

Air Quality Addendum

Stocktons, Great Ancoats Street, Manchester

Client: Liquid Business (Manchester) Ltd

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Prepared by	Lauren Massingham			
Position	Associate Air Quality Consultant			
Reviewed by	Jethro Redmore			
Position	Director			
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Serendipity Labs, Building 7, Exchange Quay, Salford, M5 3EP

info@red-env.co.uk | 0161 706 0075 | www.red-env.co.uk

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Executive Summary

Redmore Environmental Ltd was commissioned by Liquid Business (Manchester) Ltd to produce an Air Quality Addendum in support of a mixed-use development known as Stocktons, located off Great Ancoats Street, Manchester. This has been prepared to accompany an S73 application which seeks amendments to planning permission 142535/FO/2025 which the Local Authority was 'minded to approve' in 2025.

An Air Quality Addendum has been undertaken in order consider the changes associated with the development amendments, as well as any updates to policy at the time of reporting. This included:

- Assessment of potential impacts associated with fugitive dust emissions during the construction phase of the proposed development;
- Assessment of potential impacts associated with road transport emissions during the construction phase of the proposed development
- Assessment of potential impacts associated with road transport emissions during the operational phase of the proposed development; and,
- Identification of the requirement for relevant mitigation measures.

During the construction phase of the proposed development there is the potential for air quality impacts from fugitive dust emissions from the Site. Subject to implementation of the recommended mitigation measures, residual air quality impacts from dust generated by demolition, earthworks, construction and trackout activities are predicted to be not significant. As such, there is no change to the conclusions of the original construction phase assessment as a result of the scheme amendments.

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 relevant guidance document. This indicated that impacts were not predicted to be significant. As such, there is no change to the conclusions of the original operational phase assessment as a result of the scheme amendments.

There is the potential for the exposure of future residents to elevated pollution levels. Dispersion modelling was previously undertaken in order to predict concentrations across the Site as a result of emissions from the highway network. This indicated concentrations were predicted to be

below the relevant air quality standards across the development. Potential exposure was assessed utilising robust assumptions and therefore the conclusions are still considered valid.

Based on the assessment results, the conclusions of the assessment remain unchanged when compared with the Air Quality Assessment undertaken in support of the original planning application (reference: 142535/FO/2025). As such, air quality factors are not considered a constraint to planning consent for the proposed development.

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1.0 INTRODUCTION

1.1 Instruction

- 1.1.1 Redmore Environmental Ltd was commissioned by Liquid Business (Manchester) Ltd (the 'Applicant') to produce an Air Quality Addendum in support of an S73 application for a mixed-use development (the 'proposed development') known as Stocktons ('the Site'), on land off Great Ancoats Street, Manchester.

1.2 Site Location

- 1.2.1 The Site is located at 140 Great Ancoats Street, Manchester, M4 6DU, at approximate National Grid Reference (NGR): 385125, 398245. The relevant Local Authority (LA) is the Manchester City Council (MCC). Reference should be made to Figure 1 for a map of the Site and surrounding area.

1.3 Development Description

- 1.3.1 In 2025 MCC indicated they were 'minded to approve' full planning consent for the proposed development. This comprised demolition of existing buildings and erection of 2 new buildings providing up to 752 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works.
- 1.3.2 It is proposed to submit a S73 application to cover the following amendments to the proposed development:
- Building A height reduction of five storeys;
 - Building A residential units reduced to 524;
 - Cantilevers reduced;
 - Amenity spaces amended; and,
 - Location of key amenity spaces and 2-bed units revised.

1.4 **Assessment Context**

1.4.1 An Air Quality Technical Appendix (AQTA)¹ (reference: 27793-HYD-XX-YY-RP-2001-P03) was produced by Hydrock Consultants Ltd in support of the original planning application. This was submitted to MCC in April 2025.

1.4.2 An Air Quality Addendum has been undertaken in order consider the changes associated with the amendments, as well as any updates to policy at the time of reporting. This included:

- Assessment of potential impacts associated with fugitive dust emissions during the construction phase of the proposed development;
- Assessment of potential impacts associated with road transport emissions during the construction phase of the proposed development;
- Assessment of potential impacts associated with road transport emissions during the operational phase of the proposed development;
- Provision of an Air Quality Neutral Assessment; and,
- Identification of the requirement for relevant mitigation measures.

