

Air Quality Assessment
Ardwick Green, Manchester

Client: Church Inn (Ardwick) Ltd

Reference: 6032r1

Date: 7th November 2022



Report Issue

Report Title: Air Quality Assessment - Ardwick Green, Manchester

Report Reference: 6032

Field	Report Version			
	1	2	3	4
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Date of Issue	7 th November 2022			
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Executive Summary

Redmore Environmental Ltd was commissioned by Church Inn (Ardwick) Ltd to undertake an Air Quality Assessment in support of a residential development on land at Ardwick Green, Manchester.

The development may lead to the exposure of future residents to any existing air quality issues at the site, as well as adverse 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, consider location suitability for the proposed end-use and assess potential effects associated with the scheme.

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

During the operational phase of the development there is the potential for the exposure of future residents to elevated pollution levels. Dispersion modelling was therefore undertaken in order to predict concentrations across the proposed development site as a result of emissions from the highway network. Results were subsequently verified using local monitoring data.

The dispersion modelling assessment indicated that predicted pollution levels were below the relevant criteria at all locations across the development. The site is therefore considered suitable for the proposed 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 relatively low number of anticipated vehicle trips associated with the proposals, road traffic impacts were not predicted to be significant.

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

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1.0 INTRODUCTION

1.1 Background

1.1.1 Redmore Environmental Ltd was commissioned by Church Inn (Ardwick) Ltd to undertake an Air Quality Assessment in support of a residential development on land at Ardwick Green, Manchester.

1.1.2 The development may lead to the exposure of future residents to any existing air quality issues at the site, as well as adverse 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, consider location suitability for the proposed end-use and assess potential effects associated with the scheme.

1.2 Site Location and Context

1.2.1 The site is located on land at Ardwick Green, Manchester, at approximate National Grid Reference (NGR): 385200, 397297. 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 16 townhouses with car parking, cycle storage and associated infrastructure.

1.2.3 Manchester City Council (MCC) has declared an Air Quality Management Area (AQMA) due to exceedences of the annual mean Air Quality Objective (AQO) for nitrogen dioxide (NO₂). The development is located within the AQMA. As such, there is the potential for future residents to be exposed to elevated pollution levels, as well as adverse impacts within this sensitive area. 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 associated with 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:

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

2.1.2 Air quality target values have also been 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 in July 2007¹. The document contains standards, objectives and measures for improving ambient air quality, including a number of 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.

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

Table 1 Air Quality Objectives/Air Quality Limit Values

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

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 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 **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 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.

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

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

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

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

[...]

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

³ NPPF, Ministry of Housing, Communities and Local Government, 2021.

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 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?

⁴ <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 Strategy⁵ is central. This was adopted by MCC on 11th July 2012 and provides policies which guide the determination of planning applications within the city.

2.6.2 Review of the Core Strategy 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

⁵ Core Strategy, MCC, 2012.

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

[...]

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

- 2.6.3 MCC have also produced an 'Air Quality & Planning Technical Guidance' Supplementary Planning Document⁶ (SPD) which provides guidance on assessing the impact 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 exposure future residents to elevated pollution levels, as well as cause air quality impacts during the construction and operational phases. These were assessed in accordance with the following methodology which is based on the requirements of MCC's 'Air Quality & Planning Technical Guidance'⁷.

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 V1.1'⁸.

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 PM₁₀.

3.2.4 The assessment steps are detailed below.

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

⁸ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

Step 1

- 3.2.5 Step 1 screens the requirement for a more detailed assessment. Should human receptors be identified within 350m from the boundary or 50m from the construction vehicle route up to 500m 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 500m 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

- 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 10,000m² • Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size) • More than 10 heavy earth moving vehicles active at any one time • Formation of bunds greater than 8m in height • More than 100,000 tonnes of material moved

Magnitude	Activity	Criteria
	Construction	- Total building volume greater than 100,000m³ - On site concrete batching - Sandblasting
	Trackout	- More than 50 Heavy Duty Vehicle (HDV) trips per day - Potentially dusty surface material (e.g. high clay content) - Unpaved road length greater than 100m
Medium	Earthworks	- Total site area 2,500m² to 10,000m² - Moderately dusty soil type (e.g. silt) 5 to 10 heavy earth moving vehicles active at any one time - Formation of bunds 4m to 8m in height - Total material moved 20,000 tonnes to 100,000 tonnes
	Construction	- Total building volume 25,000m³ to 100,000m³ - Potentially dusty construction material (e.g. concrete) - On site concrete batching
	Trackout	10 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 2,500m² - 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 4m in height - Total material moved less than 20,000 tonnes - Earthworks during wetter months
	Construction	- Total building volume less than 25,000m³ - Construction material with low potential for dust release (e.g. metal cladding or timber)
	Trackout	- Less than 10 HDV trips per day - Surface material with low potential for dust release - Unpaved road length less than 50m

3.2.13 Step 2B defines the sensitivity of the area around the development to potential dust impacts. The influencing factors are shown in Table 4.

Table 4 Construction Dust - Examples of Factors Defining Sensitivity of an Area

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

3.2.14 The guidance also provides the following factors to consider when determining the sensitivity of an area to potential dust impacts:

- Any history of dust generating activities in the area;
- The likelihood of concurrent dust generating activity on nearby sites;
- Any pre-existing screening between the source and receptors;
- Any conclusions drawn from analysing local meteorological data which accurately represent the area; and if relevant the season during which works will take place;
- Any conclusions drawn from local topography;
- Duration of the potential impact, as a receptor may become more sensitive over time; and,

- Any known specific receptor sensitivities which go beyond the classifications given in the document.

3.2.15 These factors were considered in the undertaking of this assessment.

3.2.16 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 350
High	More than 100	High	High	Medium	Low
	10 - 100	High	Medium	Low	Low
	1 - 10	Medium	Low	Low	Low
Medium	More than 1	Medium	Low	Low	Low
Low	More than 1	Low	Low	Low	Low

3.2.17 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 200	Less than 350
High	Greater than 32µg/m ³	More than 100	High	High	High	Medium	Low
		10 - 100	High	High	Medium	Low	Low
		1 - 10	High	Medium	Low	Low	Low
	28 - 32µg/m ³	More than 100	High	High	Medium	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	High	Medium	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 200	Less than 350
	24 - 28µg/m ³	More than 100	High	Medium	Low	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	Medium	Low	Low	Low	Low
	Less than 24µg/m ³	More than 100	Medium	Low	Low	Low	Low
		10 - 100	Low	Low	Low	Low	Low
		1 - 10	Low	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	Low
		1 - 10	Low	Low	Low	Low	Low
	24 - 28µg/m ³	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	Less than 24µg/m ³	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	Low	-	1 or more	Low	Low	Low	Low

3.2.18 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

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

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

3.2.20 Table 8 outlines the risk category from earthworks and construction activities.

Table 8 Construction Dust - Dust Risk Category from Earthworks and Construction Activities

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

3.2.21 Table 9 outlines the risk category from trackout activities.

Table 9 Construction Dust - Dust Risk Category from Trackout Activities

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

Step 3

3.2.22 Step 3 requires the identification of site specific mitigation measures within the IAQM guidance⁹ to reduce potential dust impacts based upon the relevant risk categories

⁹ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

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

3.2.23 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**.

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

3.3 Operational Phase Assessment

Potential Future Exposure

3.3.1 The proposals have the potential to expose future residents to elevated pollution levels. In order to assess NO₂, PM₁₀ and PM_{2.5} concentrations across the development site, detailed dispersion modelling was undertaken. Reference should be made to Appendix 1 for a full description of the assessment input data.

3.3.2 The dispersion modelling results were compared against the relevant AQOs and AQLV in order to determine the potential for exposure of future residents to elevated pollutant concentrations and identify appropriate mitigation, if necessary.

Potential Development Impacts

3.3.3 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. An assessment was therefore undertaken using the criteria contained within the IAQM 'Land-Use Planning & Development Control: Planning

for Air Quality¹⁰ guidance to determine the potential for trips generated by the development to affect local air quality.

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

- A change of Light Duty Vehicle (LDV) flows of more than 100 Annual Average Daily Traffic (AADT) within or adjacent to an AQMA or more than 500 AADT elsewhere;
- A change of HDV flows of more than 25 AADT within or adjacent to an AQMA or more than 100 AADT elsewhere;
- Realignment of roads where the change is 5m or more and the road is within an AQMA; or,
- Introduction of a new junction or removal of an existing junction near to relevant receptors.

