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46 Syke Road
Syke
Rochdale

Green Belt Assessment / G5 managing Protected Open land assessment

PROPOSED DETACHED DOUBLE GARAGE

Introduction

This assessment has been written to support the associated Planning application at the above property for a proposed detached double garage.

The assessment will look to provide an overview of the site, its location and significance within the allocated green belt / open land space as well as assess the proposals impact on the area and green belt / open land space while referencing relevant Planning Policy set forth by the Local Authority.

Site Analysis

The site is located along Syke Road in Syke, Rochdale. Immediately facing an open green space / recreation area very popular in Syke and set at the rear against a rolling open green aspect to the rear. Syke road is straddled by open fields and the green belt washes over.

The site belongs to a former farm building, the host dwelling being the former farm building attached to the former coach house. Planning approval was granted to convert the large workshop / garage building within the curtilage of 46 Syke Road, into ancillary residential accommodation.

Ariel site photographs illustrate that a myriad of dwellings along the row have been developed in some way with extensions being situated mainly to the rear and sides of the properties with a mixture of single and two storey extensions.

Planning Policy

RMBC provides guidance to developments within the Green Belt and protected open land. A number of Local and National policy aids in the design of developments in the green belt and protected open land, as well as provides guidance to restrict inappropriate development on sites belonging to the green belt.

As per RMBC Unitary Development Plan (2016), policy G4 and G5 outlines that the Green Belt and protected open land will be protected from inappropriate development in order to maintain the framework of open land separating and surrounding the urban areas of the borough.

Additionally Core Strategy policy G4 seeks to restrict development within the Green Belt to the limited types of development which are deemed appropriate by national planning policies unless very special circumstances can be demonstrated. Paragraphs 143 and 144 of the NPPF state that, as with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 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.

Paragraph 145 of the NPPF indicates that "a local planning authority should regard the construction of new buildings as inappropriate in Green Belt", subject to the following exceptions:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) 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;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- 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 have a greater impact on the openness of the Green Belt than the existing development; or
 - – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Therefore, the main consideration in assessing the principle of development is whether the proposed scheme constitutes inappropriate development within the Green Belt and, if so, whether very special circumstances have been demonstrated which may outweigh the presumption against development.

Paragraph 79 of the NPPF also states that “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”.

The five purposes of including land in the Green Belt are outlined in paragraph 80 of the NPPF as follows:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

The proposed garage is proportional to the scale and mass of the existing dwelling and former workshop building, a dwelling of this size would be expected to have some kind of garaging for vehicles and the storage of ancillary garden equipment. The high and dense boundary wall facing the

open green belt area to the rear screens the proposed garage which is ideal to absorb any issues with regard to damaging the openness of the green belt and open land.

Proposal

The proposal looks to provide a new detached garage within the garden curtilage of the existing dwelling (46 Syke Road).

Assessment

When applying Planning Policy to the proposal, it is key to first understand the nature of the proposal largely matches that of developments to houses in the immediate area, this would indicate that the proposed development is considered appropriate in principle.

The nature of the proposal allows the garage to sit comfortably within the site while respecting the scale of the host dwelling in accordance with the policy and volume increase, whilst taking into account of its immediate surroundings. The scale of the proposal is considered to have a balanced impact, when viewed with the volume calculations provided. The garage does not contribute to urban sprawl and conversely looks to respect the Green Belt / open land policy and also provide an opportunity for current and future users of the site to enjoy the green belt to its fullest.

With regards to appropriateness of the development, as previously mentioned, the development constitutes essential garage use for vehicles and storage of garden maintenance equipment.

