

Planning, Green Belt, Design & Access Statement

Replacement of existing outbuildings with a single storey triple-bay carport and associated landscaping.

Ferns Farm, Turton Road, Tottington BL8 3QH

March 2026

Ref: 26013

Rev: C

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I. INTRODUCTION

- I.1 Plande has been appointed to submit a supporting statement for the replacement of the existing outbuildings with a single storey triple-bay carport at Ferns Farm, Turton Road, Tottington BL8 3QH.



Figure I: Location Plan

- I.2 This statement, which should be read in conjunction with the supporting information submitted with the application, aims to give an appraisal of the planning issues and merits in context with planning and other policies, guidance, and material considerations.
- I.3 This planning statement seeks to provide an overall summary of the existing site and surroundings; the relevant planning history of the site, and to provide justification for the proposed works, in the context of the local surroundings, in order to support Bury Council in the determination of this proposal and demonstrate that the proposed works comply with the policies of relevance within the Development Plan. The report is structured in the following format:
- Section 2: Site & Surroundings
 - Section 3: Planning History
 - Section 4: The Proposal
 - Section 5: Planning Policy Framework
 - Section 6: Scheme Assessment
 - Section 7: Conclusion
- I.4 This statement has been prepared for the exclusive use of the applicant as part of their planning application and in accordance with the agreed scope of the project. The document may not be reproduced in whole or in part, without the prior written consent of Plande. The copyright in this document (including its electronic form) shall remain vested in Plande. Plande will not be liable for the contents or use of this document by any person for any purpose. The content herein, including but not limited to the Scheme Assessment and Conclusion, represents the author's opinions, not factual assertions, except where explicitly stated and independently verified.

2. SITE & SURROUNDINGS

- 2.1 Ferns Farm is located on the north side of the B6213 Turton Road. The site comprises a dwellinghouse, two detached outbuildings, stables and menage.
- 2.2 An application was approved in July 2025 for the demolition of the farmhouse and construction of a replacement 5no. bed dwelling with associated landscaping, servicing and incidental residential use of the existing outbuildings (Ref: 71688). The replacement dwelling is currently under construction.
- 2.3 To the east of the application site exists a pair of stone built semi-detached cottages known as Ferns Cottages.
- 2.4 The topography of the surrounding area slopes down from Turton Road from a south to north direction. To the north and west of the dwelling is open countryside. To the southeast of the dwelling Turton Road leads into the village of Tottington.
- 2.5 The site is located in the Green Belt, approximately 200m, as the crow flies and 305m from the edge of the urban boundary of Tottington. The settlement of Tottington is a linear rural town running along and off the central spine road, Market Street.
- 2.6 The flood map illustrates that the application site is in Zone 1, an area with a low probability of flooding.
- 2.7 The site is not within a Conservation Area, and the building is not a Listed Building, nor is it in proximity to any Listed Building.
- 2.8 The local plan designation confirms the site's status as Green Belt.

3. PLANNING HISTORY

3.1 A planning history search illustrates the following relevant planning applications for the site:

- Non-material amendment following grant of planning permission 71688 (Replacement dwelling with associated landscaping, servicing and incidental residential use of existing outbuildings):
Changes to external fenestration, including a new side access door
Ferns Farm, Turton Road, Tottington, Bury, BL8 3QH
Ref. No: 72468
Status: Approved 26 November 2025
- Application to discharge condition 14 (materials schedule) on planning permission 71688
Ferns Farm, Turton Road, Tottington, Bury, BL8 3QH
Ref. No: 72459
Status: Approved 19 November 2025
- Application to discharge condition 4 (construction traffic management plan (CTMP)) on planning permission 71688
Ferns Farm, Turton Road, Tottington, Bury, BL8 3QH
Ref. No: 72265
Status: Approved 26 September 2025
- Replacement dwelling with associated landscaping, servicing and incidental residential use of existing outbuildings
Ferns Farm, Turton Road, Tottington, Bury, BL8 3QH
Ref. No: 71688
Status: Approved with Conditions 10 July 2025
- Demolition of stables and erection of 1 no. dwelling
Ferns Farm, Turton Road, Tottington, Bury, BL8 3QH
Ref. No: 69172
Status: Refused 06 Mar 2023
- Change of use of farm buildings for habitable purposes
Ref. No: 13/5/1215
Status: Refused 14 October 1968

4. THE PROPOSAL

- 4.1 This application seeks to replace the existing outbuildings with a single storey triple-bay carport. Given the sloping nature of the site, a retaining wall with access steps will lead from the lower garden level up to the driveway level.

