



## TECHNICAL NOTE

**TO:** Laura Feekins  
**FROM:** Tom Reade  
**DATE:** 12<sup>th</sup> May 2020  
**FILE REF:** 21831  
**PROJECT:** The Factory – St John’s Masterplan  
**SUBJECT:** S.73 Application – Air Quality Technical Note

### **Introduction**

Hilson Moran have been appointed to produce a technical note to support the S.73 Planning Application for the Factory Development, which forms part of the wider St John’s Masterplan in Manchester.

The purpose of the S.73 Planning Application is to acknowledge the proposed changes to the scheme and determine if there is any potential for significant effects and any subsequent variation to the conclusions identified in the original Air Quality Environmental Statement (ES) Chapter. The proposed changes have been summarised below:

- Changes relating to the façade of the theatre, including a change to the material. A comprehensive summary of the changes has been produced by OMA and should be read in conjunction with this document;
- Additional detailed design of the public realm scheme has been undertaken by Planit-IE - see layout plan MF-PLA-XX-GF-DR-L-10-0004-S4-P05; and,
- The removal of normal vehicle traffic from the stretch of Water Street underneath the Factory (Additional traffic modelling has been undertaken by Vectos in conjunction with Transport for Greater Manchester, see supporting Public Realm Transport Statement for information).

### **Planning History**

Planning Permission was originally granted for the scheme in January 2017 following the submission of an Environmental Impact Assessment (EIA), alongside Listed Building Consent for works to the Grade II listed Colonnaded Viaduct.

Following further design development work during 2017 and 2018, a revised application for Planning Permission was subsequently submitted and approved in July 2018.

At the time, an EIA Screening and Scoping exercise with the Local Planning Authority was undertaken, to identify whether the 2018 amendments resulted in any significant changes to the original conclusions of the approved ES – this new submission also addressed the change in EIA Regulations in 2017.



In summary, the EIA team concluded that the 2018 amendments did not affect the conclusions of the ES, and updates to technical chapters, including Air Quality, were not carried out. Some technical appendices were updated and were submitted as an addendum note to the approved ES.

### **Legislation, Policy & Guidance**

Since the original EIA and subsequent addendum there have been a number of updates to the policy and guidance (air quality legislation has remained consistent, albeit with minor amendment to ensure continuity following withdrawal of the UK from the European Union). Those that have been updated, are summarised in the bulleted list below:

- Ministry of Housing, Communities and Local Government (February 2019). National Planning Policy Framework;
- Ministry of Housing, Communities and Local Government (2019) National Planning Practice Guidance;
- Greater Manchester Combined Authority. Greater Manchester Air Quality Management Plan. 2016 – 2021; and,
- Greater Manchester Combined Authority. 2018 Air Quality Annual Status Report for Greater Manchester.

All other legislation, policy and guidance remains consistent from the original EIA and EIA addendum.

### **Purpose of this Technical Note**

As noted above the purpose of this technical note is to support the S.73 Planning Application for the Proposed Development at the Factory, Manchester, and determine if the proposed changes to the scheme are likely to give rise to any significant effects or alter the conclusions identified in the original Air Quality ES Chapter and subsequent addendum.

The greatest contributors to air quality from the Proposed Development are generally from operational road traffic or on-site combustion plant for the provision of heating and hot water - both of which have been considered in the original Air Quality ES Chapter. Given the nature of the Proposed Development, the short term air quality objectives are the most applicable. The original Air Quality ES Chapter identified that all modelled receptors were below the relevant Air Quality Standard (AQS) Objectives and no mitigation was proposed.

Following a review of the proposed changes to the scheme, as outlined at the start of this technical note, it is considered unlikely that changes relating to the façade and public realm will impact the findings of the original Air Quality ES – therefore no further consideration has been given to these changes.

It is unlikely that the removal of road traffic from Water Street underneath the Factory development will lead to any change in development generated traffic contributions, however there may be some redistribution onto the wider network once this road is closed. The Public Realm Transport Statement, produced by Vectos to support the S.73 application, notes that there is a reduction in traffic along Water Street. This is expected due to the closure of the road, but there is potential for a modest increase in traffic along Quay Street, with the uplift equating to approximately one additional vehicle per minute or less.



The changes in traffic flow have been modelled in detail using a LINSIG traffic signal model, and the overall picture indicates that, with the closure of Water Street, there is a limited change in the highway operation compared to the existing. On this basis it is unlikely that there would be any significant effects on local air quality, and therefore no further assessment has been undertaken.

### **Summary**

In summary, given the proposed changes to the scheme, it is unlikely that there would be any significant effects on local air quality and the conclusions of the original Air Quality ES Chapter and subsequent addendum remain valid.