1.4.3 The Air Quality Addendum highlights the following updates since the submission of the Air Quality Technical Appendix submitted with the original application:

- Updates to the Environmental Improvement Plan - Section 2.2.4;
- Updates to national policy - Sections 2.3;
- Updates to Greater Manchester Clean Air Plan (CAP) - Section 2.4;
- Updates to local authority monitoring - Section 3.3;
- Updates to background pollutant concentrations - Section 3.4; and
- Inclusion of Interim Planning Guidance for Particulate Matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}) - Section 4.3.

1.4.4 These are detailed in the following report.

¹ 27793-HYD-XX-YY-RP-2001-P03 - Air Quality Technical Appendix, Stocktons, Hydrock Consulting Ltd, March 2025.

2.0 LEGISLATION AND POLICY

2.1 Introduction

2.1.1 Since the AQTA was submitted, there have been a number of updates to legislation and national policy. Legislation and any policy updates are detailed below.

2.1.2 Regional and local policies remain the same and have therefore not been repeated within this Addendum.

2.2 Legislation

2.2.1 The Air Quality Standards Regulations (2010) and subsequent amendments include Air Quality Limit Values (AQLVs) for the following pollutants:

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

2.2.2 Air Quality Target Values (AQTVs) were also provided for several additional pollutants. It should be noted that the AQLV for PM_{2.5} stated in the Air Quality Standards Regulations (2010) was amended in the Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020).

2.2.3 The Air Quality Strategy (AQS) was produced by the Department for Environment, Food and Rural Affairs (DEFRA) and published on 28th April 2023². 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

² The AQS: Framework for Local Authority Delivery, DEFRA, 2023.

specified timescale. These are generally in line with the AQLVs, although the requirements for the determination of compliance vary.

2.2.4 The Environmental Improvement Plan 2025³ was published in December 2025, providing long term and Interim Targets in order to reduce population exposure to PM_{2.5}. The Concentration Target for 2040 was adopted in the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023).

2.2.5 Table 1 presents the AQOs, Interim Target and Concentration Target for pollutants considered within this assessment.

Table 1 Air Quality Objectives/ Interim Target/ Concentration Target

Pollutant	Air Quality Objective/ Interim Target/ Concentration Target	
	Concentration (µg/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}	10 ^(a)	Annual mean
	10 ^(b)	Annual mean

Note: (a) Interim Target to be achieved by 2030.

(b) Concentration Target to be achieved by 2040.

2.2.6 Within Table 2 of the AQTA⁴, the locations of where the above AQOs, Interim Target and Concentrations Target apply, remain relevant and have not been repeated, within this addendum.

³ Environmental Improvement Plan 2025, DEFRA, 2025.

⁴ 27793-HYD-XX-YY-RP-2001-P03 - Air Quality Technical Appendix, Stocktons, Hydrock Consulting Ltd, 2025.

2.3 National Planning Policy

2.3.1 The revised National Planning Policy Framework⁵ (NPPF) was published in December 2024 and amended in February 2025. The document sets out the Government's planning policies for England and how these are expected to be applied.

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

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

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

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

[...]

e) preventing new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality [...]"

2.3.4 The NPPF specifically recognises air quality as part of delivering sustainable development and states that:

⁵ NPPF, Ministry of Housing, Communities and Local Government, 2025.

"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."

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

2.4 Greater Manchester Clean Air Plan

2.4.1 The UK Government has instructed a number of LAs to take rapid action to reduce harmful roadside levels of NO₂ within their areas of jurisdiction in the quickest possible timeframe. The Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) have collaborated to develop a CAP to ensure Greater Manchester achieves compliance with the relevant AQOs for NO₂ by 2026 at the latest. The initial CAP proposal included implementation of a Class C charging Clean Air Zone. The GMCA has subsequently updated the CAP proposals⁶ to comprise an investment-led, non-charging approach. This was approved by the UK Government on 23rd January 2025. The implications of the CAP were taken into account during the undertaking of this assessment.

⁶ Case for a New GM Clean Air Plan, GMCA and TfGM, 2022.

3.0 BASELINE

3.1 Introduction

- 3.1.1 Existing air quality conditions in the vicinity of the Site were identified in order to provide a baseline for assessment. Where these have changed since the submission of the AQTA⁷, further detail is provided.

