

Planning Consultation Response
Initial Planning Application
 Environment Section – Air Quality

Application Reference:	71867		
Site:	Land bound to the north by Brightley Brook, Pilsworth Fisheries, Pilsworth Road & Heywood Distribution Park; to the west by Whittle Brook; to the east by Birch Industrial Park & fields; and to the south by the M62 corridor.		
Proposed Development:	Application for outline planning permission (all matters reserved) for a national-scale employment development, comprising Storage & Distribution (Use Class B8) and Industrial (Use Classes B2, E(g)(ii) and E(g)(iii)) uses (including, but not limited to, Logistics, Manufacturing Processes and Data Centres), with supporting ancillary uses including Hotel (Use Class C1), Commercial & Business & Service (Uses Class E(a - g)), Education (Use Class F1(a)), Local Community (Use Class F2(a - c) uses, Sui Generis uses (in accordance with the Uses Schedule), and associated demolition works, landscaping, drainage, ecological enhancements, highway works, cycleway and footpath linkages and other ancillary infrastructure.		
To:	Helen Leach	From:	Sally Shaw
Our Reference:	CL969.240625.AQ1	Date:	24 June 2025

Recommendations

Whilst the submitted supporting information did not clearly differentiate between the areas of Bury and Rochdale, these recommendations refer to the land/plots falling within the Bury Council area only. The plots for the whole of the Northern Gateway JPA 1.1 allocation area are shown on the [EIA Assessment Plan: Uses](#). This application does not comprise the full extent of the Northern Gateway JPA 1.1 allocation area. The area of the application is shown in the [Parameters Plan 1: Uses](#); Bury land falls within plots B and D. .

An air quality risk assessment has been submitted for the whole Northern Gateway JPA 1.1 allocation area as shown on [Figure 10.1](#). Given the outline nature of this application, the extent of the Northern Gateway JPA 1.1 allocation area included and the 19 years construction period, it is recommended that further air quality assessments are undertaken at the detailed stage for each plot(s) as they come through.

The Construction Phase assessment concluded that mitigation measures were requested to prevent receptors from being impacted. Details of these measures were to be included within a Construction Environmental Management Plan (CEMP).

The Operational Phase assessment concluded there is likely to be a negligible to moderate adverse impacted on NO₂, PM₁₀ and PM_{2.5} concentrations as a result of the proposed development. Mitigation measures are recommended to address the moderate adverse

impact to a residential property off Moss Hall Road (Lane). The measures comprise the realignment of Moss Hall Road (Lane) to create a suitable separation distance between the emission source and the residential property. No plan of this has been provided, but it is assumed that such works would all be within the Rochdale boundary. No other operational phase mitigation measures are proposed for Plots located within Bury Council's 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. Recommendations have been made for the provision of electric vehicle points, including for heavy goods vehicles. Such provision should be in line with the requirements of the Building Regulations (The Building Regulations 2010, [Approved Document S, Infrastructure for the charging of electric vehicles](#)), and detailed information provided at each reserved matters application.

AQ08 – LARGE DEVELOPMENT SCHEMES

At each reserved matters phase an Air Quality Assessment with appropriate mitigation (including provision of electric vehicle charging points) shall be submitted to the Local Planning Authority for approval.

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).

In addition, it is recommended by the submitted reports that dust management is to be included within a Construction Environmental Management Plan (CEMP). As such the following condition is recommended:

AQ02: DUST MANAGEMENT DURING CONSTRUCTION

At each reserved matters phase a scheme to minimise dust emissions shall be submitted to the Local Planning Authority for approval.

The scheme shall include details of all dust control measures and the methods to monitor emissions of dust arising from the development. The development shall be implemented in accordance with the approved scheme with the approved dust control measures 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) Air Quality Assessment for each plot at the detailed application stage.
- (ii) Confirmed dust mitigation measures within a Construction Environmental Management Plan (CEMP).
- (iii) Details of proposed EV charging points to be installed including the information sheet detailing the make and model, to demonstrate that they meet the required specification.
- (iv) Evidence of the installation of the chosen EV charging points, such as photographs.

