

ENVIRONMENT

Southway Housing Trust
Didsbury Point
South Manchester
Air Quality Assessment

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EXECUTIVE SUMMARY

BWB Consulting Limited was appointed by Southway DevCo Ltd on behalf of Southway Housing Trust to undertake an air quality assessment for a proposed residential development, with a medical centre use at the ground floor, at Didsbury Point, South Manchester.

The proposed development Site is located within the administrative area of Manchester City Council. The Site is not located within an Air Quality Management Area however, the Greater Manchester Air Quality Management Area is located approximately 90m west of the Site. The Air Quality Management Area was designated for the potential exceedance of the annual mean nitrogen dioxide air quality objective.

Consultation was undertaken with Manchester City Council and the scope of the air quality assessment agreed.

A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management guidance and measures were recommended for inclusion in a Dust Management Plan to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with Institute of Air Quality Management guidance.

The proposed development trip generation was screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process, to determine whether a detailed road traffic emissions impact assessment was required. The proposed development trip generation exceeded the relevant screening criteria on two road links. A review of sensitive receptor locations identified minimal receptors adjacent to the road links exceeding the screening criteria. Additionally, local air quality monitoring in the vicinity of the Site recorded annual mean nitrogen dioxide concentrations below the relevant air quality objectives and indicated a downward trend over the past five years of monitoring. Following consultation with the local authority, it was determined that development generated traffic would not significantly impact local air quality and therefore detailed dispersion modelling of development-generated road traffic was not undertaken.

A review of local air quality monitoring and emission sources in the vicinity of the Site was undertaken to consider the suitability of the Site for the proposed residential use. Monitored annual mean nitrogen dioxide concentrations were below the annual objective in recent years, with a downward trend identified over the past five years of monitoring. The Site is set back approximately 90m from the nearest road traffic source and is not located within an Air Quality Management Area. It was therefore considered that pollutant concentrations at the Site would be below the relevant air quality objectives and a detailed road traffic emissions exposure assessment was not undertaken, in agreement with Manchester City Council.

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1. INTRODUCTION

- 1.1 BWB Consulting Limited (BWB) was instructed by Southway DevCo Ltd on behalf of Southway Housing Trust (the Client) to undertake an air quality assessment for a proposed residential development, with a medical centre use at the ground floor, at Didsbury Point, South Manchester ('the Site').
- 1.2 The assessment considers construction phase dust impacts. A qualitative construction phase dust assessment was undertaken in accordance with relevant guidance.
- 1.3 An operational phase road traffic emissions screening assessment was undertaken to consider the requirement for a detailed assessment of additional vehicles generated by the proposed development. A qualitative review of local air quality and monitoring was also undertaken to determine the suitability of the Site for the proposed use.
- 1.4 This report is necessarily technical in nature so to assist the reader a glossary of air quality terminology can be found in **Appendix A**.