SITING

- 4.2 The proposed carport will sit in generally the same location as the existing outbuilding, albeit that the carport footprint is rotated on site to improve the access to the menage and stables and respond better to the topography of the site.
- 4.3 The proposed carport does not sit forward of the main building line of the dwelling.

SCALE AND MASSING

- 4.4 The existing outbuildings are single storey.
- 4.5 In terms of height, when viewed from Turton Road and the front of the dwelling, the proposed carport would appear to be single storey with a pitched roof. Given the sloping nature of the site, when viewed from the lower level at the north, the carport would appear taller, with proportions more akin to a traditional barn.
- 4.6 The eaves and ridge levels of the proposed carport sit below the eaves and ridge levels of the main dwellinghouse, ensuring a subservient relationship with the host dwelling. The ridge level of the proposed carport sits c. 2.9m below the main house ridge level.

AREA AND VOLUME CALCULATIONS

- 4.7 Existing and Proposed area and volume calculations for the carport are shown in Table I below:

	GIA (m²)	Footprint (m²)	Volume (m³)
Existing brick outbuilding	37	45	169
Existing Outbuilding 2	10.5	12	26.8
Combined Outbuildings	47.5	57	195.8
Proposed carport	39	55.8	192
% increase / decrease	-21.8%	-2.2%	-1.8%

Table I: Existing outbuildings and proposed carport calculations

- 4.8 When comparing the area and volume calculations, it can be seen that the proposed carport has a smaller footprint and volume than the combined existing outbuildings.

APPEARANCE

- 4.9 It is suggested that the carport will be constructed with an oak framed structure with timber cladding, the lower section and retaining walls of the carport are proposed in tumbled honey colour natural stone, with reclaimed grey slate roofing to match the host dwelling.
- 4.10 The proposed access steps on the north elevation of the carport will be constructed in natural stone.
- 4.11 The proposed carport will utilise traditional materials to ensure that it sits comfortably within the landscape, and reads as a traditional farmstead.

LANDSCAPING

- 4.12 It is anticipated that the amenity space and landscaping generally, will remain as existing.

- 4.13 To ensure a level car parking area in front of the carport, the site levels will be modified, and a retaining wall and access steps constructed to link the higher driveway level with the lower house and garden level.

ACCESS AND CAR PARKING

- 4.14 No physical changes are proposed to the vehicular access to the dwelling from Turton Road.
- 4.15 Car parking will be provided on site for 3no vehicles as per the existing dwelling. The car parking area incorporates space for vehicles to turn.

5. PLANNING POLICY FRAMEWORK

5.1 In accordance with S.38 of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, this application should be determined in accordance with the relevant Development Plan policies unless material considerations indicate otherwise. For the purposes of this determination, the Development Plan comprises:

- Places for Everyone (Pfe) Development Plan Document (adopted 21 March 2024).
- Bury Unitary Development Plan (adopted 29 August 1997)
- Supplementary Planning Documents
 - SPD 6 - Alterations and extensions to residential properties, January 2020
 - SPD 8 - New buildings and associated development in the Green Belt, January 2007
 - SPD 11 - Parking standards in Bury, May 2007
 - SPD 16 - Design and layout of new development, October 2008.

5.2 This section provides the background to the development plan and identifies the relevant policies below.

PLACES FOR EVERYONE (PFE) DEVELOPMENT PLAN DOCUMENT

5.3 Places for Everyone is the joint development plan for nine Greater Manchester districts. It outlines strategies for jobs, new homes, and sustainable growth, focusing on utilising brownfield and urban spaces while protecting Green Belt land. The plan ensures that new developments are integrated into the region's transport network or supported by new infrastructure.