EXISTING VOLUME CALCULATIONS

Ancillary Building = 834m³

Existing Barn / Dwelling = 816m³

Total = 1650m³

PROPOSED VOLUME CALCULATIONS

Total Proposed = 188m³

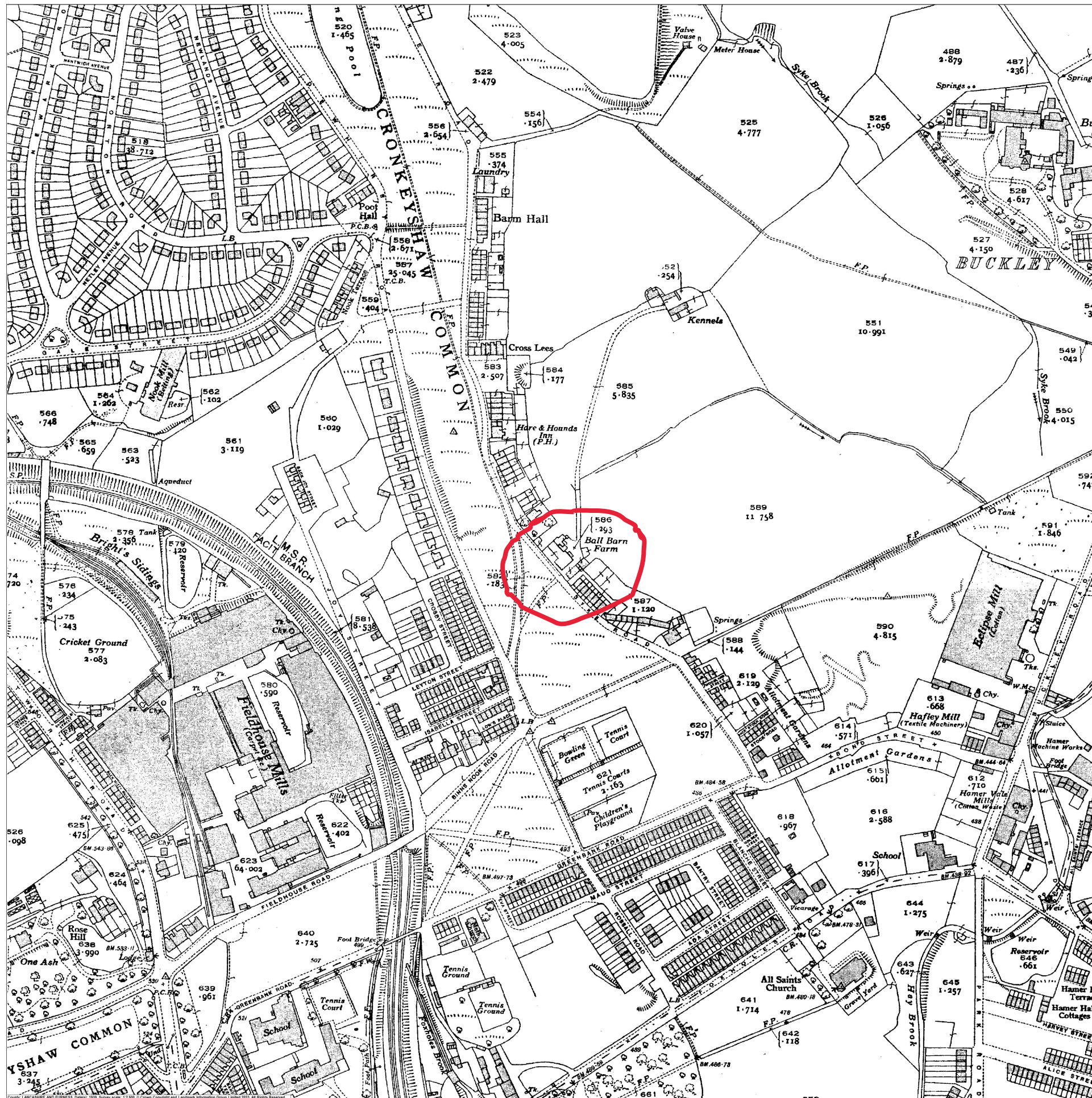
As above the percentage volume of the proposed garage versus the existing buildings as noted in 1948 is 11.4%

SEE LANDMARK MAP IN APPENDIX A FOR PROOF OF EXISTING BUILDINGS ON SITE IN 1939.

Conclusion

Based on the above assessment, it is the opinion of this report that the development, by virtue of its scale and design, meets the requirements set forth in the SPD guidance. It is considered that the proposal does not consist of inappropriate development given the proposal is proportionate to the scale and massing of the existing dwelling and ancillary building on the site, as such does not contribute any negative factors to the green belt and open land with it being highly screened behind a large masonry boundary wall. It is also considered the development has little to no impact on the openness of the green belt given the nature of the proposal.

APPENDIX A



Landmark
INFORMATION GROUP

Landmark Historical Map
County: LANCASHIRE AND
FURNESS
Published Date(s): 1939
Originally plotted at: 1:2,500