3.3.5 Should these criteria not be met, then the IAQM guidance¹¹ considers air quality impacts associated with a scheme to be **not significant** and no further assessment is required.

3.3.6 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 guidance¹².

¹⁰ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

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

¹² 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 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 above the AQO within the city. As such, a number of roads within Manchester have been included within the Greater Manchester Combined Authority (GMCA) AQMA. This is described as follows:

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

- 4.2.2 The development is 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. 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 NO₂ results recorded in the vicinity of the development are shown in Table 10. Exceedences of the relevant AQO are shown in **bold**.

Table 10 Monitoring Results

Monitoring Site		Monitored Annual Mean NO ₂ Concentration (µg/m ³)		
		2018	2019	2020
MA72NO	Lockton Close	33.4	32.8	24.5
MA96NO	Ardwick Green	-(a)	46.0	36.4

NOTE: (a) Monitor commissioned in 2019.

4.3.2 As shown in Table 10, annual mean NO₂ concentrations were below the AQO at the MA72NO - Lockton Close monitor in recent years. Annual mean NO₂ concentrations were above the AQO at the MA96NO - Ardwick Green location during 2019. As this site is adjacent to an A-road within an AQMA, elevated concentrations would be expected. Reference should be made to Figure 2 for a map of the monitoring positions.

4.3.3 Pollutant concentrations recorded at the monitors during 2020 are lower than during 2019 due to a reduction in traffic and associated emissions caused by the COVID-19 pandemic. The results should therefore be viewed with caution.

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

4.4 Background Pollutant Concentrations

4.4.1 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire of the UK to assist LAs in their Review and Assessment of air quality. The proposed development site is located in grid square NGR: 385500, 397500. Data for this location was downloaded from the DEFRA website¹³ for the purpose of the assessment and is summarised in Table 11.

Table 11 Background Pollutant Concentration Predictions

Pollutant	Predicted Background Pollutant Concentration (µg/m ³)		
	2019	2022	2024
NO ₂	24.62	21.73	20.37
PM ₁₀	13.11	12.60	12.38

¹³ <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>.

Pollutant	Predicted Background Pollutant Concentration ($\mu\text{g}/\text{m}^3$)		
	2019	2022	2024
PM _{2.5}	8.60	8.23	8.06

4.4.2 As shown in Table 11, predicted background NO₂, PM₁₀ and PM_{2.5} concentrations are below the relevant AQOs and AQLV 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 350m from the development boundary. These are summarised in Table 12.

Table 12 Earthworks and Construction Dust Sensitive Receptors

Distance from Site Boundary (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Up to 20	10 - 100	0
Up to 50	More than 100	0
Up to 100	More than 100	-
Up to 350	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 500m of the site access. These are summarised in Table 13.

Table 13 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 500m of the site entrance. As such, ecological impacts have not been assessed further within this report.
- 4.5.4 A number of additional factors have been considered when determining the sensitivity of the surrounding area. These are summarised in Table 14.

Table 14 Additional Area Sensitivity Factors to Potential Dust Impacts

Guidance	Comment
Whether there is any history of dust generating activities in the area	The baseline review indicated the Mayfield Park development has recently been completed approximately 170m north of the site. It is possible that construction of the development may have caused dust generation in the area over recent months
The likelihood of concurrent dust generating activity on nearby sites	A review of the planning portal indicated that a number of applications have recently been granted consent in the vicinity of the site. It is therefore possible that there will be concurrent dust generation should the construction phases of these schemes overlap with the proposed development
Pre-existing screening between the source and the receptors	There is no significant screening along the site boundary
Conclusions drawn from analysing local meteorological data which accurately represent the area: and if relevant the season during which works will take place	As shown in Figure 3, the predominant wind bearing at the site is from the south. As such, receptors to the north are most likely to be affected by dust releases
Conclusions drawn from local topography	There are no significant topographical constraints to dust dispersion
Duration of the potential impact, as a receptor may become more sensitive over time	Currently it is unclear as to the duration of the construction phase. However, it is possible that it will extend over one year. The sensitivity of nearby receptors is unlikely to change during this time
Any known specific receptor sensitivities which go beyond the classifications given in the document	No specific receptor sensitivities identified during the baseline assessment

- 4.5.5 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.

4.5.6 The sensitivity of the receiving environment to specific potential dust impacts, based on the criteria shown in Section 3.2, is shown in Table 15.

Table 15 Sensitivity of the Surrounding Area to Potential Dust Impacts

Potential Impact	Sensitivity of the Surrounding Area		
	Earthworks	Construction	Trackout
Dust Soiling	High	High	High
Human Health	Low	Low	Medium

5.0 ASSESSMENT

5.1 Introduction

- 5.1.1 The proposal has the potential to expose future residents to elevated pollution levels, as well as cause adverse air quality impacts at sensitive locations. These factors are assessed in the following Sections.

5.2 Construction Phase Assessment

Step 1

- 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 350m of the site boundary. As such, a detailed assessment of potential dust impacts was required.

Step 2

Earthworks

- 5.2.4 Earthworks may involve excavating material, haulage, tipping and stockpiling. The area of the proposed development site is less than 2,500m². In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from earthworks is therefore **small**.

5.2.5 Table 15 indicates the sensitivity of the area to dust soiling effects on people and property is **high**. In accordance with the criteria outlined in Table 8, the development is considered to be a **low** risk site for dust soiling as a result of earthworks.

5.2.6 Table 15 indicates the sensitivity of the area to human health impacts is **low**. In accordance with the criteria outlined in Table 8, the development is considered to be a **negligible** risk site for human health impacts as a result of earthworks.

Construction

5.2.7 Due to the size of the development, the total building volume will be less than 25,000m³. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from construction is therefore **small**.

5.2.8 Table 15 indicates the sensitivity of the area to dust soiling effects on people and property is **high**. In accordance with the criteria outlined in Table 8, the development is considered to be a **low** risk site for dust soiling as a result of construction activities.

5.2.9 Table 15 indicates the sensitivity of the area to human health impacts is **low**. In accordance with the criteria outlined in Table 8, the development is considered to be a **negligible** risk site for human health impacts as a result of construction activities.

Trackout

5.2.10 Based on the site area and existing hardstanding, 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**.

5.2.11 Table 15 indicates the sensitivity of the area to dust soiling effects to people and property is **high**. In accordance with the criteria outlined in Table 9, the development is considered to be a **low** risk site for dust soiling as a result of trackout activities.

5.2.12 Table 15 indicates the sensitivity of the area to human health impacts is **medium**. In accordance with the criteria outlined in Table 9, the development is considered to be a **negligible** risk site for human health impacts as a result of trackout activities.

Summary of the Risk of Dust Effects

5.2.13 A summary of the risk from each dust generating activity is provided in Table 16.

Table 16 Summary of Potential Unmitigated Dust Risks

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

5.2.14 As indicated in Table 16, the potential risk of dust soiling is **low** from earthworks, construction and trackout. The potential risk of human health effects is **negligible** from earthworks, construction and trackout.

5.2.15 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.

Step 3

5.2.16 The IAQM guidance¹⁴ provides potential mitigation measures to reduce impacts as a result of fugitive dust emissions during the construction phase. These have been adapted for the development site as summarised in Table 17. These may be reviewed prior to the commencement of construction works and incorporated into a Construction Environmental Management Plan or similar if required by the LA.

¹⁴ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2017.

Table 17 Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. 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 to monitor compliance with the DMP, 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 • Fully enclose specific operations where there is a high potential for dust production and they are active for an extensive period • Avoid site runoff of water or mud • Keep site fencing, barriers and scaffolding clean using wet methods • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used • Cover, seed or fence stockpiles to prevent wind whipping
Operating vehicle/machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary - no idling vehicles • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable

Issue	Control Measure
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques • Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights and use fine water sprays wherever appropriate • Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	• No 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 • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery
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

Step 4

5.2.17 Assuming the relevant mitigation measures outlined in Table 17 are implemented, the residual impact from all dust generating activities is predicted to be **not significant**, in accordance with the IAQM guidance¹⁵.