5.4 This document supersedes some of the Bury UPD policies. The relevant policies are suggested as follows:

5.5 **Policy JP-G1: Landscape Character** mandates that development within a designated Landscape Character Type must align with and respect the unique features and sensitivities of its surroundings. Key considerations include topography, land use, and cultural heritage. Emphasis is placed on ensuring new developments enhance local landscapes while promoting biodiversity in conjunction with Policy JP-G8.

5.6 **Policy JP-G2: Green Infrastructure Network** sets out a strategic framework to protect and enhance the Green Infrastructure Network, which supports vital ecosystem services, public health, and active travel. Development around this network must contribute to environmental quality and accessibility. Initiatives should integrate new green infrastructure, with long-term management considered.

5.7 **Policy JP-G3: River Valleys and Waterways** aims to safeguard river valleys and waterways as integral components of the Green Infrastructure Network. Priorities include maintaining open valley characteristics and avoiding prominent development on valley edges.

5.8 **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity** requires developments to focus on achieving a net gain in biodiversity through avoiding harm to biodiversity, adequately mitigating any harm, then adequately compensating for any remaining harm to biodiversity. The policy encourages connectivity between habitats and aims to increase ecological networks.

5.9 **Policy JP-G9: The Green Belt** states that the Green Belt serves five key purposes set out in national policy, including preventing urban sprawl and protecting the countryside.

5.10 **Policy JP-S2: Carbon and Energy** aims to deliver a carbon neutral Greater Manchester no later than 2038 through a range of measures.

5.11 **Policy JP-S4: Flood Risk and the Water Environment** expects developments to manage surface water runoff through sustainable drainage systems, and residential development should meet the mandatory water efficiency standard as set out in Building Regulations.

- 5.12 **Policy JP-S6: Resource Efficiency** promotes waste reduction and resource efficiency, and aims to achieve a circular and zero-waste economy. Implementation of the Zero Waste Strategy and sustainable construction techniques will be critical in reducing carbon emissions and adapting to climate change.
- 5.13 **Policy JP-H3: Type, Size and Design of New Housing** requires developments to provide a mix of dwelling types and sizes, addressing local needs and inclusive community building. New dwellings must adhere to the nationally described space standards and the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.
- 5.14 **Policy JP-H4: Density of New Housing** requires that new housing should be delivered at a density appropriate to the location.
- 5.15 **Policy JP-P1: Sustainable Places** outlines attributes for development in Greater Manchester, focusing on creating liveable cities. Key aspects include local distinctiveness, resilience to environmental events, resource efficiency, and community inclusivity, ensuring environments are functional, well-connected, and aesthetically appealing.
- 5.16 **Policy JP-C2: Digital Connectivity** supports the provision of affordable, high quality, digital infrastructure, and requires all new development to have full fibre to premises connections, and to incorporate multiple-ducting, compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections.
- 5.17 **Policy JP-C5: Streets For All** requires that streets are designed and managed to make a significant positive contribution to the quality of place, and supports high levels of walking, cycling and public transport.
- 5.18 **Policy JP-C6: Walking and Cycling** sets out a range of measures to encourage walking and cycling.
- 5.19 **Policy JP-C8: Transport Requirements of New Development** requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

BURY UNITARY DEVELOPMENT PLAN

- 5.20 **Policy EN1/2 Townscape and Built Design**, requires that proposals do not have an unacceptable adverse impact on the characteristics of the local townscape.
- 5.21 **Policy EN6/3 Features of Ecological Value** requires that existing features of ecological or wildlife value are taken into account when assessing development proposals.
- 5.22 **Policy EN6/4 Wildlife Links and Corridors**, seeks to consolidate and strengthen wildlife links and corridors.
- 5.23 **Policy OL1/2 New Buildings in the Green Belt** states that the construction of new buildings inside the Green Belt is inappropriate development unless for a listed purpose, such as the replacement of an existing dwelling which should not be materially larger than the one it replaces.
- 5.24 **Policy OL5/2 Development in River Valleys** states that new buildings or the change of use of existing buildings will not be permitted unless development would not lead to the division of the open parts of the valleys into sections and it is designated as Green Belt, where established Green Belt policies will apply.
- 5.25 **Policy OL7/2 West Pennine Moors** aims to manage development and recreational activities within the area to preserve its unique character. Development proposals must consider impacts on agriculture, forestry, water catchment, local settlements, landscape character, and significant ecological, geological, archaeological, and historic features.