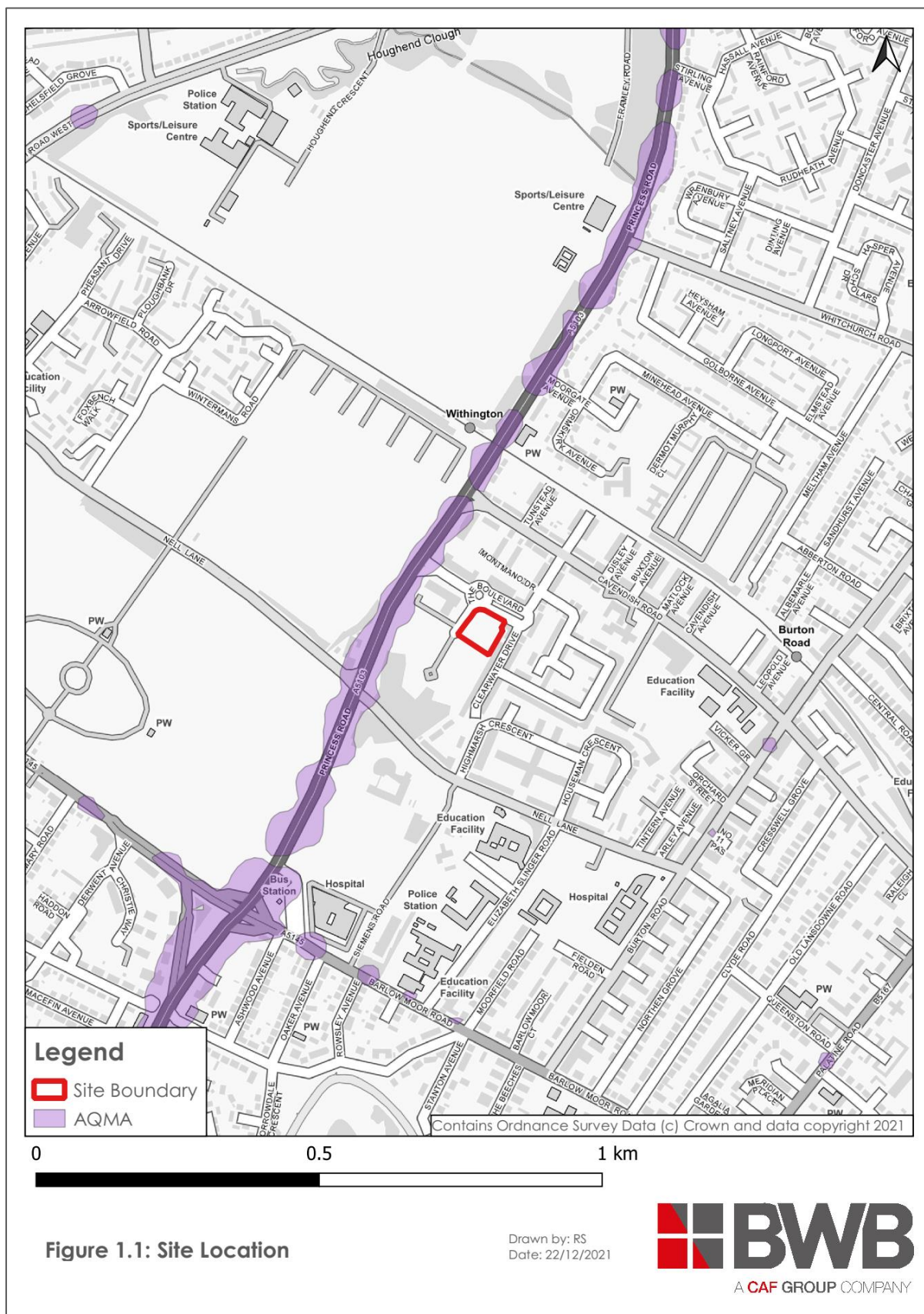
Site Setting

- 1.5 The proposed development is located within the administrative area of Manchester City Council (MCC). The Site is located off The Boulevard in the wider Didsbury Point development in Didsbury, which comprises existing residential dwellings and a school.
- 1.6 **Figure 1.1** details the location of the proposed development. The Site currently comprises areas of bare ground and grassed land.
- 1.7 North of the Site is The Boulevard, with existing residential dwellings. Clearwater Drive and associated residential dwellings lies east of the Site, with a nursing home and primary school beyond. Approximately 120m south of the Site is a school, with Withington Hospital located 500m south of the Site boundary. Didsbury High School is located immediately west of the Site off the A5103 Princess Road. A cemetery is located beyond the A5103 Princess Road.
- 1.8 Principal air pollution sources in the vicinity of the Site are likely to comprise road traffic emissions. The Site is not located within an existing Air Quality Management Area (AQMA) however, the Greater Manchester AQMA is located approximately 90m west of the Site. The AQMA was designated for the potential exceedance of the annual mean nitrogen dioxide (NO₂) air quality objective.

Proposed Development

- 1.9 The proposed development comprises a residential development with a medical centre use at the ground floor in addition to car parking. The proposed development masterplan is detailed in **Appendix B**.

Figure 1.1: Site Location



2. LEGISLATION, PLANNING POLICY & GUIDANCE

National Legislation and Planning Policy

2.1 The following national legislation and planning policy is relevant to air quality and was considered in the undertaking of the assessment. A summary of the relevant national legislation and planning policy is provided in **Appendix C**:

- European Parliament, EU 2008 ambient Air Quality Directive (2008)¹;
- HMSO, Air Quality (England) Regulations (2000)²;
- HMSO, Environment Act (1995)³;
- HMSO, Environment Act (2021)⁴;
- Department for Environment, Air Quality Strategy (1997)⁵;
- Department for the Environment, Food and Rural Affairs, Air Quality Strategy (2007)⁶;
- Ministry of Housing, Communities and Local Government, National Planning Policy Framework (NPPF) (2021)⁷; and
- Ministry for Housing, Communities and Local Government, Planning Practice Guidance (PPG) for air quality (2019)⁸.

Local Planning Policy

2.2 The following local and regional planning policy was considered in the undertaking of the assessment and a summary is provided in **Appendix C**:

- Manchester City Council, Core Strategy Development Plan Document (2012)⁹.

Air Quality Assessment Guidance

2.3 The following guidance was utilised in the air quality assessment:

- Defra, Local Air Quality Management Technical Guidance (LAQM.TG(16)) (2021)¹⁰;
- Institute of Air Quality Management, Guidance on the assessment of dust from demolition and construction (2014)¹¹; and
- Institute of Air Quality Management and Environmental Protection UK, Land-Use Planning and Development Control: Planning for Air Quality (2017)¹².

¹ European Parliament (2008) Council Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe

² HMSO (2000) Statutory Instrument 2000 No. 928, The Air Quality (England) Regulations 2000 (as amended), London: HMSO

³ HMSO (1995) The Environment Act 1995, London: TSO

⁴ HMSO (2021) The Environment Act 2021, London: TSO

⁵ Department of the Environment (DoE) (1997) The UK National Air Quality Strategy, London: HMSO

⁶ Department of the Environment, Food and Rural Affairs (Defra) (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, London: HMSO

⁷ Ministry of Housing, Communities & Local Government (2021) National Planning Policy Framework, HMSO London

⁸ Ministry for Housing, Communities and Local Government (2019) Planning Practice Guidance Air Quality

⁹ Manchester City Council (2012) Core Strategy Development Plan Document

¹⁰ Defra (2021) Local Air Quality Management Technical Guidance LAQM.TG(16)

¹¹ Institute of Air Quality Management (2014) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, London

¹² Institute of Air Quality Management and Environmental Protection UK (2017) Land-Use Planning and Development Control: Planning for Air Quality

3. METHODOLOGY

Consultation with Manchester City Council

- 3.1 Consultation was undertaken with Environmental Health at MCC via email on the 20th January 2022, in which the proposed assessment methodology was provided. A response was received via email on the 27th January 2022 accepting the proposed methodology.
- 3.2 The scope of works as agreed with MCC during consultation is set out below:
- Construction Phase – A construction phase dust assessment was undertaken and relevant measures to mitigate construction phase dust emissions were recommended in accordance with guidance provided by the Institute of Air Quality Management (IAQM)¹¹.
 - Operational Phase Impact Assessment – An operational phase road traffic emissions screening assessment was undertaken in accordance with IAQM and Environmental Protection UK (EPUK) guidance¹². Consideration was also given to the location of existing sensitive receptors and local air quality monitoring data. Taking into consideration the limited presence of sensitive receptors adjacent to the affected road network, and the local monitored pollutant concentrations, it was proposed that a detailed operational phase road traffic emissions assessment was not required.
 - Operational Phase Exposure Assessment – A review of the Site location and local air quality monitoring and emissions sources was undertaken to consider the suitability of the Site for the proposed sensitive uses.
 - The Environmental Health Officer accepted the proposed methodology and requested that consideration be given to electric vehicle (EV) charging recommendations for residential developments.
- 3.3 Full details of the methodology used in the assessment, as agreed with MCC are detailed below.