3.2 Local Air Quality Management

- 3.2.1 As required by the Environment Act (1995), as amended by the Environment Act (2021), MCC has undertaken Review and Assessment of air quality within its 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 GMCA Air Quality Management Area(AQMA). This is described as follows:

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

- 3.2.2 MCC has concluded that concentrations of all other pollutants considered within the AQS are currently below the relevant AQOs. As such, no further AQMAs have been designated.

3.3 Air Quality Monitoring

- 3.3.1 Monitoring of pollutant levels is undertaken by MCC throughout its area of jurisdiction. Data has also been collected by the GMCA to inform the CAP. Annual mean NO₂ concentrations, recorded for those monitoring locations presented in the AQTA, as provided in the 'Greater Manchester LAQM and CAP NO₂ Diffusion Tube Results 2011-2024'⁸ spreadsheet, are shown in Table 2. Data presented is for 2024, the most up to date data available at the time of writing.

⁷ 27793-HYD-XX-YY-RP-2001-P03 - Air Quality Technical Appendix, Stocktons, Hydrock Consulting Ltd, 2025.

⁸ Greater Manchester LAQM and CAP NO₂ Diffusion Tube Results 2011-2024, GMCA, 2025.

3.3.2 Reference should be made to Figure 1 for a map of the survey positions. It should be noted that MAN3 is not shown on Figure 1 due to the distance from the Site. However, it is included in the Tables below to allow for continuity between this Addendum and the AQTA.

Table 2 Monitoring Results

Monitoring Site		2024 Monitored Annual Mean NO ₂ Concentration (µg/m ³)
MAN 3	Manchester Piccadilly	27.0
MAN71	Great Ancoats Street	29.0
MAN9aNO	Newton Street	33.8
CAP_MANC_001	A665 (Great Ancoats Street)	46.3
CAP_MANC_0012	A665 (Great Ancoats Street)	38.5
CAP_MANC_0013	A665 (Great Ancoats Street)	50.0
CAP_MANC_0014	A665 (Great Ancoats Street)	39.2
CAP_MANC_0015	A665 (Great Ancoats Street)	43.5
CAP_MANC_0092	B6181 (Ducie Street)	29.7

3.3.3 As shown in Table 2, annual mean NO₂ concentrations were above the AQO of 40µg/m³ at three CAP monitoring locations close to the Site in 2024. Elevated concentrations are to be expected due to the location of the monitors close to a main A-road within the AQMA. The MAN71 monitor, considered most representative of the Site, monitored annual mean NO₂ concentrations below the AQO.

3.3.4 1-hour mean NO₂ results recorded in the vicinity of the development are shown in Table 3.

Table 3 1-hour Mean NO₂ Monitoring Results

Monitoring Site		Number of 1-Hour Means Greater Than 200µg/m ³ in 2024
MAN3	Manchester Piccadilly	0

3.3.5 As shown in Table 3, the number of 1-hour mean NO₂ concentrations above 200µg/m³ was below the permitted number of 18 at the Manchester Piccadilly monitor during 2024.

3.3.6 Annual mean PM₁₀ results recorded in the vicinity of the development are shown in Table 4.

Table 4 Annual Mean PM₁₀ Monitoring Results

Monitoring Site		2024 Monitored PM ₁₀ Concentration (µg/m ³)
MAN3	Manchester Piccadilly	14.8

3.3.7 As shown in Table 4, annual mean PM₁₀ concentrations were below the AQO at the Manchester Piccadilly monitor during 2024.

3.3.8 24-hour mean PM₁₀ results recorded in the vicinity of the development are shown in Table 5.

Table 5 24-hour Mean PM₁₀ Monitoring Results

Monitoring Site		Number of PM ₁₀ 24-Hour Means Greater Than 50µg/m ³ during 2024
MAN3	Manchester Piccadilly	0

3.3.9 As shown in Table 5, the number of 24-hour mean PM₁₀ concentrations above 50µg/m³ was below the permitted number of 35 at the Manchester Piccadilly monitor during 2024.

3.3.10 Annual mean PM_{2.5} results recorded in the vicinity of the development are shown in Table 6.

Table 6 Annual Mean PM_{2.5} Monitoring Results

Monitoring Site		2024 Monitored PM _{2.5} Concentration (µg/m ³)
MAN3	Manchester Piccadilly	8.5

3.3.11 As shown in Table 6, annual mean PM_{2.5} concentrations were below the Concentration Target at the Manchester Piccadilly monitor during 2024.