5.3 Operational Phase Assessment

Potential Future Exposure

5.3.1 The proposed development has the potential to expose future residents to elevated pollution levels. Dispersion modelling was therefore undertaken with the inputs described in Appendix 1 to quantify air quality conditions at the site. Reference should be made to

¹⁵ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

Figures 4, 5 and 6 for graphical representations of predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations.

- 5.3.2 As shown in Figure 4, annual mean NO₂ concentrations were predicted to be below the AQO of 40µg/m³ at all locations across the site. The maximum level at the boundary was 36.02µg/m³.
- 5.3.3 As shown in Figure 5, annual mean PM₁₀ concentrations were predicted to be below the AQO of 40µg/m³ at all locations across the site. The maximum level at the boundary was 14.78µg/m³.
- 5.3.4 As shown in Figure 6, annual mean PM_{2.5} concentrations were predicted to be below the AQLV of 20µg/m³ at all locations across the site. The maximum level at the boundary was 9.58µg/m³.
- 5.3.5 Based on the assessment results, future residents are not predicted to be exposed to pollutant concentrations above the relevant AQOs and AQLV. As such, the site is considered suitable for the proposed use from an air quality perspective.

Potential Development Impacts

- 5.3.6 Any vehicle movements associated with the development will generate exhaust emissions on the local and regional road networks. Information provided by SK Transport Planning Ltd, the Transport Consultants for the project, indicated the scheme is predicted to produce 50 trips per day.
- 5.3.7 Based on the above information, the development is not predicted to result in an increase in AADT flows of more than 100 on any individual road link, include significant highway realignment or the introduction of a junction and there will not be more than 25 HDV movements per day. As such, potential air quality impacts associated with operational phase road vehicle exhaust emissions are predicted to be **not significant**, in accordance with the IAQM¹⁶ screening criteria shown in Section 3.3.

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

5.4 Mitigation

5.4.1 As air quality impacts associated with the proposals were predicted to be **not significant**, mitigation to control effects is not considered necessary. However, a number of measures have been included within the scheme in accordance with the requirements of the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality'¹⁷ to encourage the use of sustainable transport modes, manage vehicle flow and reduce pollution around the site. Table 18 describes the good practice principles detailed in the IAQM guidance along with how each has been addressed with regards to the proposals.

Table 18 Good Practice Design Principles for Operational Phase Air Quality Impacts

Phase	Principle	Action
Design Phase	New developments should not contravene the Council's AQAP ¹⁸ , 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 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 proximity to bus services 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 Applicant has advised that one EV charging point will be provided for each car parking space

¹⁷ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

¹⁸ 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/Nm³; • Compression ignition engine: 400mgNO_x/Nm³; • Gas turbine: 50mgNO_x/Nm³. A presumption should be to use natural gas-fired installations. Where biomass is proposed within an urban area it is to meet minimum emissions standards of: • Solid biomass boiler: 275mgNO_x/Nm³ and 25mgPM/Nm³	Any boilers to be included in the development will be provisioned in accordance with the relevant requirements

5.4.2 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.

6.0 CONCLUSION

- 6.1.1 Redmore Environmental Ltd was commissioned by Church Inn (Ardwick) Ltd to undertake an Air Quality Assessment in support of a residential development on land at Ardwick Green, Manchester.
- 6.1.2 The development may lead to the exposure of future residents to any existing air quality issues at the site, as well as adverse 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, consider site suitability for the proposed end-use and assess potential effects associated with the scheme.
- 6.1.3 During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be **not significant**.
- 6.1.4 The proposal has the potential to expose future residents to elevated pollution levels. Dispersion modelling was therefore undertaken using ADMS-Roads in order to predict concentrations as a result of emissions from the local highway network. Results were subsequently verified using local monitoring data.
- 6.1.5 The results of the dispersion modelling assessment indicated that predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQOs and AQLV across the development. The site is therefore considered suitable for the proposed use from an air quality perspective.
- 6.1.6 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 IAQM¹⁹ guidance. Due to the relatively low number of anticipated vehicle trips associated with the proposals, road traffic impacts were predicted to be **not significant**.

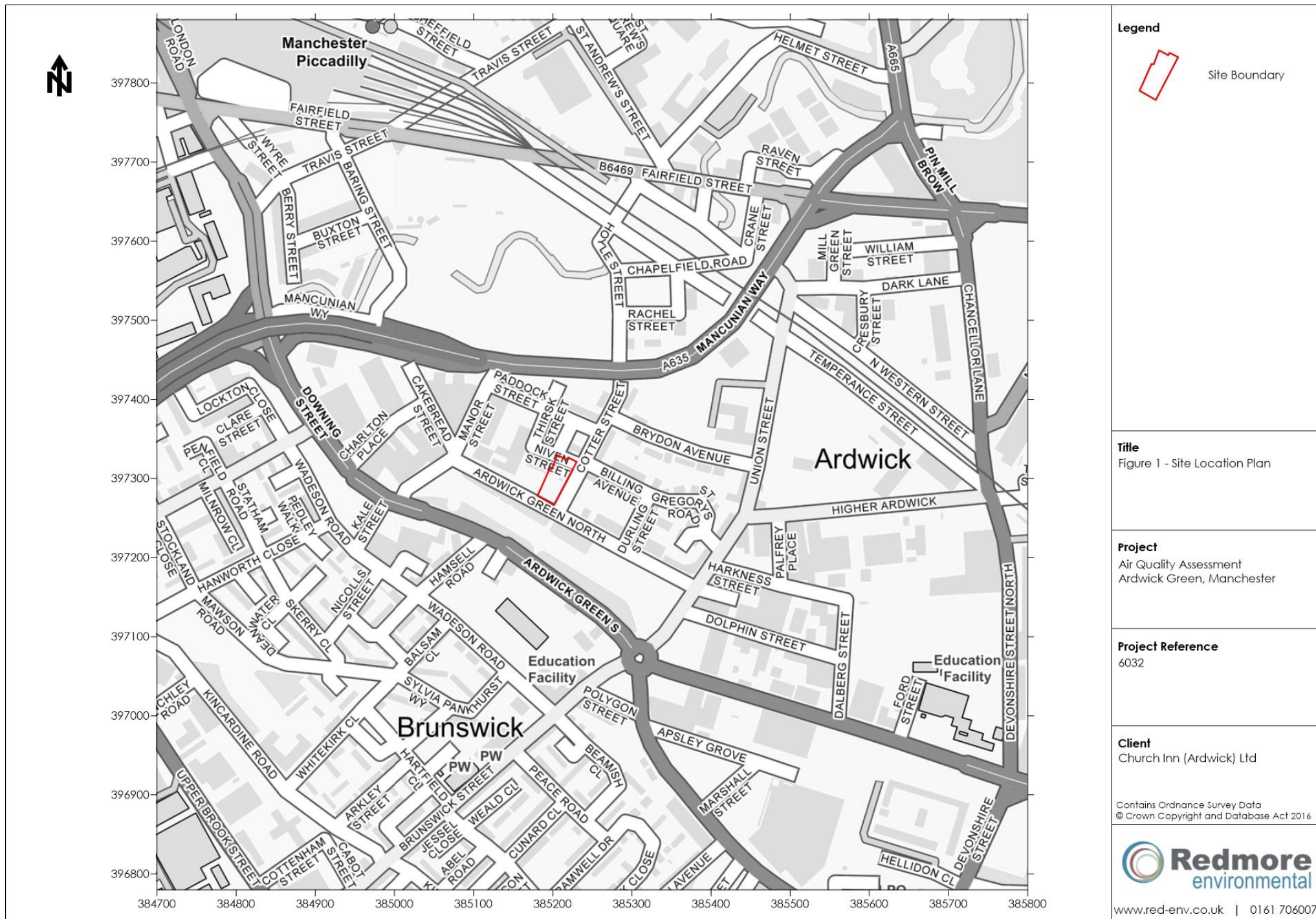
¹⁹ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