Construction Phase Dust Assessment

- 3.4 An assessment of the potential impacts arising from the construction of the proposed development was undertaken in accordance with IAQM Guidance¹¹. The full assessment methodology is not reproduced within this report but a summary of the assessment steps are provided below:
- Step 1 – screen the requirement for a more detailed assessment. No assessment is required if there are no receptors within a certain distance of the works.
 - Step 2 – assess the risk of dust impacts separately for each of the four activities considered (demolition, earthworks, construction and trackout).
 - Step 2A – determine the potential dust emission magnitude for each of the four activities;
 - Step 2B – determine the sensitivity of the area;
 - Step 2C – determine the risk of dust impacts by combining the findings of steps 2A and 2B.
 - Step 3 – determine the site-specific mitigation for each of the four activities; and

- Step 4 – examine the residual effects and determine significance.

Operational Phase Road Traffic Emissions – Screening Assessment

- 3.5 Guidance published by the IAQM and EPUK in 2017¹² provides a two-stage approach to determine the level of assessment required in the consideration of the impact of development-generated road traffic emissions on local air quality.

Stage 1

- 3.6 The Stage 1 criteria requires that the assessment progress to Stage 2 if any of the following apply:
- The development comprises:
 - 10 or more residential units or a site area of more than 0.5ha; or
 - More than 1,000m² of floor space for all other uses or a site area greater than 1ha;
 - 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.

Note: Consideration should be given to the potential impacts of neighbouring sources on the site, even if an assessment of impacts of the development on the surrounding area is screened out.

Stage 2

- 3.7 The IAQM and EPUK guidance¹² provides the following indicative criteria to determine whether a detailed road traffic emissions assessment is required for a proposed development.
- 3.8 The Stage 2 criteria relevant to the Proposed Development are:
- A change in Light Duty Vehicles (LDV) of more than 100 vehicles as a 24 hour Annual Average Daily Traffic (AADT) flow within or adjacent to an AQMA; and
 - A change in HDV flow of more than 25 vehicles as a 24 hour AADT flow within or adjacent to an AQMA.
- 3.9 The Stage 1 and Stage 2 criteria were considered in determining the requirement for a detailed operational phase road traffic emissions assessment.

Site Suitability Assessment

- 3.10 A review of local air quality monitoring and local emission sources was undertaken to consider pollutant concentrations within the Site. Monitored concentrations undertaken by MCC were compared to the relevant air quality objectives⁵. The current relevant air quality standards and objectives are detailed in **Table 3.1**.

Table 3.1: Air Quality Standards and Objectives (England)

Pollutant	Averaging Period	Air Quality Objective ($\mu\text{g.m}^{-3}$)	Date to Achieve by
NO ₂	Annual Mean	40	31 December 2005
	1-hour mean not to be exceeded more than 18 times per year	200	31 December 2005
PM ₁₀	Annual Mean	40	31 December 2004
	24-hour mean not to be exceeded more than 35 times per year	50	31 December 2004
PM _{2.5}	Annual mean target (15% cut in annual mean (urban background exposure))	25	2010 - 2020

4. BASELINE CONDITIONS

Local Air Quality Management

- 4.1 The proposed development is not located within an existing AQMA, however the Greater Manchester AQMA is located approximately 90m west of the Site. The AQMA covers sections of the A5103 Princess Road and was designated for the potential exceedance of the annual mean NO₂ air quality objective.

Local Air Quality Monitoring

Nitrogen Dioxide (NO₂)

- 4.2 MCC undertakes NO₂ monitoring within its administrative area using a network of passive diffusion tubes and automatic monitoring sites. The closest monitoring location to the Site is MA37NO which is approximately 1.3km south-west of the Site on the A5103 Princess Road.
- 4.3 Whilst 2020 monitoring data were available, due to the COVID-19 pandemic and associated national lockdowns in place during the 2020 calendar year, monitoring results for 2020 were not considered representative of normal conditions, given the significant decrease in traffic levels.
- 4.4 In addition, the IAQM released a position statement¹³ in August 2021 with regards to the use of 2020 and 2021 monitoring data and the COVID-19 pandemic. Until the impact of the pandemic on air quality is fully understood, the IAQM's advice is to use 2019 monitoring data as the last typical year for monitoring data.
- 4.5 Bias adjusted NO₂ monitoring results, for the locations in the vicinity of the proposed development Site, are detailed in **Table 4.1**. Bold text denotes an exceedance of the annual mean NO₂ air quality objective of 40µg.m⁻³.

Table 4.1: MCC NO₂ Monitoring Data in 2016 – 2020

Location and Reference	Grid Reference		Site Monitoring Type	Distance from and direction to Site boundary	Monitored Annual Average Concentration (µg.m ⁻³)				
					2016	2017	2018	2019	2020
MA37NO – A5103 Princess Road	382829	391493	Roadside	1.3km south west	46.3	42.6	39.3	38.7	26.9
MA74NO – A34 Kingsway	385400	390095	Roadside	3.1km south east	38.0	37.1	35.7	33.6	23.3

- 4.6 Annual mean NO₂ concentrations recorded at both monitoring locations in the vicinity of the Site were below the annual mean NO₂ objective of 40µg.m⁻³ in 2019 and recent years preceding. Monitoring location MA37NO recorded exceedances of the annual mean NO₂ objective in 2016 and 2017 however, no exceedances were recorded from 2018 onwards and there is a clear downward trend evident in monitored NO₂

¹³ IAQM (2021) Position Statement: Use of 2020 and 2021 Monitoring Datasets

concentrations. This indicates that air quality in the area is improving and there are currently no exceedances of the annual mean NO₂ objective in the vicinity of the Site.

- 4.7 Both monitoring locations detailed in **Table 4.1** are located within the AQMA and are in the vicinity of significant road traffic sources, namely the A5103 Princess Road and A34 Kingsway. Additionally, MA37NO is located approximately 700m north of the M60 motorway which is considered to represent a significant source of road traffic emissions. The Site is not located in the AQMA and is set back approximately 120m from the A5103 Princess Road and 1.9km from the M60 motorway. It is therefore considered that the monitoring locations in **Table 4.1** are not representative of conditions at the Site and that pollutant concentrations within the Site would be lower than those recorded at the monitoring locations and therefore, below the annual mean NO₂ objective.

