

It is noted that this is a Stage 1 Permission in Principle application to establish the principle of development. As such conditions cannot be recommended, but we raise comments below regarding the information required for submission at the subsequent Stage 2, Technical Details Consent stage. The proposal is for the erection of building containing 4 no. apartments, including car parking and associated works.

Contaminated Land

The site is described as vacant. Historical mapping indicates it was previously part of a garden with greenhouses and later a small building was present. Given the site has had previous development there is the potential for contamination to be present, but it is considered to be a low risk. A sensitive end use is proposed with a small area of landscaping at the front. As such, it is unlikely that pre-commencement conditions are warranted and once a detailed submission is made it is likely that we would recommend conditions for a watching brief/unexpected contamination (CL04) and imported soil (CL05) .

Information regarding Land Contamination and the planning process can be found on the [Planning Portal](#).

Air Quality

It is noted that parking for 4 cars is envisaged. The site is located within an Air Quality Management Area. Due to the scale of the proposed development, it is considered very unlikely that the proposed development could create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

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](#)), as part of the Stage 2, Technical Details Consent stage, the developer should provide information regarding Electric Vehicle Infrastructure to the following specification:

- 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling/parking space.

*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>.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points will be required to 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.