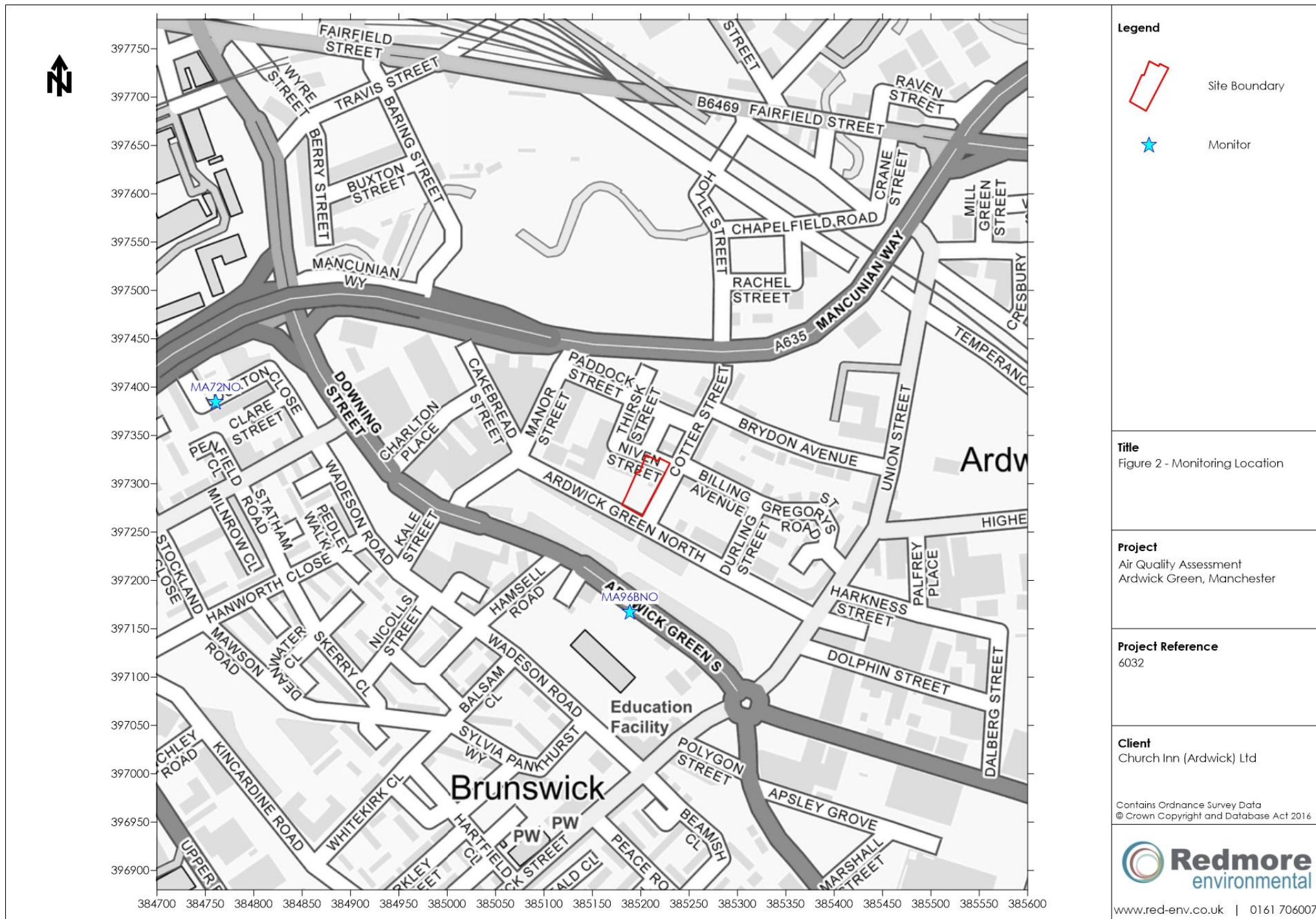
6.1.7 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

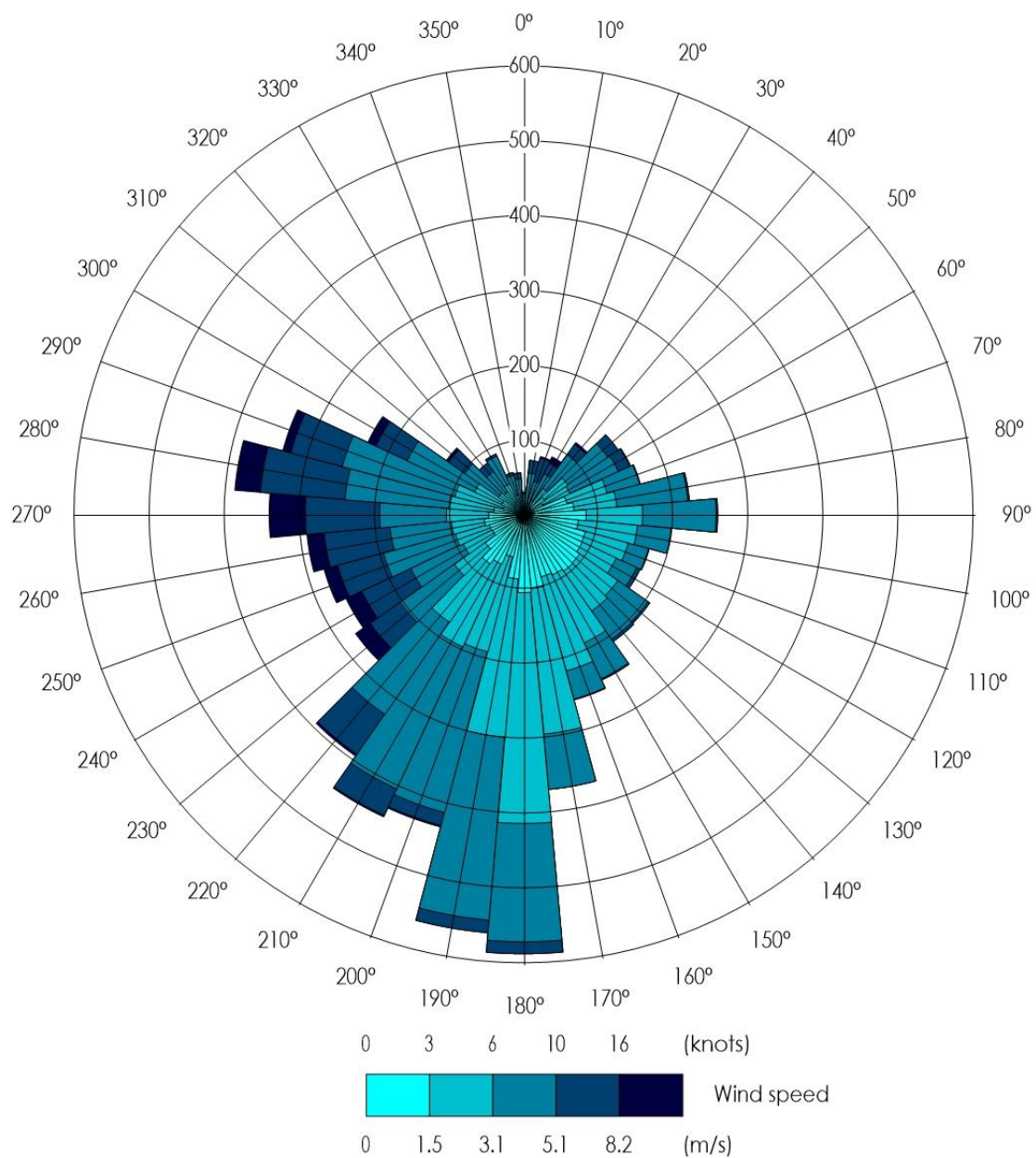
7.0 **ABBREVIATIONS**

AADT	Annual Average Daily Traffic
ADM	Atmospheric Dispersion Modelling
AQLV	Air Quality Limit Value
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy
CERC	Cambridge Environmental Research Consultants
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DMP	Dust Management Plan
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
NB	Northbound
NGR	National Grid Reference
NO ₂	Nitrogen dioxide
NO _x	Oxides of nitrogen
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
PM ₁₀	Particulate matter with an aerodynamic diameter of less than 10µm
PM _{2.5}	Particulate matter with an aerodynamic diameter of less than 2.5µm
SB	Southbound
SP	Slow Phase
SPD	Supplementary Planning Document
Z ₀	Roughness length