Particulate Matter (PM₁₀ and PM_{2.5})

- 4.8 No monitoring of PM₁₀ or PM_{2.5} is undertaken by MCC within the study area. The closest PM₁₀ and PM_{2.5} monitoring locations to the Site is located 5.7km north of the Site in Manchester Piccadilly. Monitored concentrations at this location were well below the relevant annual mean PM₁₀ and PM_{2.5} objectives in the years available for review.

Background Pollutant Concentrations

- 4.9 No background air quality monitoring is undertaken by MCC within the study area. Background pollutant concentrations were therefore obtained from the latest Defra background concentration maps¹⁴, which are provided for the UK as a 1km x 1km grid network. The latest maps are based on 2018 monitoring and meteorological data. Background concentrations of NO₂, PM₁₀ and PM_{2.5} were obtained for the grid squares covering the study area for the current year (2022). The background concentrations used in the assessment are detailed in **Table 4.2**.

Table 4.2: Background Pollutant Concentrations

Pollutant	Grid Square	Monitoring Locations / Receptors	Concentration (µg.m ⁻³)
			2022
Receptors			
NO ₂	383500, 392500	Site	15.4
PM ₁₀			11.6
PM _{2.5}			7.7

- Data not required for assessment

- 4.10 2022 background concentrations are well below the relevant annual mean air quality objectives for NO₂, PM₁₀ and PM_{2.5}.

¹⁴ Defra (2019) background pollutant concentration maps [<https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2019>]

5. CONSTRUCTION PHASE DUST ASSESSMENT

- 5.1 The construction phase of the proposed development will involve a number of activities which have the potential to impact on local air quality. These include emissions of dust generated through demolition, excavation, construction, earthworks and trackout activities, exhaust pollutant emissions from construction traffic on the local highways network, and exhaust emissions from non-road mobile machinery (NRMM) within the construction site itself.
- 5.2 The location of sensitive receptors in relation to construction activities will affect the potential for such construction activities to cause dust soiling, nuisance and local air quality impacts. Meteorological conditions and the use of control measures will also contribute to the effects experienced.

Step 1: Screen the Need for a Detailed Assessment

- 5.3 Step 1 of the IAQM guidance¹¹ involves a screening assessment to consider whether a more detailed construction phase dust assessment is required.
- 5.4 In accordance with the guidance, a detailed assessment is required if:
- Human receptors are located within 350m of the boundary of the site or 50m of routes used by construction vehicles on the public highways, up to 500m from the site entrances; or
 - Ecological receptors are located within 50m of the boundary of the site or 50m of routes used by construction vehicles on the public highways, up to 500m from the site entrances.
- 5.5 From a review of the Multi Agency Geographic Information for the Countryside (MAGIC) website¹⁵, no ecological designations were identified within the above screening distance and therefore the impact on ecological designations was not considered further. However human receptors are located within the above screening distances, with the closest of these receptors located on Clearwater Drive. A construction phase assessment was therefore undertaken.

Step 2: Assess the Risk of Dust Impacts

Step 2A: Define the Potential Dust Emission Magnitude

- 5.6 The dust emission magnitudes for the construction activities were defined using the criteria detailed in the IAQM guidance¹¹ as detailed in **Table 5.1**.

Table 5.1: Dust Emission Magnitude Criteria and Definition

Activity	IAQM Dust Emission Magnitude	IAQM Dust Emission Magnitude Criteria
Demolition	Large	Total building volume >50,000m ³ , potentially dusty construction material (e.g. concrete), on-site crushing and screening, demolition activities >20m above ground level.

¹⁵ Defra, Multi Agency Geographic Information for the Countryside (MAGIC) [<http://magic.defra.gov.uk/>]

Activity	IAQM Dust Emission Magnitude	IAQM Dust Emission Magnitude Criteria
	Medium	Total building volume 20,000m ³ – 50,000m ³ , potentially dusty construction material, demolition activities 10 - 20m above ground level.
	Small	Total building volume <20,000m ³ , construction material with low potential for dust release (e.g. metal cladding or timber), demolition activities <10m above ground, demolition during wetter months.
Earthworks	Large	Total site area >10,000m ² , potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size), >10 heavy earth moving vehicles active at any one time, formation of bunds >8 m in height, total material moved >100,000 tonnes.
	Medium	Total site area 2,500m ² – 10,000m ² , moderately dusty soil type (e.g. silt), 5 - 10 heavy earth moving vehicles active at any one time, formation of bunds 4m - 8m in height, total material moved 20,000 tonnes – 100,000 tonnes.
	Small	Total site area <2,500m ² , soil type with large grain size (e.g. sand), <5 heavy earth moving vehicles active at any one time, formation of bunds <4m in height, total material moved <20,000 tonnes, earthworks during wetter months.
Construction	Large	Total building volume >100,000m ³ , on site concrete batching, sandblasting.
	Medium	Total building volume 25,000m ³ – 100,000m ³ , potentially dusty construction material (e.g. concrete), on site concrete batching.
	Small	Total building volume <25,000m ³ , construction material with low potential for dust release (e.g. metal cladding or timber).
Trackout	Large	>50 HDV (>3.5t) outward movements in any one day, potentially dusty surface material (e.g. high clay content), unpaved road length >100m.
	Medium	10 - 50 HDV (>3.5t) outward movements in any one day, moderately dusty surface material (e.g. high clay content), unpaved road length 50m – 100m.
	Small	<10 HDV (>3.5t) outward movements in any one day, surface material with low potential for dust release, unpaved road length <50m.

5.7 The following dust emissions magnitudes were defined for the proposed development:

- Demolition – The proposed development will require the demolition of a small outbuilding located within the Site. The total building volume to be demolished is less than 20,000m³ with demolition activities occurring less than 10m above ground level. The dust emissions magnitude was therefore defined as **Small**.
- Earthworks – The total Site area is between 2,500m² and 10,000m² upon which earthworks will take place. The dust emissions magnitude was therefore defined as **Medium**.
- Construction – The project plans propose the development of between 25,000m³ to 100,000m³ of residential development. The dust emission magnitude was therefore defined as **Medium**.
- Trackout – It is estimated that there may be between 10 and 50 outward HDV movements in any one day during the construction of the development. The dust emission magnitude was therefore defined as **Medium**.

