

CONTAMINATED LAND

The land has a long industrial history and is potentially contaminated. However it is noted that the site is hard surfaced and has been in use as a car park for the last 10 years. Aerial imagery does not indicate any current potential contaminated land linkages. Given our air quality recommendations below, it would be prudent to include a watching brief during any works involving the breaking of ground:

CL04 - UNEXPECTED CONTAMINATION (Amended wording in bold)

Within one month of any approved groundworks being completed written confirmation shall be provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of **such** works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

Where remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

AIR QUALITY – CONDITION

The site is partially located within an Air Quality Management Area. An [air quality assessment](#), Redmore, reference 10883, dated 28th April 2026, has been submitted in support of the application. This concluded that the operational use of the site impact on air quality was not significant.

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. Whilst this use does not fall under the requirements the Building Regulations (The Building Regulations 2010, [Approved Document S, Infrastructure for the charging of electric vehicles](#)), or within Bury's [Parking Standards Supplementary Development Document](#) it is considered appropriate to recommend the installation of electric vehicle charging points.

As such, this Section recommends the following condition to be placed on any grant of permission:

AQ01 - ELECTRIC VEHICLE CHARGE POINTS (Amended text in bold)

- 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 **within 6 months of the development being approved**. 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).

Environmental Protection

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