3.4 **Background Pollutant Concentrations**

3.4.1 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. In the time elapsed since the submission of the AQTA, these have been revised and now use a 2021 base year⁹, updated from 2018. The Site is located in grid square NGR: 385500, 398500. Data for this location was downloaded from the DEFRA website¹⁰ for the purpose of the assessment and is summarised in Table 7.

Table 7 Background Pollutant Concentration Predictions

Pollutant	Predicted 2026 Background Pollutant Concentration (µg/m ³)
NO ₂	17.52
PM ₁₀	13.30
PM _{2.5}	7.83

3.4.2 As shown in Table 7, predicted background NO₂ and PM₁₀ and PM_{2.5} concentrations are below the relevant AQOs, Concentration Target and the WHO guideline at the proposed development.

3.5 **Summary**

3.5.1 A review of updated baseline conditions at the Site provided the following updates:

- The extents of the AQMA have not changed since the AQTA;
- 2024 data is now available for monitoring locations in the vicinity of the Site;
- Concentrations remain above the annual mean NO₂ AQO at the same monitoring locations as previously identified. All other locations monitored concentrations below the relevant AQOs and Concentration Target; and,
- Background maps have been updated since the submission of the AQTA and are now lower than the previous data.

⁹ <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>.

¹⁰ <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>.

4.0 **ASSESSMENT**

4.1 **Construction Phase Fugitive Dust Emissions**

4.1.1 The AQTA utilised the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'¹¹ to assess impacts associated with construction dust emissions during the construction phase. This guidance is still relevant. Given that the volume of the proposed development is decreasing, it is considered that the original Construction Phase Assessment is still appropriate.

4.1.2 Assuming the relevant mitigation measures outlined in Appendix B of the AQTA¹² are implemented, the residual impacts from all dust generating activities is predicted to be **not significant**, in accordance with the IAQM guidance¹³.

4.2 **Operational Phase Road Vehicle Exhaust Emissions Assessment**

4.2.1 The proposed 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. Section 6.1 of the AQTA¹⁴ utilised the relevant IAQM 'Land-Use Planning & Development Control: Planning for Air Quality'¹⁵ guidance thresholds. This indicated air quality impacts associated with the operational phase of the proposed development were predicted to be **not significant**. There is no change to this assessment as a result of the scheme amendments.

4.2.2 The submitted AQTA also looked at potential exposure of future residents to poor air quality due to the proximity of major road links and the Site location within the AQMA using dispersion modelling. This approach and associated outputs is considered robust and valid for the following reasons;

¹¹ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

¹² 27793-HYD-XX-YY-RP-2001-P03 - Air Quality Technical Appendix, Stocktons, Hydrock Consulting Ltd, 2025.

¹³ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

¹⁴ 27793-HYD-XX-YY-RP-2001-P03 - Air Quality Technical Appendix, Stocktons, Hydrock Consulting Ltd, 2025.

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

- Emission factors and background concentrations were held at the 2023 base year within the assessment. This assumed no future improvement as provides robust results;
- Higher background concentrations than the updated data recently released by DEFRA were utilised. Use of the new information would produce lower results;
- As outlined previously, baseline conditions at the Site remain consistent with those shown in the AQTA; and,
- Using robust assumptions, annual mean modelled concentrations were well below the relevant AQO and Concentration Target at the proposed development.

4.2.3 Based on the above, it is considered that the detailed exposure modelling undertaken in the submitted AQTA, is robust and valid and conclusions would not change as a result of the proposed amendments.

4.2.4 Mitigation measures in line with MCC Air Quality and Planning Technical Guidance¹⁶ are recommended, as stated in the AQTA¹⁷.

4.3 Interim Planning Guidance for PM_{2.5}

4.3.1 Interim Planning Guidance on the consideration of the PM_{2.5} targets identified in the Environment Act (2021) in planning decisions has been produced by DEFRA. This requires evidence that the key sources of air pollution within a development have been identified and appropriate action to minimise PM_{2.5} and its precursors as far as is reasonably practicable be provided in support of planning applications. To assist the process, two questions and associated considerations are provided. These are summarised in Table 8, along with the proposed development response.

¹⁶ Air Quality and Planning Technical Guidance, MCC, 2022.

¹⁷ 27793-HYD-XX-YY-RP-2001-P03 - Air Quality Technical Appendix, Stocktons, Hydrock Consulting Ltd, March 2025.