5.8 A summary of the defined dust emissions magnitudes for the development are provided in **Table 5.2**.

Table 5.2: Summary of Project Defined Dust Emissions Magnitudes

Activity	Dust Emissions Magnitude
Demolition	Small

Activity	Dust Emissions Magnitude
Earthworks	Medium
Construction	Medium
Trackout	Medium

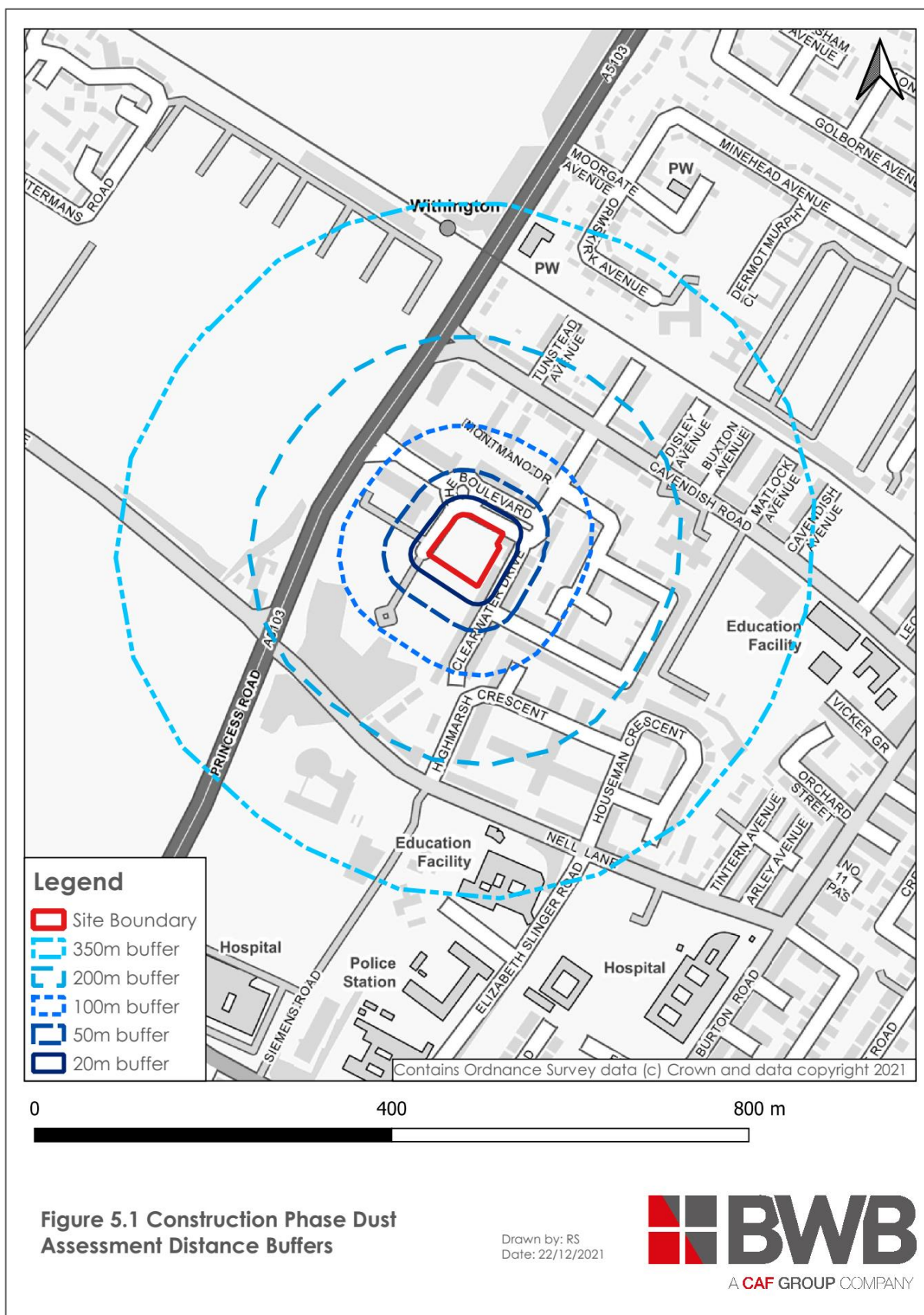
Step 2B: Define the Sensitivity of the Area

- 5.9 The assessment requires the determination of the sensitivity of the area for the purposes of dust soiling and human health impacts. The sensitivity of the study area takes into account the specific receptors in the vicinity of the Site, the proximity and number of those receptors, the local background concentration of PM₁₀ and site-specific factors. **Figure 5.1** was utilised to determine the number of receptors located within the distance bands provided in the IAQM guidance¹¹ for determining receptor sensitivity.
- 5.10 The sensitivity of the area is defined below, in accordance with IAQM criteria¹¹ and summarised in **Table 5.3**.
- Dust Soiling – There are between 10 and 100 highly sensitive residential receptors within 20m of the proposed Site boundary. Therefore the sensitivity of the area to dust soiling effects on people and property is considered to be **High**.
 - Human Health – The annual mean PM₁₀ concentration is less than 24µg.m⁻³ and there are between 10 and 100 highly sensitive residential receptors within 20m of the proposed Site boundary. There are other additional highly sensitive receptors such as a school which is located within 50m of the proposed Site boundary. Therefore the sensitivity of the area to human health impacts is considered to be **Low**.

Table 5.3: Determination of the Sensitivity of the Area

Potential Impact	Sensitivity			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	High	High	High	High
Human Health	Low	Low	Low	Low

Figure 5.1: Construction Phase Assessment Dust Distance Buffers



Step 2C: Define the Risk of Impacts

- 5.12 The dust emission magnitude determined in Step 2A is then combined with the sensitivity of the area determined in Step 2B to define the risk of dust impacts with no mitigation applied. The results of this assessment are detailed in **Table 5.4**.