- 5.26 **Policy H2/1 The Form of New Residential Development**, requires all new residential development to make a positive contribution to the surrounding area in relation to the neighbouring context, and the impact on residential amenity.
- 5.27 **Policy H2/2 The Layout of New Residential Development**, requires all new residential development to demonstrate acceptable standards of layout.
- 5.28 **Policy HT2/4 Car Parking and New Development** mandates that all development applications must ensure adequate car parking and servicing provisions according to the established Council parking standards.
- 5.29 **Policy MW1/1 Areas of Search** identifies areas of search for the extraction of minerals, and priority will be given for their extraction within these areas.
- 5.30 We understand that the following policies of relevance to the application have been wholly or partially replaced by policies contained within Places for Everyone:

Bury UDP (1997) Existing Policy	Replaced by Places for Everyone policy
OL1 Green Belt	JP-G9
OL1/2 New Buildings in the Green Belt	JP-G9
OL5/2 Development in River Valley	JP-G2 & JP-G3
EN6/4 Wildlife Links and Corridors	JP-G8
EN9/1 Special Landscape Area	JP-G1
MW1 Protection of Mineral Resources	JP-S6
H2/1 The Form of New Residential Development	JP-H3
H2/2 The Layout of New Residential Development	JP-H3
EN1/2 Townscape and Built Design	JP-P1
EN6 Conservation of the Natural Environment	JP-G8

NATIONAL PLANNING POLICY FRAMEWORK

- 5.31 The National Planning Policy Framework (NPPF) was published in 2012 and last revised in December 2024. The aim of the NPPF is to ensure there is a presumption in favour of sustainable development and that positive planning solutions are found to ensure development is brought forward. The NPPF is a material consideration in planning decisions as outlined in Paragraph 2 of the NPPF and Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 5.32 Sustainable development is broadly defined in Paragraph 8 of the NPPF as having three overarching objectives which are independent and need to be pursued in mutually supportive ways:
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 5.33 The NPPF sets out Government planning policies for England and how these are expected to be applied. Paragraph 11 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that a presumption in favour of sustainable development is at the heart of the NPPF. For decision-taking this means:
- Approving development proposals that accord with the development plan without delay; and
 - Where the development plan is absent, silent or relevant policies are out of date, grant planning permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the framework as a whole; or
 - Specific policies in the Framework indicate development should be restricted.
- 5.34 Paragraph 39 states that local planning authorities should approach decisions on proposed development in a positive and creative way and should work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area. Furthermore, Decision-makers should seek to approve applications for sustainable developments where possible.
- 5.35 Paragraph 48 states that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.36 Paragraph 56 states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions.
- 5.37 Paragraph 128 states that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.
- 5.38 Paragraph 135 (f) states that developments should ‘create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.39 The National Planning Policy Framework provides the following information in relation to Proposals affecting the Green Belt:

“142. 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.

143. 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.*

153. 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.

154. Development in the Green Belt is inappropriate unless one of the following exceptions applies:

- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- 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;*

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.”

- 5.40 Promoting sustainable development is a key component of the NPPF and a substantial weight is given to encouraging economic growth with planning authorities being required to apply the presumption in favour of sustainable development.

6. SCHEME ASSESSMENT

- 6.1 The following section will consider the compliance of the proposal with the Development Plan policies and material considerations for the application. It provides an analysis of the main planning matters related to the principle and a more detailed, policy-orientated assessment of planning considerations.

PRINCIPLE OF DEVELOPMENT

- 6.2 Considering the NPPF as a whole, it is important to note that the main purpose of the NPPF is to contribute to the achievement of sustainable development. Paragraph 8 states that *“Achieving sustainable development means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)”*.
- 6.3 At Paragraph 7, the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 7 further states that, at a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 6.4 At Paragraph 11, the NPPF sets out a presumption in favour of sustainable development, which requires decision makers to approve applications that accord with the Development Plan without delay.
- 6.5 The proposal is to replace an existing ancillary domestic building, and as such it is suggested that the principle of the development is established. The main issue to consider is suggested as being the impact on the Green Belt.

