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Our ref: 23.3084
Your ref:

PLANNING STATEMENT

40 MARIGOLD STREET
ROCHDALE

INTRODUCTION

The proposal site comprises of a two storey detached property with an attached single storey concrete frame garage to the South elevation. The site offers large rear garden space and a large garden area to the south separating the property greatly from the public footpath.

The dwelling offers a common elevation through the use of white lapped cladding separating the ground floor and first floor windows to the front elevation which matches adjacent properties in the area. A front porch is also located to north side of the front elevation and has been recently updated to provide a new roof structure and canopied area.

The existing garage structure is of a concrete frame construction with cladded external elements and twinwall polycarbonate roof sheets. Much of the existing cladding is damaged or rotted, while the roof structure seems to have been repaired recently, holes and leaks were identified throughout the garage during the initial survey

PROPOSAL

The proposal looks to update the internals of the property and remove the existing old garage structure to make way for a two storey side extension which would offer better lounge / living space as well as accommodate a ground floor bathroom necessary to the property owners. The first floor would allow and additional two bedrooms with smaller W.C. Fenestration designs would match that of the existing property and key architectural features such as the cladding strips between windows would also be maintained.

PLANNING GUIDANCE

The proposal plot comprises of a corner plot, as such specific guidance has been provided by RMBC which outlines the key design considerations for development along corner plots. Paragraphs 5.14, 5.15 and Figure 10 and Figure 11 of RMBC's *Guidelines & Standards for Residential Development SPD* outlines the guidance relevant to corner plot side extensions.

PLANNING ASSESSMENT

In line with paragraph 5.14 of RMBC's *Guidelines & Standards for Residential Development SPD* the proposal does not provide a hard edge to the highway and maintains a large distance of 6m between the highway and the extension.

Paragraph 5.15 also outlines the key points to consider with regards to building lines. While the proposal would break the building line, there is no overarching need to protect the building line as identified within paragraph 5.15. Equally the extension at 1 Marigold Street has seen development to the side which creates a hard edge along the highway between Marigold Street and Yarrow Close.

Other properties within the borough have seen recent approvals for similar corner plot developments, two of these examples are:

- 22/01497/HOUS – 2 Ajax Street;
- 22/00526/HOUS – 139 Croxton Avenue.

Both of the above examples propose two storey side extensions to corner plots that break the building line significantly. In the example of 139 Croxton Avenue, the proposal breaks the building line by 2.9m and proposes a hard edge to the highway, meeting neither of the key considerations as set out within the provided guidelines.

It is also significant to note that the existing garage structure breaks the building line currently by approx. 1.7m however given the current boundary treatment and large yard area provided to the side elevation, the breaking of the building line is unseen from the street scene and only noticeable from a birds eye view of the site.

CONCLUSION

The proposal provides much needed additional space for the building owner and their family, the design continuous the build character of the area as well as maintaining significant space between the highway and the extended area of the dwelling. When considering the previously mentioned recent approvals, the overall impact of the proposal is far less than either of the approved sites. Additionally due to the high level shrubs along the front and side boundary along with the 6m setback from the highway, the breaking of the building line would be completely unseen from the street scene and would therefore have very little impact on the street scene and the character of the area as a whole.