

Planning Consultation Response
Initial Planning Application
 Environment Section – Air Quality

Application Reference:	71645		
Site:	Land off Church Street & Scobell Street, Tottington, Bury, BL8 3DE		
Proposed Development:	Outline application for erection of up to 275 no. units with associated car parking, landscaping and infrastructure works (access only to be considered)		
To:	Helen Pressley	From:	Sally Shaw
Our Reference:	CL1108.080525AQ.1	Date:	8 May 2025

Recommendations

The site is not located within an Air Quality Management Area. Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. To support the principles of the Greater Manchester Clean Air Plan in reducing levels of nitrogen dioxide and in order to manage current and future levels of air pollution Bury Council is encouraging the use of cleaner vehicles. As such and in line the requirements of the Building Regulations (The Building Regulations 2010, [Approved Document S, Infrastructure for the charging of electric vehicles](#)), this Section recommends the following condition to be placed on any grant of permission:

AQ01 - AIR QUALITY CONDITION 01: ELECTRIC VEHICLE CHARGE POINTS

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Reason: To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality of life with respect to Local Air Quality, in accordance with paragraphs 112e, 117e, 187e and 199 of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

Satisfactory dust mitigation measures have been proposed during construction. As such the following condition is recommended:

AQ02 - AIR QUALITY CONDITION 02: DUST AND ODOUR MANAGEMENT DURING CONSTRUCTION

The development shall be implemented in accordance with the approved scheme with the approved dust control measures, as set out in table 16 of report Air Quality Assessment, Redmore Environmental Ltd, report reference 2890-1, dated 17th December 2024, being retained and maintained in a fully functional condition for the duration of the development hereby approved.

Reason: *To reduce the impacts of dust disturbance from the site on the local air quality and the environment in accordance with paragraph 187e of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).*

If permission is granted, the following information will be required:

- (i) Details of the proposed EV charging points to be installed including the information sheet detailing the make and model, to demonstrate that they meet the required specification.
- (ii) Evidence of the installation of the chosen EV charging points, such as photographs.

Assessment / Comments	
Information Reviewed	Air Quality Assessment, Redmore Environmental Ltd, report reference 2890-1, dated 17th December 2024
Construction Phase Assessment	
Assessment	The report states that there is potential for fugitive dust impacts to occur at sensitive locations as a result of earthworks, construction and trackout activities during the construction phase of the Proposed Development. There are no ecological designations within 50 m of the Site boundary, or 50 m from a route used by construction vehicles on the public highway; as such this potential receptor is not considered further. Human/sensitive receptors have been identified within 20m of the site boundary, and within 50m of the anticipated trackout. As such a detailed assessment of potential dust impacts was therefore undertaken. The construction phase assessment was based on the guidance in the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction v2.2' 2024.

	The assessment determined the potential unmitigated dust risks as follows: <table><tr><th>Impact</th><th>Earthworks</th><th>Construction</th><th>Trackout</th></tr><tr><td>Dust soiling</td><td>High</td><td>High</td><td>High</td></tr><tr><td>Human Health</td><td>Medium</td><td>Medium</td><td>Medium</td></tr></table>	Impact	Earthworks	Construction	Trackout	Dust soiling	High	High	High	Human Health	Medium	Medium	Medium
Impact	Earthworks	Construction	Trackout										
Dust soiling	High	High	High										
Human Health	Medium	Medium	Medium										
Mitigation	Fugitive Dust Emission Mitigation Measures are set out in Table 16 of the report. Please ensure that these measures are fully implemented during the construction phase of the development. The report states that <i>assuming the relevant mitigation measures outlined in Table 16 are implemented, the residual impacts from all dust generating activities is predicted to be not significant, in accordance with the IAQM guidance.</i>												
Operational Phase Assessment													
Assessment	A desk-top study was undertaken to identify worst case sensitive receptor locations adjacent to the affected road network. These were listed in table format in the report and also graphically. To assess the on-site exposure traffic data for 2030 was utilised as the development opening year. As air quality is predicted to improve in the future emission factors for 2022 were utilised to provide a worst-case scenario. The results of operational phase assessment concluded that overall significance of operational phase road traffic emission impacts was determined as negligible.												
Mitigation	Given the conclusion that the impacts are not significant no measures are required to offset operational impacts and the report has not recommended any mitigation. As with all applicable applications, we will be recommending the provision of electric vehicle charging facilities in line with the Building Regulations. Please note that Bury Council declared a Climate Emergency in July 2019 and has a target of being carbon neutral by 2030.												