

Planning Consultation Response
Initial Planning Application
 Environment Section – Air Quality

Application Reference:	72240		
Site:	Spurr House, Pole Lane, Bury, BL9 8QL		
Proposed Development:	Demolition of existing buildings, site clearance works including removal of areas of hardstanding and the erection of two blocks of apartments, comprising 60 no. residential units, relocation of existing site access, and associated landscaping.		
To:	Jennie Townsend	From:	Sally Shaw
Our Reference:	CL1036.AQ.030925.1	Date:	03 September 2025

Recommendations
Measures to control dust emissions during the construction phase have been recommended. As such a dust management plan will be produced and should be submitted and agreed prior to commencement. 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 <i>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).</i> AQ02 - AIR QUALITY CONDITION 02: DUST AND ODOUR MANAGEMENT DURING CONSTRUCTION (omit references to odour) <i>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).</i>

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, Cundall, reference FSH-CDL-XX-XX-T-AQ-40200, dated 13 November 2024.
Construction Phase Assessment	
Assessment	The report states that there is potential for dust impacts to occur at sensitive locations as a result of demolition, 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 250m 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 was summarised in table 5-3 of the report. It concluded that the unmitigated dust risk is low for earthworks and trackout and medium for demolition and construction. Furthermore, the risk of adverse human health effects of PM₁₀ without any mitigation is low for demolition and construction and negligible for earthworks and trackout.
Mitigation	Full details of mitigation measures are presented in Appendix G of the submitted report. These include measures for communication, site management, monitoring and waste management as well as specific measures for: demolition, earthworks, construction and trackout. Measures to control emissions during the construction phase are to be included in an Air Quality and Dust Management Plan (AQDMP) or within a Construction Environmental Management Plan (CEMP). This will need to be submitted and approved prior to commencement.

Operational Phase Assessment	
Assessment	The report stated that the <i>Transport Planners (SCP)</i> have indicated that <i>the daily trip generation associated with the Proposed Development is estimated to be 138 vehicle movements</i>. Given that it is unlikely to increase annual average daily traffic flows by greater than 500 vehicles on any road link close to the Proposed Development, not further assessment of traffic related impacts was necessary. Bury monitoring data for NO₂ between 2018 and 2023 within 2kn of the proposed development was considered in the report. The following was concluded: • Defra background concentrations do not exceed the annual mean NO₂ objective (40 µg/m³). It is therefore anticipated that annual mean NO₂ concentrations at the Proposed Development will be below the annual mean objective. • All monitored NO₂ concentrations have been below 60 µg/m³ since 2018. Exceedance of the national short-term NO₂ objective at the Site is unlikely. • Exceedances of the annual mean and short-term mean fine particulate matter (PM₁₀) objectives at the Site are unlikely. • Exceedances of the annual mean fine particulate matter (PM_{2.5}) objective at the Site are unlikely. Given the above it was concluded that <i>on-site human exposure related to the operation phase is predicted to be negligible and therefore not significant</i>.
Mitigation	Following the conclusion of negligible impact on future site users of the operation phase no mitigation measures were proposed. Appendix F within the report listed recommended approaches to be considered during the project, including opportunities for carbon reduction. Please note that Bury Council declared a Climate Emergency in July 2019 and has a target of being carbon neutral by 2038.
Additional Comments	
	Electric vehicle charging points are recommended in the submission and this is welcomed. Details should be confirmed and the certification and photographic evidence of the installation submitted for approval prior to the development being brought into use.