Figures







Legend

Title

Figure 3 - Wind Rose of 2019
Manchester Airport
Meteorological Data

Project

Air Quality Assessment
Ardwick Green, Manchester

Project Reference

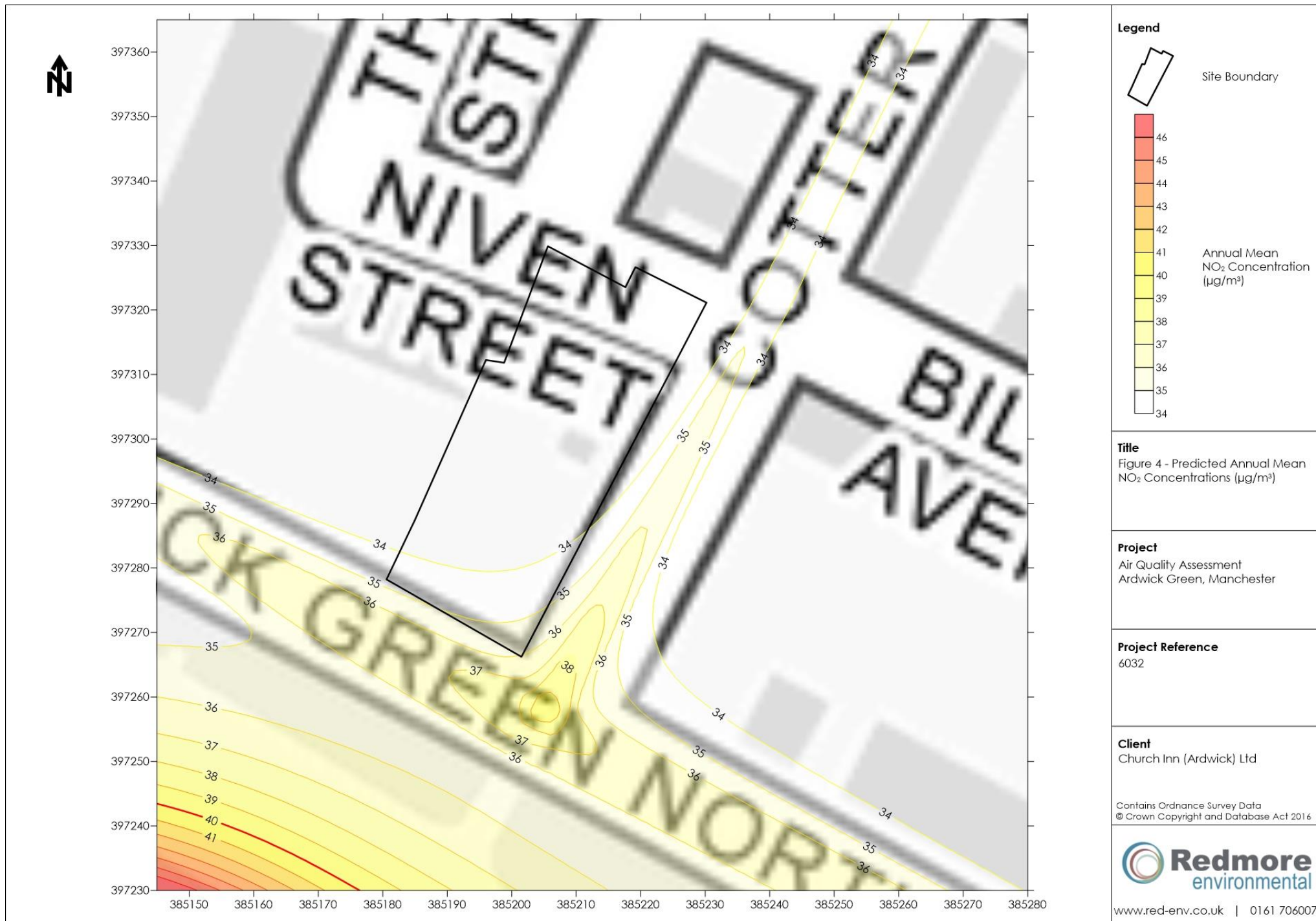
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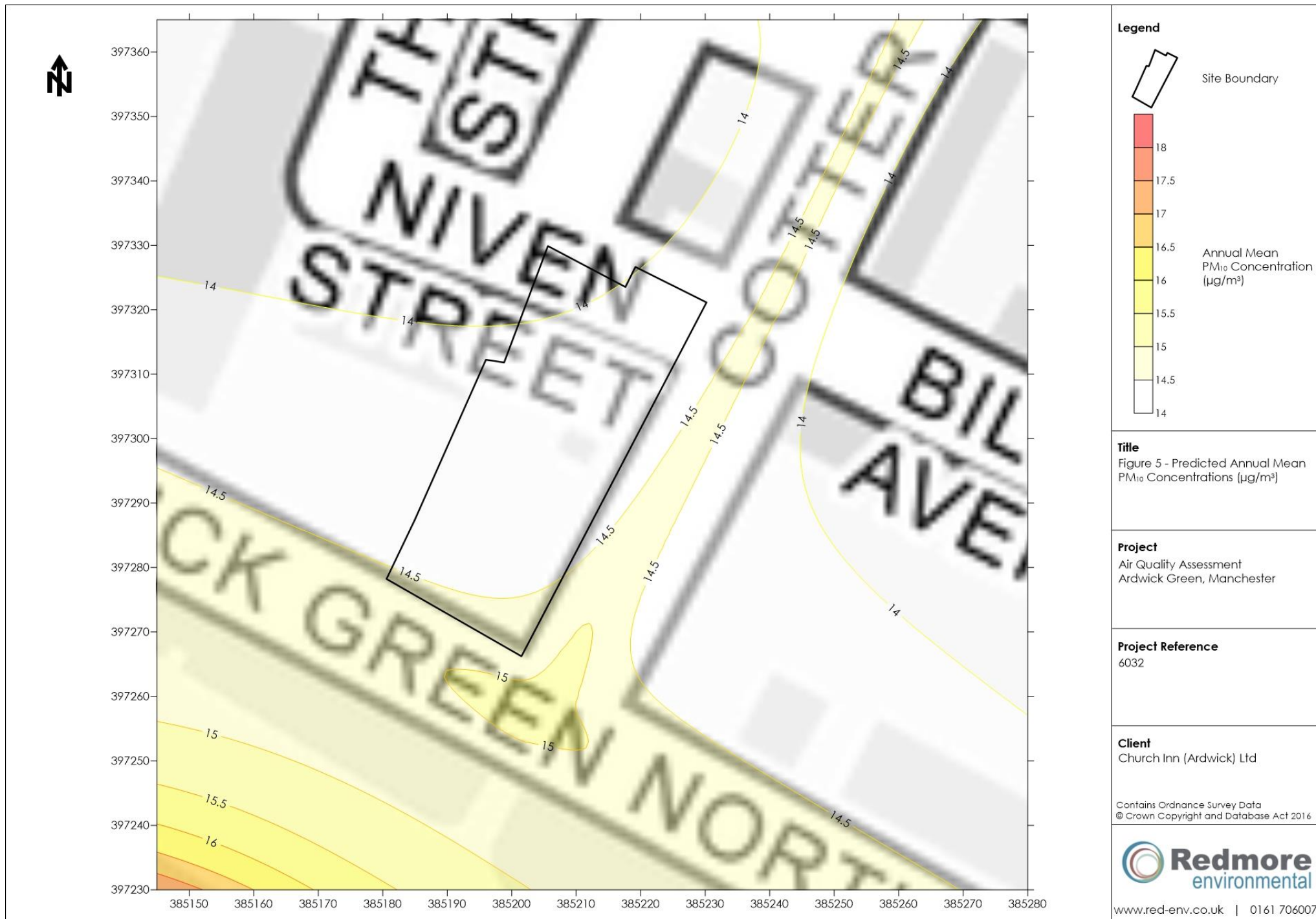
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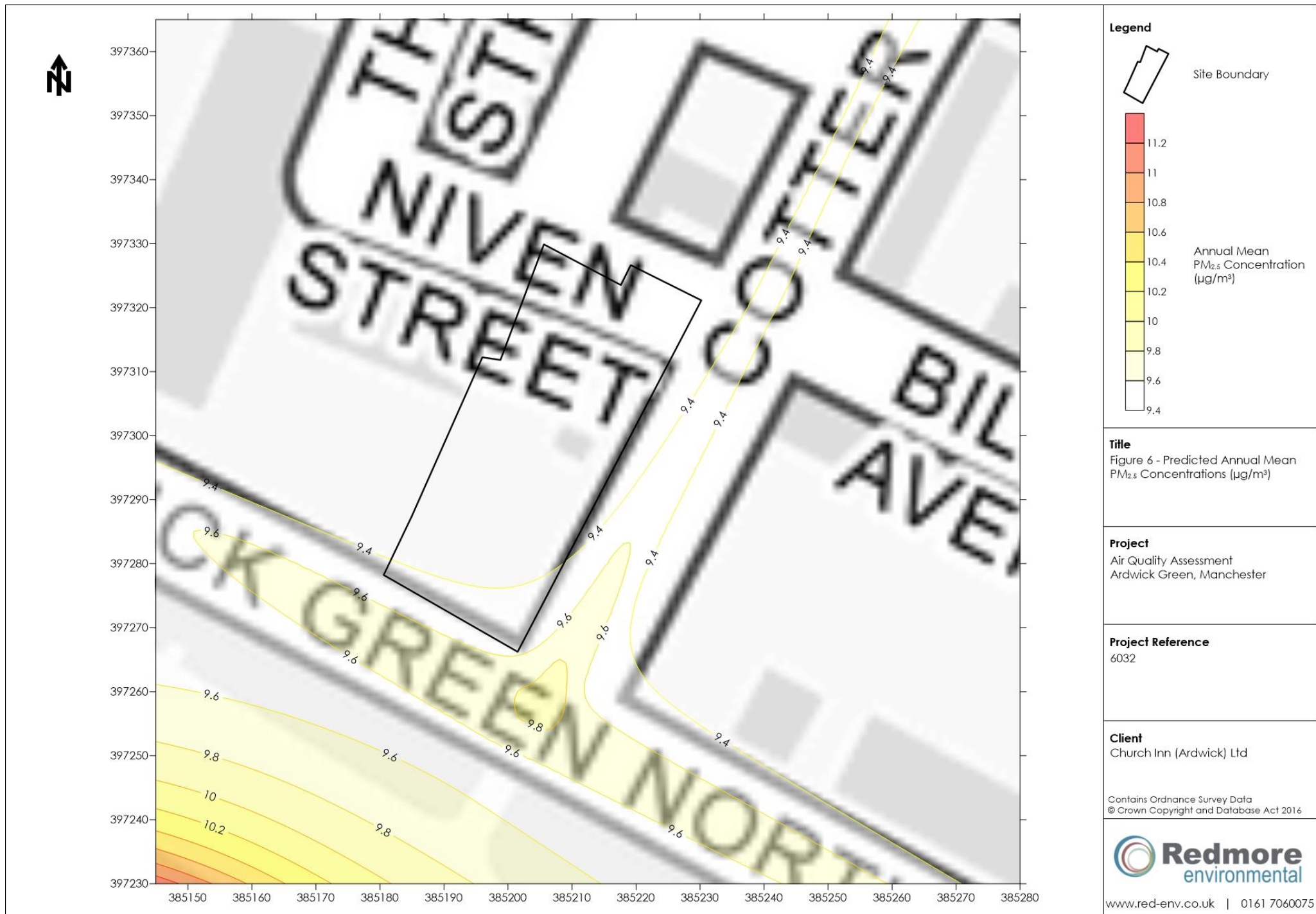
Church Inn (Ardwick) Ltd

