



PLANNING APPLICATION 70951

Statement of Compliance with Places for Everyone Joint Development Plan 2022-2039

November 2024

Land adj to 41 Bury Old Road

Ainsworth

Bolton

BL2 5PF

Scheme Details

Site Location

Land adj to 41 Bury Old Road

Ainsworth

Bolton

BL2 5PF

Development

The proposal is the demolition of an existing garage / store, and the construction of 1 no. self-build eco-home with attached garage on land adjacent to 41 Bury Old Road. This is a resubmission of application 67459.

Date Prepared

November 2024

Applicant

Alex Warren

C/O Agent

Agent

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1.0 Policy JP-S2: Carbon and Energy

- 1.1 Policy JP-S2 aims to deliver a carbon neutral Greater Manchester no later than 2038. This will be achieved by reducing greenhouse gas emissions, supported through a range of measures.
- 1.2 The proposal has been designed to minimise energy usage with a reduced carbon footprint, requiring minimal energy for heating, cooling and lighting.
- 1.3 To achieve the above, the design incorporates an overall sustainable design strategy involving the siting, thermal mass, sustainable heating and ventilation systems. A fabric first approach aims to prevent thermal bridging with high levels of insulation and airtightness.
- 1.4 On-site energy generation and battery storage is proposed to offset the building's energy usage via an integrated solar roof system. The building will be constructed to meet and potentially exceed Building Regulations 2022 Part L.
- 1.5 The building will be constructed using timber framed Structurally Insulated Panels (SIPs), selected based on the reduced carbon footprint, off-site production, and high levels of insulative and airtightness properties.
- 1.6 To support sustainable transport methods, an EV charging point has been included within the garage, along with cycle storage.

2.0 Policy JP-H3: Type, Size and Design of New Housing

- 2.1 Policy JP-H3 states that all dwellings must be built to the accessible and adaptable standard in Part M4(2) of the building regulations.
- 2.2 The house will be the forever home of the applicant and has therefore been designed to be futureproof.
- 2.3 The design complies with all Part M4(2) requirements including access to the dwelling, parking arrangements, entrance, circulation, bedrooms, sanitary facilities and bathrooms.
- 2.4 To achieve the above, the proposal includes a ground floor bedroom annexe and all kitchen and living accommodation on the same level. Level access is achieved to the rear garden suitable for wheelchair use, and level access is proposed between the front driveway and the rear.

3.0 Policy JP-H4: Density of New Housing

- 3.1 Policy JP-H4 requires new development to be delivered at a density appropriate to the location, with more sustainable sites providing higher densities in order to protect greenfield and Green Belt land.
- 3.2 The site requires a density of 35 dwellings per hectare, however it goes on to state lower densities can be acceptable based on site-specific issues such as the design context or any potential impact on the wider landscape or green infrastructure.
- 3.3 The area containing the house and curtilage is 0.16 hectares, at a density of 6.25 dwellings per hectare. Whilst the housing density is below the requirement, the density is appropriate for this specific site.
- 3.4 The site has the additional constraint of being designated as Green Belt, where the openness needs to be maintained with no greater impact than the existing development. It would therefore be inappropriate to increase the density on this site, as it would be contrary to protecting Green Belt land.

4.0 Policy JP-C2: Digital Connectivity

- 4.1 Policy JP-C2 supports high quality digital infrastructure and requires new development to have full fibre to premises connections, operational internet and accessibility to network providers unless technically infeasible or unviable.
- 4.2 Despite being located outside the settlement boundary, the site is not isolated. The site is well connected to mains services, infrastructure, neighbouring developments, road networks, and towns and villages such as Ainsworth, Bury, and Bolton. There is no reason why any of the above would not be achieved with all the above services and connections available within the immediate vicinity.
- 4.3 With regards to public transport, a bus stop is located immediately adjacent to the site, and Ainsworth Bus Terminus is approximately 80metres walk from the site. These bus stops provide regular public transport to Bury, Bolton and surrounding towns and villages.
- 4.4 Therefore, the site is located within a sustainable location within walking distance to public transport. The inclusion of an EV charging point and cycle storage will also promote sustainable transport methods reducing the reliance on car travel.

5.0 Conclusion

- 5.1 To conclude, the proposed scheme accords with all relevant policies within the Places for Everyone Joint Development Plan 2022 to 2039, the application should therefore be granted planning approval.