JUSTIFICATION IN RELATION TO THE GREEN BELT

- 6.6 Paragraph 154 of the NPPF allows for the replacement of a building within the Green Belt, provided the new building is in the same use and not materially larger than the one it replaces.
- 6.7 SPD 6 Alterations and Extensions to Residential Properties states that *“Proposals for domestic extensions in the Green Belt should not normally exceed a third of the volume of the original dwelling. However, every application is assessed on its own merits. A statement of Very Special Circumstances will be required if the extension is considered to be materially larger than the original building.”*
- 6.8 SPD 8 New Buildings and Associated Development in the Green Belt states *“Residential extensions should be proportionate to the size of the original dwelling, excluding any previous extensions carried out under permitted development rights or with planning permission. In general terms, the Council may allow an extension to be up to a third of the volume of the original dwelling. However, each proposal will be considered on its own merits and even an increase up to a third may not be appropriate in certain situations.”*
- 6.9 In addition, *“Garages are normally considered an urban element and it is not normal practice for garages to be constructed in the Green Belt. The use of existing buildings for use as garages or outbuilding should be considered ahead of any new building. Where garaging and other buildings are required, the design should be subservient to and closely related to existing buildings.”*
- 6.10 Policy OL1/2 allows for *“limited extension, alteration or replacement of existing dwellings, provided that this would not result in disproportionate additions over and above the size of the original dwelling, or, in the case of replacement of existing dwellings, the new dwelling is not materially larger than the one it replaces.”*
- 6.11 It is clear that the key terms within the NPPF and the local policies relate to whether the development is “materially larger” than the building to be replaced.
- 6.12 The floor area and volume calculations shown in table 1 highlight that the proposed carport is smaller than the outbuildings to be removed.

- 6.13 It is suggested that an increase of less than a third would generally be considered to be not materially larger.
- 6.14 It is suggested that the proposals are not materially larger than the building to be replaced, and as such the proposals are appropriate development and not harmful to the Green Belt, in accordance with local and national policies.
- 6.15 The NPPF does not define what “very special circumstances” are however it is suggested that the following could be considered:
 - 6.15.1 The “quality” of the existing context – it’s location, openness, setting and relationship to open land and other development
 - 6.15.2 Whether the proposals have an actual impact on the green belt and it’s openness.
- 6.16 Should the LPA disagree with the assertion that the proposals represent appropriate development, the following sections will seek to justify very special circumstances and should be taken into consideration in support of the proposals.

VSC - IN RELATION TO THE GREEN BELT GENERALLY

- 6.17 Taking each of the five purposes of the Green Belt in turn, it is suggested that the proposals do not materially affect the purposes that it serves and therefore are not fundamentally harmful to the Green Belt.
- 6.18 The proposed outbuilding sits on an established residential site, and therefore should not be seen in the context of unrestricted sprawl. The proposal will not lead to neighbouring towns merging into one another.
- 6.19 The proposed carport is within the existing residential curtilage. As such it is suggested that the proposals do not encroach into the countryside. Furthermore, the proposals represent a sympathetic design which will have a positive impact on the surrounding area.
- 6.20 By replacing the existing outbuildings to meet the current demands and needs of the housing market, the proposals are making best use of previously developed, brownfield site and as such can be seen in context of urban regeneration. In any case it is suggested the proposals have no negative material impact on urban regeneration and the refusal of such proposals would not encourage urban regeneration in other places.

