

Planning Consultation Response
Initial Planning Application
 Environment Section – Air Quality

Application Reference:	72656		
Site:	Land at junction of Hollins Brook Way & Pilsworth Road, Bury, BL9 8RR		
Proposed Development:	Erection of leisure pavilion including canteen and gym facilities, together with external works including multi-use games area and 2no. padel courts along with associated parking provision, landscaping and ancillary works.		
To:	Jennie Townsend	From:	Sally Shaw
Our Reference:	CL1011.AQ.260226.1	Date:	26 February 2026

Recommendations
The site is not located within an Air Quality Management Area. Due to the nature of the development, it is considered unlikely that the development would create an increase of more than 500 AADT (annual average daily traffic) and consequently, an air quality assessment would not normally be required. However, an assessment has been provided with application. The report concludes the impact of the development on air quality is not significant. However, dust mitigation measures are recommended for the construction phase, and measures to reduce emissions of PM_{2.5} during the operational phase will be implemented. The following condition is therefore recommended: AQ02 - DUST AND ODOUR MANAGEMENT DURING CONSTRUCTION (Omit odour) Reason: <i>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).</i> 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 Reason: <i>To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality</i>

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).

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

- (i) A copy of the operational phase dust management plan.
- (ii) 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.
- (iii) Evidence of the installation of the chosen EV charging points, such as photographs.

Assessment / Comments	
Information Reviewed	Air Quality Assessment, Redmore Environmental Ltd, reference: 9943, dated 30th October 2025.
Baseline	
Assessment	Monitoring for NO₂ undertaken by Bury Council using diffusion tubes was assessed for the years 2022 – 2024. The annual mean concentration for NO₂ was found to be below the AQO of 40µg/m³ in all cases. The report also considered the background pollutant concentrations produced by Defra for the grid square of the proposed development. Predicted background NO₂, PM₁₀ and PM_{2.5} concentrations were found to be below the relevant AQOs and Concentration Target at the development site.
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. As such an assessment in accordance with the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction v2.2' 2024 was carried out. A desk based review identified one ecological receptor within 20m of the site boundary (Hollins Vale Local Nature Reserve (LNR), which is adjacent to the southern boundary of the site). Given the ecological status of the receptor, it is classified as a low sensitivity to potential dust impacts in accordance with the guidance. There are no ecological receptors within 50m from the road network or within 250m of the site access considered to be sensitive to potential dust impacts from trackout, so this receptor was not considered further.

	Human receptors have been identified within 20m of the site access route (residential properties) and as such the sensitivity of the receiving environment to potential dust impacts is considered to be of high sensitivity. The assessment produced the following unmitigated dust risk: <table><tr><th>Impact</th><th>Earthworks</th><th>Construction</th><th>Trackout</th></tr><tr><td>Dust soiling</td><td>Medium</td><td>Medium</td><td>Low</td></tr><tr><td>Human Health</td><td>Medium</td><td>Medium</td><td>Low</td></tr><tr><td>Ecological</td><td>Low</td><td>Low</td><td>Low</td></tr></table> Consequently, mitigation measures to reduce fugitive dust emission are required during the construction phase.	Impact	Earthworks	Construction	Trackout	Dust soiling	Medium	Medium	Low	Human Health	Medium	Medium	Low	Ecological	Low	Low	Low
Impact	Earthworks	Construction	Trackout														
Dust soiling	Medium	Medium	Low														
Human Health	Medium	Medium	Low														
Ecological	Low	Low	Low														
Mitigation	Fugitive Dust Mitigation Measures are set out in Table 14 of the report. Please ensure that these measures are fully implemented during the construction phase of the development. Should all these measures be implemented, the report states that the <i>residual impact from all dust generating activities is predicted to be not significant, in accordance with the IAQM guidance.</i>																
Operational Phase Assessment																	
Assessment	The report stated that: <i>‘due to the nature of the development comprising circa 15,000sqft of floor space which will provide ancillary provision for the consented JD office Campus, there will not be any new vehicle trips associated with the scheme. All vehicles would already be on the network travelling to the consented offices’.</i> Given this, the report concludes that: <i>‘potential air quality impacts associated with the operational phase road vehicle exhaust emissions are predicted to be not significant, in accordance with the IAQM criteria’.</i>																
Mitigation	As the report concludes that the impacts are not significant, no mitigation measures are recommended to offset operational impacts. However, the following measures are included in the scheme to reduce emissions of PM_{2.5} with associated impacts at nearby receptors and on site: • Provision of Electric Vehicle (EV) charging points to encourage the uptake of low emission vehicles. This is shown on the proposed site plan. • Provision of secure cycle storage to encourage the use of sustainable transport modes.																

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| | <ul style="list-style-type: none">• The applicant operates a minibus service to the site to reduce the amount of staff travelling in single occupancy cars.• Photovoltaics (PV) to be installed on the roof of building to help provide electricity and hot water to the scheme. |
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Details and validation of the installation of Electric Vehicle Charge Point will be required in due course.

Please note that Bury Council declared a Climate Emergency in July 2019 and has a target of being carbon neutral by 2038.