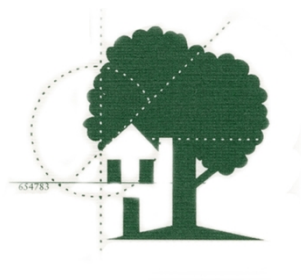


GREENBELT STATEMENT

R T DESIGN
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PROPOSED CHANGE OF USE OF PART OF FIELD FOR A NEW DETACHED GARAGE AT MOORBOTTOM FOLD, MOORBOTTOM ROAD, HOLCOMBE, BURY, BL8 4NP

INTRODUCTION

Moorbottom Fold Barn is situated on Moorbottom Road, adjacent to Bank Top Farm. The barn was a derelict part rebuilt barn conversion that was purchased by the applicant and converted following the submission of a new planning application in 2018 (Ref 62666). As part of the new application there was no request for a Greenbelt statement.

The national Planning Policy Framework details requirements for applications within the Greenbelt :

11. Making effective use of land

119. Planning policies and decisions should promote an effective use of land in meeting the need for

homes and other uses, while safeguarding and improving the environment and ensuring safe and

healthy living conditions. Strategic policies should set out a clear strategy for accommodating

objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

120. Planning policies and decisions should:

d) promote and support the development of under-utilised land and buildings, especially if this

would help to meet identified needs for housing where land supply is constrained and available sites

could be used more effectively (for example converting space above shops, and building on or above service yards, car parks,

122. Planning policies and decisions need to reflect changes in the demand for land.

They should be

informed by regular reviews of both the land allocated for development in plans, and of land

availability. Where the local planning authority considers there to be no reasonable prospect of an

application coming forward for the use allocated in a plan: a) it should, as part of plan updates,

reallocate the land for a more deliverable use that can help to address identified needs.

13. Protecting Green Belt land

137. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
138. Green Belt serves five purposes: a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Proposals affecting the Green Belt

147. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

148. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

149. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

Bury Councils planning policy Topic Paper 8, regarding the Greenbelt states :

3. Local profile.

3.1 The Bury UDP contains policies which designate areas of open land for protection and seek to

control development within these areas. This includes policies relating to Green Belt, Other

Protected Open Land, River Valleys, West Pennine Moors. This chapter provides an overview of

Bury's current areas of open land.

3.2 As stated above, the GMSF is being jointly prepared by the ten constituent Greater Manchester

authorities, providing not only the strategic context on issues such as Green Belt but also more detail

around housing and employment land and associated infrastructure.

3.3 Bury's Local Plan will deal with local and more detailed matters connected to Green Belt policy.

This may, for example, include development management policies applying to areas of Green Belt

(as identified through the GMSF), such as the approach taken towards development within village

settlements, agricultural workers' dwellings, equestrian development and visual amenity.

In conclusion :

The small area of land proposed for the change of use to residential curtilage will remain in the Greenbelt and its status will not be affected by this proposal. The area of land in question represents 72 square metres of land within the ownership Moorbottom Fold Barn which covers an area of 12680 sq metres. This area covers 0.56% of the total land, increasing the curtilage by 4.2%.

The barn covers an area of 370sq metres and a volume of 1937cubic metres. The proposed garage has an area of 49sq metres (increase of 13%) and a volume of 176cu metres (an increase of 9%) which does not result in a disproportionate addition over and above the size of the original building. The slab level of the garage would be set at the existing ground level of the site which is set at a significantly lower level than Moorbottom Road, which would restrict the impact of the building on the openness of the Greenbelt from the only vantage point for anyone passing the site.

The change of use of this amount of land will have no impact at all on the existing use of the field, which is used by the local farm from grazing sheep. The proposals would retain the existing gated entrance to the field.

The proposals would not result in harm to the Greenbelt. As discussed in other parts of the application, the garage, which if built within the existing curtilage, would need to be nearer to the boundary stone wall. The proposed site layout demonstrates that the turning circle required to enable a vehicle to enter Moorbottom Road in a forward gear, would not provide an adequate turning area to ensure this could be done.

With the site being in such a remote setting, the need for suitable secure garaging for both of the owners cars is paramount, as the current situation means that one car is permanently parked outside overnight. This is in line with NPPF 119 in promoting an effective use of the land meeting the needs of other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

The proposal would provide an effective use of the land to meet an identified need (NPPF 120), would reflect the changes in the demand for land (NPPF 122) whilst keeping the change of use to the absolute minimum.

The impact on openness as previously stated would be minimal (NPPF 137), the proposal should be classed as appropriate development (NPPF 147) and it does not represent a disproportionate addition to the original building (NPF 149).vision of

We therefore conclude that the proposal is an appropriate use of the land and will fall within the grounds for provision of very special circumstances and should be approved as submitted.