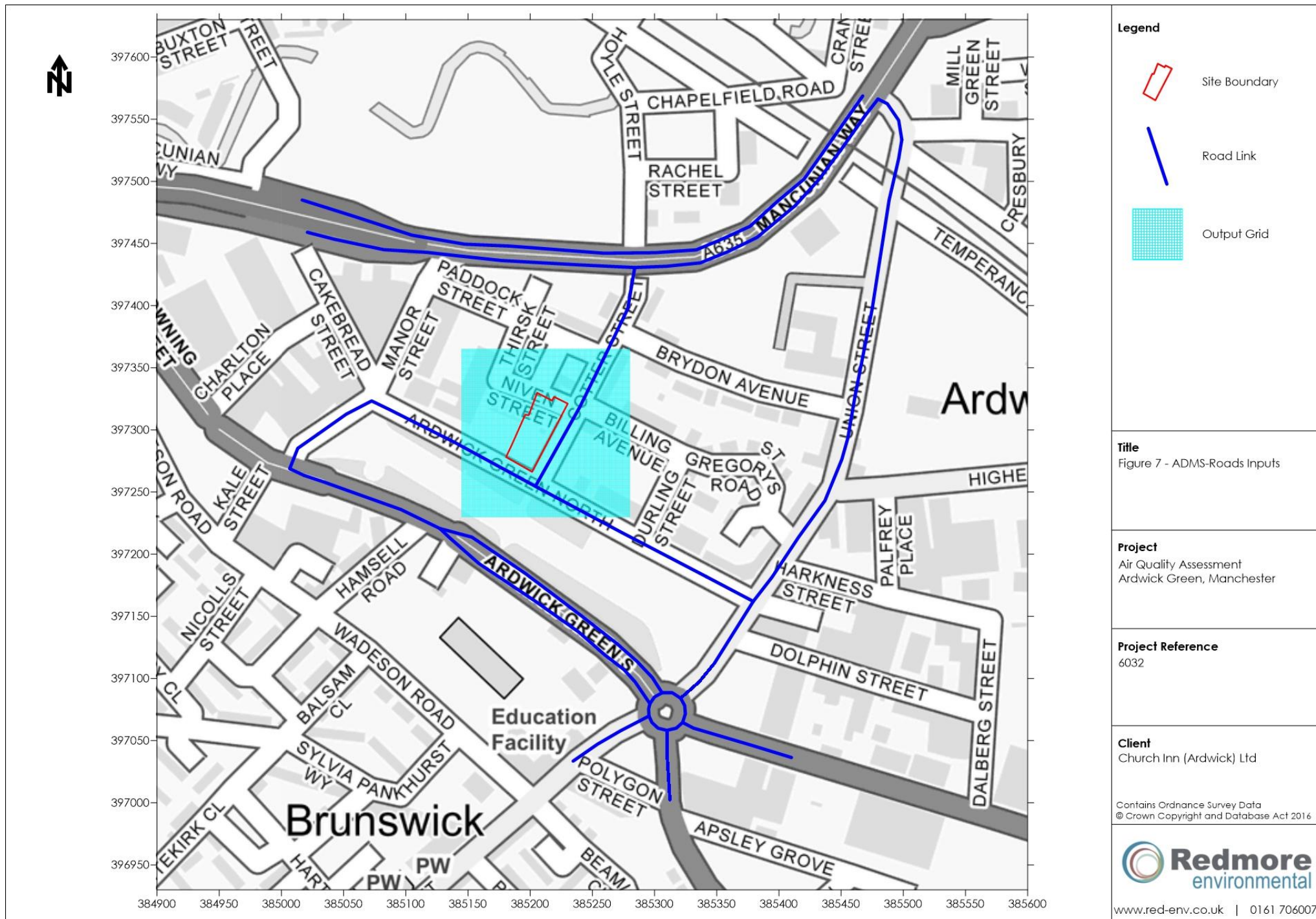


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Appendix 1 - Assessment Input Data

Introduction

The proposals have the potential to expose future residents to elevated pollution levels. In order to assess NO₂, PM₁₀ and PM_{2.5} concentrations across the development site, dispersion modelling was undertaken in accordance with the following methodology.

Modelling was undertaken for 2019 to allow verification against recent monitoring results and 2024 to represent likely conditions in the opening year of the scheme.

Dispersion Model

Dispersion modelling was undertaken using the ADMS-Roads dispersion model (version 5.0.1.3). ADMS-Roads is developed by Cambridge Environmental Research Consultants (CERC) and is routinely used throughout the world for the prediction of pollutant dispersion from road sources. Modelling predictions from this software package are accepted within the UK by the Environment Agency and DEFRA.

The model requires input data that details the following parameters:

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

The relevant inputs are detailed in the following Sections.