Table 5.4: Summary Dust Risk Table to Define Site Specific Risk

Activity	Step 2A: Dust Emission Magnitude	Step 2B: Sensitivity of the Area	Step 2C: Risk of Dust Impacts
<i>Dust Soiling Effects on People and Property</i>			
Demolition	Small	High	Medium Risk
Earthworks	Medium	High	Medium Risk
Construction	Medium	High	Medium Risk
Trackout	Medium	High	Medium Risk
<i>Human Health Impacts</i>			
Demolition	Small	Low	Negligible
Earthworks	Medium	Low	Low Risk
Construction	Medium	Low	Low Risk
Trackout	Medium	Low	Low Risk

Step 3: Site-Specific Mitigation

- 5.13 The risk of dust impacts, defined in Step 2C of the assessment, is used to determine the mitigation measures required to minimise the emission of dust during construction phase activities. The IAQM guidance¹¹ provides details of highly recommended and desirable mitigation measures which are commensurate with the risk of dust impacts defined in Step 2C for demolition, construction, earthworks and trackout activities. Where the mitigation measures are general in nature, the highest risk category was applied in accordance with the guidance¹¹. The highest risk category identified was 'Medium Risk' and the recommended mitigation taken from the IAQM guidance¹¹ is detailed in **Table 5.5** and **Table 5.6**.

Table 5.5: Mitigation Measures for a Medium Risk Site

Category	Mitigation Measures for a Medium Risk Site	
	Highly Recommended	Desirable
Communication	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	None
	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environmental manager/engineer or the site manager.	
	Display the head or regional office contact information.	
	Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority.	
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.	None
	Make the complaints log available to the local authority when asked.	
	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 inspections results, and make an inspection log available to the local authority when asked.	Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of the site boundary, with cleaning to be provided as necessary.
	Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	
Preparing and maintaining the site	Plan the site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	None
	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 site or specific operations where there is a high potential for dust production and the site is active for an extended period.	
	Avoid site runoff of water or mud.	

Category	Mitigation Measures for a Medium Risk Site	
	Highly Recommended	Desirable
	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 on site. If they are being re-used on-site cover as described below.	
	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.	Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on un-surfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	
Operations	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	None
	Ensure an adequate water supply on site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	
	Use enclosed chutes and conveyors and covered skips.	
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	
	Ensure equipment is readily available on site to clean and dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	
Waste Management	Avoid bonfires and burning of waste materials.	None

Table 5.6: Mitigation Measures Specific to Demolition, Earthworks, Construction and Trackout

Category	Mitigation Measures	
	Highly Recommended	Desirable
Demolition (Medium Risk Site)	Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
	Avoid explosive blasting, using appropriate manual or mechanical alternatives.	
	Bag and remove any biological debris or damp down such material before demolition.	
Earthworks (Medium Risk Site)	None	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
		Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
		Only remove the cover in small areas during work and not all at once.
Construction (Medium Risk Site)	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	Avoid scabbling (roughening of concrete surfaces) if possible.
		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.
		For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.
Trackout (Medium Risk Site)	Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any materials tracked out of the site. This may require the sweeper being continuously in use.	None
	Avoid dry sweeping of large areas.	
	Ensure vehicles entering and leaving the sites are covered to prevent escape of materials during transport.	
	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	
	Record all inspections of haul routes and any subsequent action in a site log book.	
	Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	
	Implement a wheel washing system (with rumble grids to dislodge accumulated dust	

Category	Mitigation Measures	
	Highly Recommended	Desirable
	and mud prior to leaving the site where reasonably practicable).	
	Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.	
	Access gates to be located at least 10m from receptors where possible.	

Step 4: Determine Significant Effects

- 5.14 In accordance with IAQM guidance¹¹, with the implementation of the mitigation measures detailed in Step 3, the residual impacts from the construction phase are considered to be 'not significant'.

6. OPERATIONAL PHASE ROAD TRAFFIC EMISSIONS ASSESSMENT

Impact Screening Assessment

- 6.1 The trip generation for the proposed development was screened using IAQM and EPUK Stage 1 and Stage 2 criteria¹² to determine whether a detailed air quality assessment was required.

Stage 1

- 6.2 The proposed development comprises more than 10 residential units and proposes more than 10 parking spaces; it was therefore necessary to proceed to Stage 2.

Stage 2

- 6.3 The trip generation for the proposed development was provided by Civic Engineers, the Transport Consultants for the project.
- 6.4 The proposed development will generate 192 trips as a 24 hour Annual Average Daily Traffic (AADT) flow, all of which would be LDVs. The trip generation was compared to the criteria set out in paragraph 3.8. Whilst the Stage 2 criteria were exceeded, a review of the distribution of development-generated traffic was undertaken which identified that the following two links would experience a change in traffic in excess of the 100 LDV thresholds:
- The Boulevard (192 LDV increase); and
 - The A5103 Princess Road south of The Boulevard (107 LDV increase).
- 6.5 Although the criteria in paragraph 3.8 was exceeded for these road links, a review of the sensitive receptors adjacent to these road links showed that there were minimal receptors in the proximity of these links.
- 6.6 Local monitoring was also reviewed at MA37NO, the closest monitoring location to the Site. This monitoring location is situated on the A5103 Princess Road, approximately 1.2km from the Site and is within the Greater Manchester AQMA. Recorded annual mean NO₂ concentrations at this monitoring location were below the annual mean NO₂ objective in 2019 and demonstrate a downward trend in concentrations over the past five years.
- 6.7 Taking into consideration the traffic generation and distribution associated with the proposed development, the limited sensitive receptors in the vicinity of the Site and the local monitoring data, it is considered unlikely that additional road traffic generated by the development would significantly influence local air quality.
- 6.8 A detailed assessment of the impact of operational phase road traffic emissions was therefore not undertaken. This approach was agreed with MCC during consultation.

Site Suitability and Exposure Assessment

- 6.9 The proposed development will introduce new sensitive receptors into the local area. Consideration was therefore given to the suitability of the Site for the proposed sensitive uses.

