

Proposed domestic garage,
41 Wood Road Lane,
Summerseat, Bury. BL9 5QA

Planning Application Supporting Statement

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This statement is made in support of a planning application submission to Bury Council for the erection of a detached domestic garage on land within existing residential curtilage of 41 Wood Road Lane, Summerseat, Bury. BL9 5QA.

1 Site Location

- 1.1 The proposed site lies to the north of Bury; it is located to the north east of Holcombe Brook and west of the A56. It occupies a position on Wood Road Lane within the settlement of Summerseat.

2 Planning History

- 2.1 There is no relevant or material planning history affecting the site. It appears to be the case that the existing dwelling, 41 Wood Road lane, is long established; it has floor area of 78.2 sq m and it is understood that this includes a small extension.

3 The Proposal

- 3.1 The proposal is simply to erect within the existing residential curtilage of 41 Wood Lane Road, a domestic garage with a total floor area of 37.5 sq m. Detailed plans have been prepared and submitted by the applicant through his agent.
- 3.2 In dealing with the application, the case officer has requested a statement justifying the erection of the garage of the size proposed given the fact that the application site and curtilage sits within the green belt as does the whole of Summerseat.

4 The Development Plan

- 4.1 In preparing this supporting statement, reference has been made to the relevant policies in the Development Plan. It is noted on the Bury Council Planning web site that the current development plan is the Adopted UDP; however, it is clear that the planning authority is currently in the midst of preparing the Bury Local Plan which, together with the Greater Manchester Spatial Framework (GMSF), will form a key part of Bury's overall development strategy for the next 20 years. The local plan will contain a range of locally specific planning policies and identify local sites where development should be built as well as areas where development should be restricted or controlled.

Bury Council Adopted Unitary Development Plan (UDP)

Policy OL1 Maintain a Green Belt which will fulfil the 5 purposes of the green belt as set down in the policy

Bury Local Plan (not yet adopted)

Topic Paper 8 Open land

National Planning Policy Framework

Chapter 8 Promoting Healthy and safe Communities

Chapter 11 Making effective use of Land

Chapter 13 Protecting the Green Belt

5 Background

- 5.1 In putting together this supporting statement, the applicant has sought to address the issues raised by the development strategy particularly that which relates to the amount of floorspace proposed in the development, as a percentage of the original dwelling given that the whole site is residential curtilage within the green belt. The site lies within Statutory Green Belt as defined in the UDP. In reviewing the current status of the Bury Local Plan, it would appear that the strategy set out in Topic paper 8 insofar as it relates to the statutory green belt does not materially change relative to the application site and what is being proposed.
- 5.2 This supporting statement addresses the issues raised in relation to the site being within statutory green belt particularly insofar as it concerns whether or not the proposal affects the essential characteristic of the green belt, its openness and equally, whether the proposal would prejudice the 5 purposes of the green belt.

6 Development Strategy/Sustainable Development/Development in the Green Belt

A National Planning Policy Framework

- 6.1 The revised NPPF re-affirms its commitment to safeguarding the essential character and quality of the natural landscape particularly where it falls within the Green Belt. The submitted plan/s prepared by Joe Jennings, set the context of the proposal both in terms of impact upon the landscape character and, more importantly, impact upon the openness of the Green Belt. The proposal does amount to “new” development within the green belt; it is for the erection of a detached private garage where no such facility is currently available to the applicant. The green belt designation is not a landscape character safeguarding one; the 5 purposes of the green belt are clearly established and the primary issue in all green belt considerations is whether or not the development affects the purposes of the green belt; if it is clear that it does not, as is the case with the current proposal, then it is right to seek to ensure that what is being erected on the site is a building that does complement the immediate locality and not detract from it.

- 6.2 It is respectfully submitted that the proposal is entirely appropriate to the site, the surrounding area and the Green Belt; the planning authority can impose relevant planning conditions in any event to safeguard the Green Belt and the intended use.
- 6.3 Turning to the more specific issue of whether or not the proposed garage, with a floor area of 37.5sqm, adversely affects the openness of the green belt and is therefore inappropriate and harmful to the green belt, it is necessary to assess the current site and surrounding area and to then judge whether or not the new build as proposed is so large as to materially affect the openness of the green belt on its own and to a degree that renders the development harmful and therefore inappropriate to the green belt.
- 6.4 The application site is residential curtilage; it sits on Wood Road Lane, which appears to be the sole and principal route through the village/settlement. The vast majority of development therefore fronts that road though it is perfectly clear that some development encroaches beyond and behind the road frontage. The application site is not isolated; indeed, it is contained well within the existing pattern of development along the lane. The site chosen with the curtilage is the only one suitable for the garage and the whole purpose of its use. In terms of the impact of the proposed garage upon the openness of the green belt, it has to be said that the full extent and pattern of development along this part of Wood Road Lane, renders any impact upon the openness of the green belt negligible and certainly not sufficient to judge that the proposed garage is harmful to the green belt and therefore inappropriate. One only has to assess the impact of the existing and extremely urban form of development immediately adjacent to the application site ie, Lower Wood Road farm, the array of substantial farm buildings, the pattern of the development further along the lane, [41-47 Wood Road lane] to conclude that the addition of the garage will have absolutely no adverse impact whatsoever upon the openness of the green belt.
- 6.5 Further, in terms of the “amount” of floorspace created as an increase over and above that of the dwelling, it is respectfully concluded that the development is entirely appropriate in this instance. Neither national nor local green belt planning policy has ever specifically set a maximum floorspace increase over and above which a development must, de facto, adversely impact upon the openness of the green belt. It cannot do so because each proposal must be treated on its individual merits and in the specific circumstances as seen on site. For reasons already put forward in this statement, the application proposal will have no adverse impact upon the openness of the green belt and, as such, the integrity of green belt policy is not comprised. Further, the planning case officer’s attention is drawn to the siting and erection of a substantial private garage at a property called Stable Cottage also situated along Wood Road Lane, also located within green belt.

7 Planning Conditions

- 7.1 The planning authority can impose relevant planning conditions that seek to ensure that the overall character of the Green Belt is not harmed by inappropriate development and the use of the garage for private purposes.

8 Conclusions

- 8.1 The planning application proposal seeks to erect a private garage for use by the applicant on land entirely within his existing residential curtilage and control; the site lies within the Green Belt.
- 8.2 For the reasons set out in this supporting statement and the details contained in the submitted plan/s, it is considered that the proposal does not prejudice the overall aims and objectives of the Development Plan both adopted and emerging, in safeguarding the green belt.
- 8.3 The proposal does not prejudice the overall development strategy set out in the UDP, the emerging local plan or the provisions of the National Planning Policy Framework. The development will have no adverse impact whatsoever upon the essential character and quality of this part of the green belt, its openness.
- 8.4 The application proposal does not cause harm the “openness” of the green belt; it does not amount to inappropriate development in the green belt. The proposal maintains the integrity of the green belt.

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