



Planning & Green Belt Statement

Burrs View, Touch Road, Bury, BL9 5QS

Author

Date

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SKY

architecture,
design & consulting

Executive Summary

SKY Design & Consulting Limited have been appointed as project agents by Mr. James Allen to undertake all architectural works and application management for the intended works to their property at Burrs View, Touch Road, Bury, BL9 5QS.

The proposed construction works comprise of:

- 1) raising the roofline of the existing barn and incorporation of new windows and doors within the existing external walls to provide general storage facilities and increase personal amenity space.
- 2) erect a car port on the site of an existing chicken shed

This document is to supplement the planning application and provide support and context to the proposed development located in the Green Belt.

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I.0 Location, Site & Surroundings

I.1 The site address is Burrs View, Touch Road, Bury, BL9 5QS.



Figure I | Location Plan – site edged red | not to scale

- I.2 The application site consists of an existing agricultural barn and vehicular access hardstanding. It sits within a wider holding of approximately 15 acres owned by the applicant.
- I.3 The application site is located in a semi-rural position in Walmersley, Bury. There are a cluster of privately owned properties in close proximity that previously formed part of the working farm.



Figure 2 | Green Belt Boundary – arrow denotes site | not to scale

- I.4 The application site sits within the Green Belt to the west of Walmersley Road, a main arterial route from Bury to Ramsbottom. See 'Figure 2'
- I.5 There is substantial urban sprawl to the east of the application site, predominantly comprising of residential dwellings, as well as schools, small scale retail public houses within close proximity.

2.0 The Property

- 2.1 The structure served as an agricultural barn under the original use as a working farm. The barn still has an agricultural usage tie associated with it and this application intends to change the use to residential to serve as private storage and amenity.
- 2.2 It is considered that the building is no longer suitable for agricultural usage as the previously operational farm has been divided up, all parts of which are now private residential properties. The need for agricultural use is now surplus and defunct.
- 2.3 The structure is a steel framed construction with profiled corrugated metal sheet façade and grey fibre cement roof sheets on a pitched roof. There is a rough cast ground floor slab construction.
- 2.4 A loose gravel track provides vehicular access to the building from Touch Road.
- 2.5 The building sits isolated away from the associated dwelling and in no direct relationship with neighbouring properties.
- 2.6 There is an existing concrete slab at the foot of the gravel track that served as the ground floor base of a former chicken shed.
- 2.7 The super-structure of the shed has since collapsed, leaving the slab exposed and redundant.



Figure 3 | 3D image to provide context to application site and surroundings | not to scale



Figure 4 | Front and Side Elevations



Figure 5 | Rear and Side Elevations



Figure 6 | Existing slab serving former chicken shed



Figure 7 | Existing chicken shed prior to collapse

3.0 Planning Policies

This application will be assessed against the following planning policies:

- Core Strategy Development Plan Document (Core Strategy)
- National Planning Policy Framework (NPPF)
- Homes and Neighbourhoods: A Guide to Designing in Bradford Supplementary Planning Document (SPD)

The National Planning Policy Framework (NPPF) as revised on 20th July 2021 has been considered within this application. The relevant sections of the NPPF are considered below.

The NPPF includes a presumption in favour of sustainable development which is recognised as having three mutually dependent dimensions: economic, social and environmental. The NPPF advises that these should be sought simultaneously through the planning system in conjunction with high quality design. The NPPF also advises that the presumption in favour of sustainable development means in practice that development which accords with the Development plan should be approved without delay and that where a Development Plan is out of date or silent, permission should be granted unless any adverse impacts from the proposal would significantly and demonstrably outweigh the benefits or specific policies in the NPPF indicate that the development should be restricted.

Core Principles

The NPPF sets out 12 Core Planning Principles. These are that Planning should:

- Not simply be about scrutiny but instead be a creative exercise in finding ways to enhance and improve the places in which people live;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk, and coastal change, and to encourage the reuse of existing resources including conversion of existing buildings;
- Reduce pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies within the Framework;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value;

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- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

4.0 Planning History

4.1 Planning approval has recently been gained at the application site under reference no: 67743.

4.2 The description of the approval was:

“External alterations to existing building consisting of insertion of a door and windows”

5.0 The Proposed Works

5.1 The proposed development comprises of 2No key elements:

- I. The barn works, consisting of:
 - a) Removing the agricultural tie associated with the barn and changing the use to residential;
 - b) The introduction of new window and door openings within the existing façade, and;
 - c) Raising of the existing roof to provide suitable internal storage space to the mezzanine floor.
2. Erection of new car port facility on site of existing chicken shed.

The Barn Works

a) Change of Use

- i. The barn was not included within the original change of use when the previous farmstead was divided up in to individual residential properties. The barn still holds its agricultural tie, however the agricultural use is clearly outdated and surplus to requirements.
- ii. The intension is to change the use of the barn to residential to align with the existing dwelling to which the site and barn are associated. The structure would serve as a storage facility and provide internal amenity area for the applicant.

b) New Window and Door Openings

- i. This element of the proposed scheme is an embellishment of the previously approved proposals to the building, with tweaks to locations and amounts to suit the internal arrangements.

c) Raising the Roof

- i. Further to the previous planning approval and subsequent consideration, the applicant deemed that the structure would be better used as general private storage with an enclosed amenity space.

- ii. It was proved that the existing envelope of the building would be restrictive is an intermediate floor was to be introduced. It was clear that the roof would need to be raised to ensure that the first floor storage area was usable.

The Car Port

- i. The existing slab is unsightly and an eyesore on the wider setting.
- ii. The proposed car port will be open-fronted with natural side and rear walls and solid gable roof finished in natural slate.
- iii. The proposed scale, form and materials are reflective of the surroundings and will provide a complimentary structure to enhance the existing hamlet. The finished structure will look original to the development and it would blend seamlessly.
- iv. It is proposed that the new structure will not be an addition within the Green Belt, but a replacement structure following the collapse of a dilapidated shed.

6.0 Green Belt Development Justification

- 6.1 The scheme has been developed to ensure that the proposed works fall considerably within the 33% volume increase curtilage under general Green Belt restrictions.

6.2 The Barn Volume Calculations

- 6.2.1 The volume calculations provide reassurance that the proposed works within this application are not disproportionate compared with the existing structure:

6.2.2	Existing building =	342.6m ³
6.2.3	Proposed increase =	60.3m ³
6.2.4	New total volume =	402.9m ³
6.2.4	Increase in volume =	15%

6.3 The Car Port Volume Calculations

- 6.2.1 The volume calculation for the car port needs to be considered as a replacement structure.

6.2.2	Existing shed prior to collapse =	249.2m ³
6.2.3	Proposed car port =	227.8m ³
6.2.4	Difference in volume =	-21.4m ³
6.2.4	Increase in volume =	-8.6%