- 6.10 A review of local air quality monitoring data and emission sources was undertaken. The Site is not located within an AQMA and the closest AQMA to the Site is located more than 90m west of the Site on the A5103 Princess Road. The proposed development does not include any sensitive uses adjacent to this road and there are existing sensitive receptors located between the Site and the A5103 Princess Road, which are not included in the AQMA designation.
- 6.11 Furthermore, a review of local air quality monitoring identified that monitored annual mean NO₂ concentrations in the area recorded concentrations below the annual mean NO₂ objective in recent years. A clear downward trend was also evident, demonstrating improvement in local air quality in the area. The monitoring locations in the vicinity of the Site are located adjacent to the A5103 Princess Road and are within the Greater Manchester AQMA. Therefore, it is considered that the Site will experience lower concentrations as a result of the increased distance from the road source.
- 6.12 Taking into consideration the location of the Site away from major road sources, and the monitored NO₂ concentrations being below the relevant annual mean objectives, it is considered that pollutant concentrations at the Site will be below the relevant air quality objectives at the time of assessment. No further consideration of Site suitability was therefore undertaken and this approach was agreed with MCC during consultation.

Mitigation Recommendations

- 6.13 The Greater Manchester Electric Vehicle Charging Infrastructure (EVCI) Strategy¹⁶ sets out the planning approach to be taken for the provision of Electric Vehicle (EV) charging infrastructure. This strategy was developed with the input of the local authorities within Greater Manchester including MCC and forms a sub strategy of the Greater Manchester Transport Strategy 2040¹⁷.
- 6.14 The proposed development is not anticipated to significantly influence local air quality; however during consultation with MCC it was recommended that for unallocated parking a minimum of 20% of spaces should provide EV charge points and cable routes should be provided for all other spaces, in accordance with the provision outlined in the EVCI Strategy¹⁶:
- 6.15 A travel plan will be submitted for the development to promote the use of sustainable and active travel to Site and a travel plan coordinator will be appointed. Furthermore, a residents travel pack will be distributed.
- 6.16 Pedestrian access routes will be provided and information related to local walking routes will be included in the travel pack. Measures to promote cycling such as the provision of secure cycle storage are proposed for the development. To promote the use of public transport, information relating to public transport options will be included in the residents travel pack. The promotion of car clubs and car sharing will take place to reduce single car occupancy. The design of the residential dwellings will include areas for home working to reduce the need for travel where appropriate.
- 6.17 The implementation of mitigation measures will benefit air quality and further reduce emissions associated with the development.

¹⁶ Transport for Greater Manchester (2021) Electric Vehicle Charging Infrastructure Strategy

¹⁷ Transport for Greater Manchester (2021) Greater Manchester Transport Strategy 2040

7. CONCLUSION

- 7.1 An air quality assessment was undertaken for the proposed residential development with a medical centre use at the ground floor at Didsbury Point, South Manchester.
- 7.2 Consultation was undertaken with MCC and the approach to the assessment agreed.
- 7.3 A qualitative construction phase assessment was undertaken and measures were recommended for inclusion in a DMP to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions is considered to be 'not significant' in accordance with IAQM guidance¹¹.
- 7.4 The proposed development trip generation was screened using the IAQM and EPUK guidance screening criteria. The trip generation for the development exceeded the relevant screening criteria and further consideration was given to the location of sensitive receptors and local air quality monitoring in the vicinity of the Site. The review identified that minimal sensitive uses are located within the vicinity of the road network which was predicted to exceed the screening criteria. Additionally, local air quality monitoring recorded concentrations below the relevant air quality objectives, with a downward trend evident over recent years. It was therefore considered that the development-generated road traffic would not significantly influence local air quality and a detailed operational phase road traffic emission was not undertaken. This approach was agreed with MCC during consultation.
- 7.5 The suitability of the Site for the proposed sensitive use was considered with regard to local air quality. The Site is not located in an AQMA or adjacent to any significant road traffic emission sources. Local air quality monitoring in the vicinity of the Site recorded concentrations below the relevant air quality objectives and it was considered that pollutant concentrations within the Site would also be below the relevant air quality objectives. No further consideration of Site suitability was undertaken and a detailed operational phase road traffic emissions exposure assessment was not undertaken in agreement with MCC.
- 7.6 Mitigation measures relating to EV charging were recommended in accordance with the charging recommendations set out in the EVCI Strategy¹⁶ and were also highlighted during consultation with MCC. The inclusion of mitigation measures from the travel plan will act to minimise emissions associated with the proposed development.

APPENDICES

APPENDIX A: GLOSSARY OF TERMS

Term	Definition
AADT	Annual Average Daily Traffic flow.
Air quality objective	Policy target generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances within a specific timescale (see also air quality standard).
Air quality standard	The concentrations of pollutants in the atmosphere which can broadly be taken to achieve a certain level of environmental quality. The standards are based on the assessment of the effects of each pollutant on human health including the effects on sensitive sub groups (see also air quality objective).
Annual mean	The average (mean) of the concentrations measured for each pollutant for one year. Usually this is for a calendar year, but some species are reported for the period April to March, known as a pollution year. This period avoids splitting winter season between two years, which is useful for pollutants that have higher concentrations during the winter months.
AQAP	Air Quality Action Plan.
AQMA	Air Quality Management Area.
AQS	Air Quality Strategy.
Defra	Department for Environment, Food and Rural Affairs.
EPUK	Environmental Protection UK.
Exceedance	A period of time where the concentrations of a pollutant is greater than, or equal to, the appropriate air quality standard.
HDV	Heavy Duty Vehicles (HGVs + buses and coaches)
HGV	Heavy Goods Vehicles.
IAQM	Institute of Air Quality Management.
LAQM	Local Air Quality Management.
LDV	Light Duty Vehicles (motorbikes, cars, vans and small trucks)
NO	Nitrogen monoxide, a.k.a. nitric oxide.
NO ₂	Nitrogen dioxide.
NO _x	Nitrogen oxides.
Percentile	The percentage of results below a given value.
PM ₁₀	Particulate matter with an aerodynamic diameter of less than 10 micrometres.
PM _{2.5}	Particulate matter with an aerodynamic diameter of less than 2.5 micrometres.
micrograms per cubic metre (µg.m ⁻³)	A measure of concentration in terms of mass per unit volume. A concentration of 1µg.m ⁻³ means that one cubic metre of air contains one microgram (millionth of a gram) of pollutant.