Assessment Area

The assessment area was defined based on the location of the development and roads likely to impact pollutant levels across the site. Ambient concentrations were predicted over NGR: 385145, 397230 to 385280, 397365. One Cartesian grid was used within the model to produce data suitable for contour plotting using the Surfer software package. It should be noted that

although the grid only covered the proposed site, source geometries were extended in order to ensure the impact of all relevant emissions in the vicinity of the scheme were considered.

Reference should be made to Figure 7 for a graphical representation of the assessment grid extents.

Traffic Flow Data

Baseline traffic data for use in the assessment, including 24-hour AADT flows and fleet composition as HDV proportion, was obtained from the Department for Transport (DfT)²⁰. The DfT web tool enables the user to view and download traffic flows on every link of the 'A' road and motorway network, as well as selected minor roads, in Great Britain for the years 1999 to 2020. It should be noted that the DfT web tool is referenced in DEFRA guidance²¹ as being a suitable source of data for air quality assessments and it is therefore considered to provide a reasonable estimate of traffic flows in the vicinity of the site.

Traffic data for Union Street, Ardwick Green and Cotter Street were not available from the DfT. Flows from Higher Ardwick were therefore applied to Union Street and flows from Rylance Street to Ardwick Green and Cotter Street in order to ensure all roads within the vicinity of the site were included in the model.

The baseline traffic data was converted to the site opening year utilising a factor obtained from TEMPro (version 7.2). This software package has been developed by the DfT to calculate future traffic growth throughout the UK.

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

²⁰ <https://roadtraffic.dft.gov.uk/#16/51.4518/-0.9760/basemap-countpoints>.

²¹ Local Air Quality Management (TG22) Technical Guidance, DEFRA, 2022.

Table A1.1 Traffic Data

Link		24-hour AADT Flow		HDV Prop. Of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2019	2024			
L1	Stockport Road, Slow Phase (SP)	10,520	11,213	5.95	14.5	20
L2	Brunswick Street, SP	7,214	7,689	1.43	13.2	20
L3	Ardwick Green South northbound (NB) between exit from A6 Roundabout and Hamsell Road	8,536	9,099	10.85	5.8	45
L4	Ardwick Green South NB exit from A6 Roundabout	8,536	9,099	10.85	7.5	35
L5	Ardwick Green South southbound (SB) between approach to A6 Roundabout and Hamsell Road	10,889	11,607	10.85	5.8	45
L6	Ardwick Green South SB, SP	10,889	11,607	10.85	7.5	20
L7	Union Street north of approach to A6 Roundabout	7,214	7,689	1.43	9.6	45
L8	Union Street north of approach to A6 Roundabout, SP	7,214	7,689	1.43	12.5	20
L9	Union Street, SP	7,214	7,689	1.43	12.9	20
L10	Hyde Road, SP	16,736	17,839	8.08	14.2	20
L11	Ardwick Green South north of Hamsell Road	19,425	20,705	10.85	15.3	45
L12	A635 Mancunian Way, westbound	20,350	21,691	3.40	8.8	80
L13	A635 Mancunian Way, eastbound	20,287	21,624	3.32	7.5	80
L14	Ardwick Green North, west of Union Street, SP	2,408	2,567	1.08	9.6	20
L15	Ardwick Green North, west of Union Street	2,408	2,567	1.08	9.9	30
L16	Ardwick Green North, SP	2,408	2,567	1.08	13.9	20
L17	Cotter Street, north of Ardwick Green North, SP	2,408	2,567	1.08	5.6	20
L18	Cotter Street, north of Ardwick Green North	2,408	2,567	1.08	5.6	30
L19	Cotter Street, south of A635, SP	2,408	2,567	1.08	10.9	20
R1	A6 Roundabout	10,185	10,856	10.85	10.1	20

Reference should be made to Figure 7 for a graphical representation of the road link locations.

Emission Factors

Emission factors for each link were calculated using the relevant traffic flows and the Emissions Factor Toolkit (version 11.0). This has been produced by DEFRA and incorporates COPERT 5.3 vehicle emission factors and fleet information.

There is current uncertainty over NO₂ concentrations within the UK, with the implementation of new vehicle emission standards not resulting in the previously expected reduction in roadside levels. Therefore, 2019 emission factors were utilised in preference to the development opening year in order to provide robust model outputs. As predictions for 2019 were verified, it is considered the results are a robust indication of worst case concentrations for the future year.

Meteorological Data

Meteorological data used in the assessment was taken from Manchester Airport meteorological station over the period 1st January 2019 to 31st December 2019 (inclusive). Manchester Airport is located at NGR: 381792, 384116, which is approximately 13.6km south-west of the development. It is anticipated that conditions would be reasonably similar over a distance of this magnitude. The data was therefore considered suitable for an assessment of this nature.

All meteorological records used in the assessment were provided by Atmospheric Dispersion Modelling (ADM) Ltd, which is an established distributor of data within the UK. Reference should be made to Figure 3 for a wind rose of utilised meteorological data.

Roughness Length

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

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

Monin-Obukhov Length

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

Background Concentrations

A review of DEFRA data and local monitoring results was undertaken in order to identify an appropriate background value for use in the assessment. This indicated the annual mean NO₂ concentration recorded at the MAN72NO survey site during 2019 was 32.8µg/m³, higher than the DEFRA background of 24.6µg/m³. As such, the monitoring result was used in order to provide worst-case predictions.

Background concentrations for 2024 were calculated from the 2019 concentration for MAN72NO in accordance with the methodology outlined in LAQM(TG22).

Background PM₁₀ and PM_{2.5} concentrations for use in the assessment were obtained from the DEFRA background for the grid square containing the site, as shown in Table 11.

NO_x to NO₂ Conversion

Predicted annual mean NO_x concentrations were converted to NO₂ concentrations using the spreadsheet (version 8.1) provided by DEFRA, which is the method detailed within DEFRA guidance²².

Verification

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

- Estimates of background concentrations;
- Uncertainties in source activity data such as traffic flows and emission factors;

²² Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

- Variations in meteorological conditions;
- Overall model limitations; and,
- Uncertainties associated with monitoring data, including locations.

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

For the purpose of the assessment, model verification was undertaken for 2019 using traffic data, meteorological data and monitoring results from this year. The choice of 2019 as the verification year aligns with the IAQM position statement 'Use of 2020 and 2021 Monitoring Datasets'²³, which states:

"If you are carrying out an air quality study that includes validation against monitoring data, use 2019 monitoring data as the last typical year"

Monitoring of NO₂ concentrations was undertaken at one location within the vicinity of roads included within the model during 2019. The result was obtained and the road contribution to total NO_x concentration calculated following the methodology contained within DEFRA guidance²⁴. The monitored annual mean NO₂ concentration and calculated road NO_x concentration is summarised in Table A1.2.

Table A1.2 NO_x Verification - Monitoring Result

Monitoring Location		Monitored NO ₂ Concentration (µg/m ³)	Calculated Road NO _x Concentration (µg/m ³)
MAN96NO	Ardwick Green	46.0	27.80

The annual mean road NO_x concentration predicted from the dispersion model and the 2019 road NO_x concentration calculated from the monitoring result are summarised in Table A1.3.

²³ Use of 2020 and 2021 Monitoring Datasets, IAQM, 2021.

²⁴ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Table A1.3 NO_x Verification - Modelling Result

Monitoring Location		Calculated Road NO _x Concentration (µg/m ³)	Modelled Road NO _x Concentration (µg/m ³)
MAN96NO	Ardwick Green	27.80	17.16

The monitored and modelled road NO_x concentrations were compared to calculate the associated ratio. This indicated that a verification factor of 1.6203 was required to be applied to all modelling results.

Monitoring of PM₁₀ or PM_{2.5} concentrations was not undertaken within the assessment extents. The NO_x verification factor was therefore used to adjust model predictions of these species in lieu of more accurate data in accordance with DEFRA guidance²⁵.

²⁵ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Appendix 2 - Curricula Vitae

KEY EXPERIENCE:

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

- Production of Air Quality Assessments in accordance with DEFRA methodologies for a range of residential, commercial and industrial sectors.
- Detailed dispersion modelling of road vehicle exhaust emissions using ADMS-Roads. Studies have included assessment of road traffic exhaust emissions on sensitive receptors and exposure of new residents to poor air quality.
- Assessment of construction dust impacts from a range of development sizes.
- Assessment of fugitive dust impacts from a range of mineral extraction and industrial developments.
- Production of air quality mitigation strategies specifically tailored to address issues at individual sites.
- Definition of baseline air quality and identification of sensitive areas across the UK.
- Odour surveys to assess amenity and suitability of sites for potential future development for residential use.
- Odour monitoring at industrial sites to quantify odour emission rates.