VSC - IN TERMS OF OPENNESS

- 6.21 Whilst it is appreciated that inappropriate development is, by definition, harmful to the Green Belt it is suggested that within both the Local and National Policies and guidance, the key themes and phrases relate to openness.
- 6.22 The NPPF requires local planning authorities (LPA) should ensure “substantial weight” is given to any harm to the Green Belt. The section above highlights that generally there is no fundamental harm to the Green Belt in terms of the purposes it serves.
- 6.23 While there will inevitably be differences between a new outbuilding and the existing buildings on site, we would suggest the key terms relate to the comparison between two scenarios.
- 6.24 In terms of footprint, the proposed carport sits in a similar location and has similar dimensions to the overall width and depth of the existing outbuildings.
- 6.25 In terms of height, the ridge height of the proposed carport is approximately the same height as the existing outbuildings height, however the difference in the roof shape results in much of the proposed carport roof sitting lower than the existing outbuildings roof. The proposed ridge height of the carport remains lower than the ridge height of the host dwelling to maintain the subservient relationship.

VSC – LOCATION WITHIN CONTEXT

- 6.26 The site is located within and is itself a long-established development and as such it is suggested that development of the site is not as sensitive as within a typical rural or open countryside locations.
- 6.27 Given that the site is a sloping site, it is suggested that when viewed in the context of the surrounding topography that the increase in height of the carport will not be detrimental to the openness of the Green Belt. The carport will continue to sit below the level of Turton Road, so will not impact on views across the valley towards the Peel Tower from Turton Road. When viewed from the lower valley slopes, or the opposite hillside, the property will continue to be read as a group of buildings within the backdrop of the hillside.
- 6.28 The proposals do not increase the maximum width or depth of the property and as such, within the context of the existing site and neighbouring context, it is suggested that the proposals will not have a material harm to the green belt.
- 6.29 It is suggested that the proposals are in accordance with Local, Regional and National policies relating to the Green Belt.

DESIGN AND LAYOUT

- 6.30 SPD 6 requires a driveway in front of a garage to be a minimum length of 5.5m to allow space to park and open the garage door. In addition, all new parking areas and driveways should be constructed of porous or permeable materials or allow rainwater run-off to an adjacent lawn or border.
- 6.31 In addition, outbuildings will not normally be allowed to the front of domestic properties and should be in proportion to the existing dwelling. Boundary enclosures such as walls, fencing and railings should respect the character of the street scene. It is suggested that the proposals meet these requirements.
- 6.32 SPD 8 states that garages are normally considered an urban element and it is not normal practice for garages to be constructed in the Green Belt, but goes on to state that where garaging and other buildings are required, the design should be subservient to and closely related to existing buildings. It is suggested that the design of the proposed carport is subservient to the host dwelling, and is closely related to the host dwelling in terms of its design, materials and siting.
- 6.33 In addition, the mono-pitched roof and external render of the existing outbuilding result in an existing building that is not sympathetic or in keeping with the local vernacular. It is suggested that the use of traditional materials and a simple traditional roof form is more sympathetic to both the host dwelling and the local area.

IMPACT ON NEIGHBOURING PROPERTIES

- 6.34 Ferns Cottages located to the east of the application site are the closest residential dwellings to the site.
- 6.35 There are no changes proposed to the shared access to the dwelling, or the car parking arrangements.
- 6.36 The proposed carport is located a good distance away from the neighbouring properties, and is not significantly different in terms of its bulk and massing to the existing outbuildings. It is suggested that the proposals will not impact on the residential amenity of neighbouring properties in terms of overlooking, privacy, or sunlight or be overbearing.

LANDSCAPE CHARACTER

- 6.45 The application site is considered to be highly sensitive to new development. The site is within one of the boroughs Special Landscape Areas and within the West Pennine Moors area. It is set on steeply sloping land, sloping southwards, at a lower level than Turton Road, and thus panoramic views of the landscape are available from Turton Road and from the application site itself which extend all the way over the valley, over Hollymount, Greenmount up to Peel Tower on Holcombe Moor, and of the

intervening landscape between the application site, Peel Tower and Scout Moor (with its windfarm) that is located due north-east of the application site.