Assessment / Comments	
Information Reviewed	- Environmental Statement, Chapter 10 Air Quality, Redmore Environmental (undated) - Environmental Impact Assessment (EIA) Scoping Report, Turley, reference NORM3018, dated 17 October 2024. - Air Quality Supporting Information, Redmore Environmental, reference 4805, dated 10th April 2025. - Construction Dust Assessment, Redmore Environmental, reference: 4805, dated 3rd February 2025. - Air Quality and Landscape and Visual In-Combination Assessment, Redmore Environmental Tyler Grange (undated).
Baseline Conditions	
Monitoring and Modelling	- Monitoring data of NO₂ undertaken by Bury and Rochdale Councils has been reviewed. Exceedances above the Air Quality Objective (AQO of 40µg/m³) were noted in 8 locations within Bury (A56 - Bury New Road, A576 - Middleton Road, A58 - Bury New Road, A57 and Walsh Lane). - Project specific monitoring was undertaken between 5th June and 2nd September 2024 at 15 locations within Bury and Rochdale to provide a baseline. - DEFRA predicted background concentrations were downloaded from the DEFRA website. This data indicated that annual mean NO₂, PM₁₀ and PM_{2.5} background concentrations are below the relevant AQOs and Concentration Target at the Assessment Boundary. - An assessment year of 2039 was adopted as a 'worst case' in terms of build-out and associated vehicle trips on the road network. - Dispersion modelling was undertaken for the following scenarios: - Verification – model results against local monitoring data using 2023 traffic flows. - Do-Minimum (DM) – traffic flows for 2039 without the scheme but including the predicted growth and vehicle movements.

	○ Do-Something (DS) – traffic flows for 2039 with the scheme completed.															
Construction Phase Assessment																
Assessment	• As specific data to define vehicle trip generation and distribution was unavailable a worst case assumption that the potential effects are the same as the findings of the operational stage assessment, was made with respect to air pollutants. • The report states that there is potential for fugitive dust impacts to occur at sensitive locations as a result of construction stage activities. ○ There are no ecological designations within 250 m of the Site boundary or within 50m of the of the road network up to 250m from the Site access. ○ Human receptors are within 250m of the Site and within 50m of the road network up to 250m from the relevant Site access. • The assessment assumed the annual mean PM₁₀ concentration to be below 24µg/m³ based on the data obtained from DEFRA. • A detailed assessment of potential dust impacts concluded the following risks: <table><tr><th>Impact</th><th>Demolition</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><td>High</td></tr><tr><td>Human Health</td><td>Low</td><td>Low</td><td>Low</td><td>Low</td></tr></table>	Impact	Demolition	Earthworks	Construction	Trackout	Dust soiling	High	High	High	High	Human Health	Low	Low	Low	Low
Impact	Demolition	Earthworks	Construction	Trackout												
Dust soiling	High	High	High	High												
Human Health	Low	Low	Low	Low												
Mitigation	Fugitive Dust Mitigation Measures are set out in Table 10.2.13 of the Construction Dust 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 10.2.13 are implemented, the residual impact from all dust generating activities is predicted to be not significant, in accordance with the IAQM guidance.</i> These measures are to be included as part of the Construction Environmental Management Plan (CEMP). This is required at detailed stage for each phase of development.															
Operational Phase Assessment																
Assessment	• Annual mean NO₂ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios.															

	○ Pollution levels were above the relevant AQO at two receptors in Bury and below at 75 positions across both districts in both scenarios. ○ Pollutant concentrations were predicted to reduce at eight receptors in Bury and increase at 69 positions across both districts between the DM and DS scenarios. • The predicted effects on annual mean NO₂ concentrations as a result of the scheme concluded that there is likely to be a direct, permanent, long-term, overall adverse effect which is considered to range from negligible to moderate adverse. • One sensitive receptor was found to be moderate adversely affected (off Moss Hall Road (referred to as Moss Hall Lane in the report) in Rochdale, just over the boundary from Bury). • Annual mean PM₁₀ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. ○ Pollution levels were below the relevant AQO at all receptors in both scenarios. ○ Pollutant concentrations were predicted to reduce at three receptor positions in Bury and increase at the remaining 74 receptor positions across Bury and Rochdale between the DM and DS scenarios. • The predicted effects on annual mean PM₁₀ concentrations as a result of the scheme are likely to be a direct, permanent, long-term, overall adverse effect which is considered to range from negligible to minor adverse. • Annual mean PM_{2.5} concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. ○ Pollution levels were below the Concentration Target at all receptors in both scenarios. ○ Pollutant concentrations were predicted to reduce at three receptor positions in Bury and increase at the remaining 74 receptor positions across Bury and Rochdale between the DM and DS scenarios. • The predicted effects on annual mean PM_{2.5} concentrations as a result of the scheme are likely to be a direct, permanent, long-term, overall adverse effect which is considered to range from negligible to moderate adverse.
Mitigation	• Potential air quality effects were predicted to be moderate and adverse at a residential property off Moss Hall Road (Lane), as a result of operational stage road vehicle exhaust emissions. ○ Mitigation measures are proposed comprising the realignment of Moss Hall Road (Lane) to create a suitable separation distance between the emission source and the residential property.

- The implementation of this measure would mean the residual effect for the scheme would not be significant. No plan of this has been provided, but it is assumed that such works would all be within the Rochdale boundary.

In addition, the provision of Electric Vehicle Charging Infrastructure in line with Part S of the Building Regulations was recommended. Furthermore, the reports recommend Electric Vehicle (EV) charging points throughout the site, with capacity for larger vehicles such as HGVs.

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.