Table 8 Interim Planning Guidance Questions

Question	Response
How has exposure to PM_{2.5} been considered when selecting the development site? • Site proximity to people (particularly large populations and/or vulnerable groups, e.g. schools, hospitals, care homes, areas of deprivation) and the impact of the development on these • Site proximity to pollution sources and the impact of these on users of the development • Exposure and emissions during both construction and in-use	The proposals are located in Manchester city centre and the surrounding area is densely populated. However, as outlined in Section 4.2, impacts as a result of the development were predicted to be not significant As outlined in Appendix 2 of the AQTA, a number of mitigation measures will be used throughout the construction phase in order to reduce fugitive dust emissions as far as practicable. This will control potential exposure at off-site locations
What actions and/or mitigations have been considered to reduce PM_{2.5} exposure for development users and nearby receptors (houses, hospitals, schools etc.) and to reduce emissions of PM_{2.5} and its precursors? • Site layout • The development's design • Technology used in the construction or installed for use in the development • Construction and future use of the development	In order to reduce emissions of PM_{2.5} with associated impacts at nearby receptors, the following measures have been included in the proposed development: • The proposed development includes cycle parking spaces and folding bike lockers • Shower and changing facilities, in addition to lockers and drying rooms are provided for staff working in the office space The development is located in a sustainable city centre location in close proximity to various sustainable public transport options Further to the above, in order to reduce emissions during the construction phase, a number of mitigation measures will be used to minimise dust generation from associated activities

4.3.2 Based on the responses provided in Table 8 and the assessment results, as outlined in Sections 4.0, it is considered that the proposed development has identified key sources of air pollution and taken appropriate action to minimise emissions of PM_{2.5}.

5.0 CONCLUSION

- 5.1.1 Redmore Environmental Ltd was commissioned by the Applicant to undertake an Air Quality Addendum in support of an S73 application for the proposed development known as Stocktons, on land off Great Ancoats Street, Manchester.
- 5.1.2 An Air Quality Technical Appendix (AQTA)¹⁸ (reference: 27793-HYD-XX-YY-RP-2001-P03) was produced by Hydrock Consultants Ltd in support of the original planning application. This was submitted to MCC in April 2025. An Air Quality Addendum has subsequently been undertaken in order to consider the changes associated with the amendments, as well as any updates to policy at the time of reporting.
- 5.1.3 During the construction phase of the proposed development there is the potential for air quality impacts from fugitive dust emissions from the Site. There is no change to the conclusions of the original construction phase assessment as a result of the scheme amendments. Subject to implementation of the recommended mitigation measures, residual air quality impacts from dust generated by demolition, earthworks, construction and trackout activities are predicted to be **not significant**.
- 5.1.4 Potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the Site. There is no change to the conclusions of the original operational phase assessment as a result of scheme amendments. Potential impacts were assessed against the screening criteria provided within the IAQM guidance¹⁹ document. This indicated that impacts were predicted to be **not significant**.
- 5.1.5 There is the potential for the exposure of future residents to elevated pollution levels. Dispersion modelling was previously undertaken in order to predict concentrations across the proposed site as a result of emissions from the highway network. This utilised robust assumptions and the conclusions are still considered valid. As such, pollutant concentrations are predicted to be below the relevant AQO and Concentration Target across the proposed development.

¹⁸ 27793-HYD-XX-YY-RP-2001-P03 - Air Quality Technical Appendix, Stocktons, Hydrock Consulting Ltd, 2025.

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

- 5.1.6 Based on the assessment results, the conclusions remain unchanged when compared with the Air Quality Assessment undertaken in support of the original planning application. As such, air quality factors are not considered a constraint to planning consent for the proposed development.

6.0 **ABBREVIATIONS**

AQA	Air Quality Addendum
AQLV	Air Quality Limit Value
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy
ASHP	Air Source Heat Pump
CAP	Clean Air Plan
CEMP	Construction Environmental Management Plan
DEFRA	Department for Environment, Food and Rural Affairs
GMCA	Greater Manchester Combined Authority
IAQM	Institute of Air Quality Management
LA	Local Authority
LAQM	Local Air Quality Management
MCC	Manchester City Council
NGR	National Grid Reference
NO ₂	Nitrogen dioxide
NO _x	Nitrogen oxide
NPPF	National Planning Policy Framework
NPPG	National Planning Practice 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
TfGM	Transport for Greater Manchester

Figures