SELECT PROJECTS SUMMARY:

Industrial and Agricultural

Discovery Park, Sandwich - Air Quality Assessment including dispersion modelling of gas fired steam generating boilers in support of a Medium Combustion Plant (MCP) Environmental Permit Application.

St Thomas House, Ellesmere Port - Air Quality Assessment including dispersion modelling of two biomass boilers firing wood pellets.

Herriard Anaerobic Digester - H1 Screening Assessment in accordance with Environment Agency guidance.

Halls Farm, Bude - Ammonia and Odour Assessments in support of a proposed farm expansion, including the construction of a cattle slurry lagoon and livestock housing

London Luton Airport - Air Quality Assessment including dispersion modelling of gas fired boilers in support of a MCP Environmental Permit Application.

Rectory Farm, Aldborough - Odour Assessment in support of the development of livestock housing.

Ashfields, Tilbury - Dust Assessment in support of the extraction of Pulverised Fuel Ash associated with the former Tilbury Power Station.

Poplar Farm, Bedfield - Dust Assessment and Management Plan for an aggregate processing facility.

Crown Chicken, Kenninghall - Air Quality, Odour and Dust Environmental Impact Assessment (EIA) in support of a farm expansion.

Newport Chalk Pit - Air Quality Assessment in support of a recycling and restoration project.

Residential

Jack Chase Way, Caister - Air Quality EIA in support of a planning application for circa 725 dwellings.

New Road, Tintwistle - Odour Assessment including dispersion modelling of the Tintwistle Sewage Treatment Works in order to determine suitability of adjacent land for residential use

St Nicholas Circle, Leicester - Air Quality Assessment including dispersion modelling of road traffic sources to determine suitability of the site for student accommodation.

Land East and West of A140, Long Stratton - Air Quality EIA for a large scale residential development.

Meadley Square, Knaresborough - Odour Assessment including site surveys and a risk assessment to determine potential for loss of amenity to future occupants due to adverse odours generated by an adjacent takeaway.

Main Street, Port Rush - Kitchen Odour Impact Assessment in support of a proposed restaurant with residential apartments above

Commercial and Retail

Downtown Grantham Designer Outlet - Air Quality EIA in support of the development of a retail outlet

North Acton Road, London - Air Quality Assessment in support of the development of a seven storey building to include a café and commercial floor space.

Great Homer Street, Liverpool - Investigative Odour Survey at an existing McDonalds restaurant.

Ashdown Business Park, Kent - Air Quality Assessment in support of a Premier Inn Hotel and Drive-Thru Costa Coffee.

Sandbrook Park, Rochdale - Air Quality Assessment in support of 14 business/industrial units.

KEY EXPERIENCE:

Anna is an Environmental Consultant with specialist experience in the air quality and odour sectors. Her key capabilities include:

- Detailed dispersion modelling of road vehicle exhaust emissions using ADMS Roads at human and ecological receptors. Studies have included the evaluation of road traffic emissions at sensitive locations across large spatial extents.
- Construction dust impact assessments on a variety of project types.
- Production of Dust Management Plans to control potential emissions and associated impacts during construction of large scale developments
- Production of Air Quality Assessments in accordance with DEFRA methodologies for a range of residential, commercial and industrial sectors.
- Completion of Air Quality Neutral Assessments in accordance with the requirements of the London Plan
- Definition of baseline air quality and identification of sensitive areas across the UK.
- Monitoring of baseline air quality conditions using a variety of methods.
- Assessment of potential odour impacts associated with hot food preparation and associated identification of suitable mitigation in accordance with DEFRA guidance.

SELECT PROJECTS SUMMARY:

Industrial

Edinburgh Airport - Air Quality Assessment and diffusion tube survey.

HS2, Phase 2b - Detailed dispersion modelling across the affected road network spanning two community areas. This included model verification, processing and review of results.

A27, Arundel - Air quality assessment for a highways improvement scheme which included a comprehensive review of the area for dispersion modelling to assist in predicting air quality impacts.

Arlington Works, Twickenham – Background study for an oil recycling plant.

Leeds Public Transport Improvement Scheme - A public consultation document regarding a series of public transport improvement schemes across Leeds.

AQUIND Interconnector - A dust management plan and a preliminary EIA chapter for a Nationally Significant Infrastructure Project involving an electrical grid connection from France to the UK.

A1 (M) Junctions 6 – 8 - Air quality assessment for a highways improvement scheme which included detailed dispersion modelling and a comprehensive review of data to predict air quality impacts.

A229 Loose Road Corridor, Maidstone - Air quality assessment for highways improvement scheme.

A1, Birtley to Coalhouse - Roads improvement scheme involving detailed dispersion modelling.

Ensemble, Heathrow Airport – BREEAM assessment for a warehouse complex with offices.

Residential

Clatterbridge Hospital, Wirral - Air quality assessment incorporating sensitive ecological receptors.

Stockport Interchange, Stockport - impact assessment as well as a construction dust assessment as part of an air quality assessment for a mixed commercial and residential development in Stockport.

The Boundary, London - A full air quality assessment for a hotel/ residential development in London was carried out. This included detailed dispersion modelling, a PCM compliance assessment and baseline assessment covering multiple local authorities.

Northbank West, Wirral Waters - Air quality assessment for a residential development over two sites.

Farthingloe and Western Heights, Dover - Air quality assessment for a large-scale residential development.

Shenfield, Brentwood - Constraints report for a residential development with circa 100 homes.

Renshaw Hall, Liverpool - Screening assessment for the conversion of an existing site to student accommodation.

Commercial and Retail

High Street, Abingdon - Odour impact assessment for a proposed restaurant.

Salford Central GPU Building, Salford - A baseline assessment for an office block.

KEY EXPERIENCE:

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

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

SELECT PROJECTS SUMMARY:

Eagle House, South Ruislip

Air Quality Assessment for the change of use from an office block to a hotel in an Air Quality Management Area (AQMA). Concerns were raised regarding the exposure of future occupants to poor air quality due to road traffic emissions. Detailed dispersion modelling was undertaken using ADMS-roads to assess PM₁₀ and NO₂ concentrations across the site as well as an Air Quality Neutral Assessment in accordance with the London Plan requirements. Results revealed that pollution levels were below the air quality standards across the development.

Parr Bridge, Tyldesley

Air Quality Assessment to support a residential development of 154 units. Dispersion modelling was undertaken due to the proximity of the site to an AQMA. Using sensitive receptors located in areas where increased road traffic may affect NO₂ levels, a comparison was made between concentrations with and without the development in place. Results indicated the impacts were not significant.

St James's Street, Westminster

Air Quality Assessment in support of a mixed-use development in an AQMA. Dispersion modelling was undertaken at several different heights reflective of residential units within the development. Predicted concentrations of NO₂ were found to exceed air quality criteria from ground to third floor level. As such, mitigation was specified for the affected units to ensure future residents would not be exposed to poor air quality.

Rookery Avenue, Whiteley, Farnborough

Odour Impact Assessment in support of a hot food takeaway with a drive thru facility in Whiteley. The assessment considered a number of factors, including the scale and nature of potential emissions, the location of nearest receptors and the proposed cooking type in accordance with the relevant DEFRA guidance. An appropriate ventilation system was identified and described on the basis of the assessment results.

Hoole Way, Chester

Air Quality Assessment in support of an eight-storey student accommodation block to provide circa 373 units on land off Hoole Way, Chester. Concerns had been raised in relation to the potential exposure of future occupants to elevated pollution concentrations. An assessment was therefore undertaken using dispersion modelling in order to quantify air quality conditions across the site. The results revealed that the use of good practice control measures would provide suitable mitigation for the development.

St James Place, Liverpool

Air Quality Assessment in support of a residential-led development located across three different sites in an AQMA on land off St James Place, Liverpool. Detailed dispersion modelling was undertaken with the inclusion of advanced canyon modelling to evaluate the impact of the urban topography within the locality on the dispersion of traffic related pollutants. The results revealed pollutant concentrations were below the relevant standards across the site.