APPENDIX B: PROPOSED DEVELOPMENT MASTERPLAN



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Planning Application Boundary

Existing Trees

Existing Trees to be removed

Proposed Trees

P7	13/12/21	AP	Stage 3 Issue
P6	04/11/21	JL	Updated spot coordinates
P5	01/11/21	MR	Spot Coordinates to building corners
P4	06/10/21	JL	Revised Red line boundary
P3	17/09/21	JL	GA issue to Engie for preliminary PCSA review. Reduction in massing & apartments. MHCC at level 01 removed.
P2	16/03/21	AP	Ground Floor Plant/Amenity spaces updated. MHCC Bin and Bike Stores indicated.
P1	15/02/21	AP	Rev to PCT & Parking
Rev	Date	Ints	Details

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Project Title	Didsbury Point
Client	Southway Housing
Location	West Didsbury, Manchester
Drawing ref	Proposed Site Plan

Date	13/12/2021 18:12:39	Scale	As indicated				
Checker	Checker	Orig Paper Size	A1				
Job No:	8845	Status	PRELIMINARY				
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APPENDIX C: PLANNING POLICY AND LEGISLATION

National Legislation and Planning Policy

The UK Air Quality Strategy

European Union (EU) legislation forms the basis of air quality policy and legislation in the UK. The EU 2008 ambient Air Quality Directive¹ sets limits for ambient concentrations of air pollutants including nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}). The air quality standards and objectives are prescribed through the Air Quality (England) Regulations 2000², as amended, for the purpose of the Local Air Quality Management Framework.

The UK Government are required under the Environment Act 1995³ to produce a national Air Quality Strategy (AQS). The AQS was first published in 1997⁴ and was most recently reviewed and updated in 2007⁵. The AQS provides an overview of the Government's ambient air quality policy and sets out the air quality standards and objectives to be achieved and measures to improve air quality.

Part IV of the Environment Act³ requires local authorities in the UK to review local air quality within their administrative area and, if relevant air quality standards and objectives are likely to be exceeded, designate Air Quality Management Areas (AQMAs). Following the designation of an AQMA, local authorities are required to publish an Air Quality Action Plan (AQAP) detailing measures to be taken to improve local air quality and work towards meeting the relevant air quality standards and objectives.

National Planning Policy Framework

The National Planning Policy Framework (NPPF)⁶ was amended in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

The NPPF⁶ recognises air quality within Section 15: Conserving and enhancing the natural environment, and 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, taking into account relevant information such as river basin management plans;

[...]

Ground conditions and pollution

[...]

Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

[...]

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."

With regard to assessing cumulative effects the NPPF⁶ states:

"Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

[...]"

Planning Practice Guidance

The Planning Practice Guidance (PPG) for air quality⁷ was updated in November 2019 and provides guiding principles on how the planning process can take account of the impacts of new development on air quality.

The PPG⁷ sets out the following with regard to air quality and planning:

- *"What air quality considerations does planning need to address;*
- *What is the role of plan-making with regard to air quality;*
- *Air quality concerns relevant to neighbourhood planning;*
- *What information is available about air quality;*
- *When could air quality considerations be relevant to the development management process;*
- *What specific issues may need to be considered when assessing air quality impacts;*
- *How detailed does an air quality assessment need to be; and*
- *How can an impact on air quality be mitigated".*

The PPG⁷ sets out the pollutants for which there are legally binding limits for concentrations and those which the UK also has national emissions reduction commitments.

The PPG⁷ states that development plans may need to consider:

- *“what are the observed trends shown by recent air quality monitoring data and what would happen to these trends in light of proposed development and / or allocations;*
- *the impact of point sources of air pollution (pollution that originates from one place);*
- *the potential cumulative impact of a number of smaller developments on air quality as well as the effect of more substantial developments, including their implications for vehicle emissions;*
- *ways in which new development could be made appropriate in locations where air quality is or is likely to be a concern, and not give rise to unacceptable risks from pollution. This could, for example, entail identifying measures for offsetting the impact on air quality arising from new development including supporting measures in an air quality action plan or low emissions strategy where applicable; and*
- *opportunities to improve air quality or mitigate impacts, such as through traffic and travel management and green infrastructure provision and enhancement”.*

The PPG⁷ also states what may be considered relevant to determining a planning application and these include whether a development would:

- *“Lead to changes (including any potential reductions) in vehicle-related emissions in the immediate vicinity of the proposed development or further afield. This could be through the provision of electric vehicle charging infrastructure; altering the level of traffic congestion; significantly changing traffic volumes, vehicle speeds or both; or significantly altering the traffic composition on local roads. Other matters to consider include whether the proposal involves the development of a bus station, coach or lorry park; could add to turnover in a large car park; or involve construction sites that would generate large Heavy Goods Vehicle flows over a period of a year or more;*
- *Introduce new point sources of air pollution. This could include furnaces which require prior notification to local authorities; biomass boilers or biomass-fuelled Combined Heat and Power plant; centralised boilers or plant burning other fuels within or close to an air quality management area or introduce relevant combustion within a Smoke Control Area; or extraction systems (including chimneys) which require approval or permits under pollution control legislation;*
- *Expose people to harmful concentrations of air pollutants, including dust. This could be by building new homes, schools, workplaces or other development in places with poor air quality;*
- *Give rise to potentially unacceptable impacts (such as dust) during construction for nearby sensitive locations;*

- *Have a potential adverse effect on biodiversity, especially where it would affect sites designated for their biodiversity value".*

The PPG⁷ provides guidance regarding what should be included within an air quality assessment. Examples of potential air quality mitigation measures are also provided.

Local Planning Policy

Manchester City Council, Core Strategy Development Plan Document (2012)

The Manchester Core Strategy was adopted in July 2012 and is a key element of Manchester's Local Development Framework. The Core Strategy sets out the policies for development in Manchester up until 2027. The following policies relate to air quality.

"Policy EN 16 Air Quality

[...]

Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself [...].

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

"Policy T1 Sustainable Transport

The Council will support proposals that:

[...]

Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties

[...]"

"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

[...]"

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