- 6.46 In views from Turton Road and the PROWs located on rising land to the south of the application site, the farmstead is set down into the landscape and is nestled into the sloping site, with only the upper reaches of the farmhouse and its roof visible in views from Turton Road.
- 6.47 The proposed carport is sensitive to its surroundings in terms of the overall size and scale of the development. It is suggested that the proposed carport enhances the local landscape through sensitive design, which is in keeping with the landscape character of the area.
- 6.48 The proposed traditional construction materials would reduce the visual prominence of the building in the landscape, and ensure that the carport does not have a detrimental effect on the landscape. It is suggested that the development will not appear as prominent development on the edge of the valley, and the carport will continue to be seen as an ancillary outbuilding within the context of a traditional farm building within the landscape.
- 6.49 It is suggested that the proposals are not to the detriment of the landscape character, and are therefore in accordance with policies JP-G1 and JP-G3 of Places for Everyone and policy OL7/2 of the Bury UDP.

HIGHWAYS, ACCESS AND PARKING

- 6.50 No changes are proposed to the vehicular access to the site from Turton Road.
- 6.51 The site maintains space for the turning of vehicles to ensure that vehicles leave the site in a forward-facing gear.
- 6.52 As per planning approval ref: 71688, and in line with SPD11 Parking Standards, car parking is provided on site for 3 no. vehicles. An EV charging point will be provided as required by condition 10 of planning approval ref: 71688.
- 6.53 It is suggested that the proposals are in accordance with Policies JP-C5, JP-C6 and JP-C8 of Places for Everyone.

BIO-DIVERSITY CONSIDERATIONS

- 6.54 An inspection and assessment in relation to bats and breeding birds has been carried out by Tyrer Ecological Consultants Ltd, which concludes that the existing dwelling is categorised as of “Moderate” roost suitability for bats, although the dusk emergence survey recommended no actions.
- 6.55 It is suggested that the site meets the requirements for a householder exemption from Biodiversity Net Gain.
- 6.56 It is suggested that the proposals to replace existing outbuildings with a new carport will avoid significant harm to biodiversity in accordance with policy JP-G8 of Places for Everyone.

COAL AUTHORITY CONSIDERATIONS

- 6.57 The Coal Authority reviewed the proposals for the replacement dwelling, and advised that although the northern part of the site falls within the defined Development High Risk Area the replacement dwelling would be located outside of the Development High Risk Area, i.e. in the Development Low Risk Area.
- 6.58 It is suggested that the proposed carport is similarly located within the Development Low Risk Area, and therefore a Coal Mining Risk Assessment is not required to support this application.

CONTAMINATED LAND CONSIDERATIONS

- 6.59 Conditions 7 and 8 of planning approval ref: 71688 set out a the requirements should unexpected contamination be found on site, or imported soil brought to site. It is suggested that the associated ground works will be carried out in accordance with the requirements of these conditions.

CARBON AND ENERGY

- 6.60 Planning approval ref: 71688 provided a Carbon and Energy Statement which set out the provision in relation to carbon and energy and it is suggested due to the nature of these proposals, including that they relate to a non-habitable structure, they will not materially impact on the same.

DIGITAL CONNECTIVITY

- 6.61 Planning approval ref: 71688 provided a Digital Connectivity Statement which set out the provision in relation to digital connectivity and it is suggested due to the nature of these proposals they will not materially impact on the same.

7 CONCLUSION

- 7.1 This planning application seeks permission for the replacement of the existing outbuildings with a single storey triple-bay carport at Ferns Farm, Turton Road, Tottington BL8 3QH.
- 7.2 Located within the Green Belt, the proposed carport would be located on a similar footprint to the existing outbuildings and would not be materially larger than the existing buildings. In any case, Very Special Circumstances have been demonstrated.
- 7.3 The carport will be traditional in appearance and will utilise traditional building materials to ensure that it is in keeping with the local area and sits comfortably within the landscape. There will be no detrimental impact on neighbouring amenity.
- 7.4 No changes are proposed to the vehicular access to the site, and the proposals will maintain the current level of parking provision at the site.
- 7.5 It is considered that the proposals would represent sustainable development which is consistent with adopted planning policy, and which should be supported in order to deliver the wider social, environmental and economic benefits.
- 7.6 It is therefore respectfully requested that the planning application is approved. In the event that Bury Council do not agree with this view, the applicant would seek to engage with the authority to secure a solution, in line with the NPPF.