLV are considered unlikely at the development site.

Summary

5.2.5 It is considered that pollutant concentrations are below the relevant AQOs and AQLV at the proposed development site for the following reasons:

- A significant separation distance exists between the site and major pollutant sources;
- Emissions associated with major pollutant sources are entrained with street canyons and unlikely to significantly affect concentrations above background levels; and,
- Analysis of local monitoring results in the context of the site location and survey position has indicated likely compliance with the relevant AQOs and AQLV at the development.

5.2.6 Based on the assessment results, exposure of future residents to exceedences of the relevant AQOs and AQLV are not considered likely. As such, the site is considered suitable for the proposed end-use from an air quality perspective without the inclusion of mitigation.

5.3 Potential Development Impacts

5.3.1 Any vehicle movements associated with the proposals will generate exhaust emissions on the local and regional road networks. The proposals comprise three residential units and do not include any car parking spaces. 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 IAQM¹³ screening criteria shown in Section 3.2.

5.4 Mitigation

5.4.1 A number of measures have been included within the scheme in accordance with the requirements of the IAQM document 'Land-Use Planning & development Control:

¹³ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

Planning for Air Quality'¹⁴ to encourage the use of sustainable transport modes, manage vehicle flow and reduce pollution around the site. Table 9 describes to good practice principles detailed in the IAQM guidance along with how each has been addressed with regards to the proposals.

Table 9 Good Practice Design Principles

Phase	Principle	Action
Design Phase	New developments should not contravene the Council's Air Quality Action Plan, or render any of the measures unworkable	It is confirmed that the proposals will not contravene MCC's Air Quality Action Plan
	Wherever possible, new developments should not create a new 'street canyon', or a building configuration that inhibits effective pollution dispersion	The proposals will not lead to the generation of a street canyon
	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 close proximity to the local bus routes 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 floorspace. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made	The proposals do not include any car parking. As such, EV charging points are not required
	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 transport, cycling and walking) via subsidised or free-ticketing, improved links to bus stops, improved infrastructure and layouts to improve accessibility and safety	The proposals do not include any car parking. The development is therefore considered to be car free. As such, a Travel Plan is not required

¹⁴

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

Phase	Principle	Action
	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 25mgNO_x/Nm³	Any boilers to be included in the development will be provisioned in accordance with the relevant requirements

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

6.0 CONCLUSION

- 6.1.1 Redmore Environmental Ltd was commissioned by Leasing Options Limited to undertake an Air Quality Assessment in support of a planning application for a residential development at 28 St John's Street, Manchester.
- 6.1.2 The proposals have the potential to cause exposure of future residents to any existing air quality issues, as well as air quality impacts during operation. 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.
- 6.1.3 The potential for the exposure of future residents to elevated pollution levels was assessed based on the AQMA designation, recent monitoring results, local pollution sources and street topography. This indicated that concentrations of NO₂, PM₁₀ and PM_{2.5} are likely to be below the relevant AQOs and AQLV at the development location. As such, the site is considered suitable for the proposed end-use from an air quality perspective without the inclusion of mitigation.
- 6.1.4 The potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site during the operational phase was assessed against the screening criteria provided within the IAQM¹⁵ guidance document. Due to the scale of the proposals, road traffic impacts were predicted to be **not significant**.
- 6.1.5 Based on the assessment results, air quality issues are not considered a constraint to planning consent for the development.

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

7.0 **ABBREVIATIONS**

AQAP	Air Quality Action Plan
AQLV	Air Quality Limit Value
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy
DEFRA	Department for Environment, Food and Rural Affairs
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
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
-  Monitor

Title

Figure 2 - Monitoring Locations

Project

Air Quality Assessment
St John's Street, Manchester

Project Reference

6200

Client

Leasing Options Limited

Contains Ordnance Survey Data
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