

Officer Report

Case Reference: PL/2026/0311
Location: 25 PENRHYN AVENUE, MIDDLETON, MANCHESTER, M24 1FP
Proposal: Single storey rear extension including roof lights following demolition of existing conservatory
Recommendation: Approve with Conditions
Officer: Aimee Bovaird

Site

The site is located at 35 Oakshaw Drive, Middleton. This is a two storey detached dwelling benefiting from off street parking and a rear amenity space.

The site is located within a predominately residential area within the Defined Urban Area.

Proposal

The application seeks permission for a single storey rear extension following the demolition of the existing conservatory. The proposed development will provide additional living space

Relevant Planning Policy

National

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Sub-Regional Policy

Places For Everyone (PfE)

JP-S1 Sustainable Development

Local

Saved Rochdale Unitary Development Plan (UDP) 2006:

G/D/1 Defined Urban Area

Adopted Rochdale Core Strategy (CS) 2016:

P3 Improving Design of New Development

DM1 General Development Requirements

T2 Improving Accessability

Appendix 5 Schedule of Parking Standards

Supplementary Planning Documents (SPD): Supplementary Planning Document 'Guidelines and Standards for Residential Development' (2016).

Site History

N/A

Consultation Responses

N/A

Representations

Letters of notification have been sent out to surrounding occupiers, no comments have been received.

Analysis

Principle of Development

The proposed application site is located within the Defined Urban Area as designated under the Proposals Map of the Unitary Development Plan (UDP). The site is located with a predominately residential area and the principle of development is considered acceptable.

Design

Paragraphs 131 and 135 of the National Planning Policy Framework (NPPF) state that good design is a key aspect of sustainable development and that planning policies and decisions should ensure that developments function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, which is largely reflected within Policies DM1 and P3 of the Council's adopted Core Strategy, which requires development proposals to demonstrate high quality design.

The proposed single storey rear extension will have a pitched roof and matching materials to the host dwelling, this is considered acceptable. The proposed development is considered to be of an appropriate scale and will be in keeping with the host dwelling. The rear extension will not be seen from the highway and will not

As such, it is considered that the proposals would comprise a good standard of design. It would therefore accord with with policies DM1 and P3 of the adopted Rochdale Core Strategy, the SPD and the NPPF.

Impact on Surrounding Occupiers

Paragraph 135 of the National Planning Policy Framework advises that planning decisions should always seek to secure a high standard of amenity for existing and future users. Further to the above are the considerations of the Councils Supplementary Planning Document (SPD) 'Guidelines and Standards for Residential Development' which states that new developments "should be carefully designed to protect the amenity of the occupants of adjoining properties.

Rochdale's Guidelines and Standards for Residential Development set out guidance for single storey rear extensions in paragraph 5.6, this is to ensure development will not have an overbearing impact on neighbours. The proposed development will comply with the SP and is considered acceptable. Windows are proposed on the rear elevation, these will not result in a loss of privacy for neighbours.

As such, it is considered that the proposals would comprise a good standard of amenity for future occupiers and surrounding occupiers and accords with the requirements of Policies DM1 and P3 of the adopted Core Strategy and the National Planning Policy Framework.

Highways

Paragraph 116 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

There will be no impact on the existing parking layout or highway network.

The proposal accords with the requirements of Policies T2 and DM1 of the adopted Core Strategy and the National Planning Policy Framework.

Recommendation: Approve with Conditions

Condition(s) (3)

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development shall be carried out in accordance with the following drawings and documents hereby approved:

- Location Plan
- Ground Floor as Proposed PA-005
- Elevations as Proposed PA-007
- Site Plans as Existing and Proposed - PA-008

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy, the saved Rochdale Unitary Development Plan, the

adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

- 3 The materials used in the construction of the exterior of the development hereby permitted shall match those used in the construction of the exterior of the existing building in colour, form, type, size and texture.

Reason: In the interests of ensuring a satisfactory visual appearance to the development and in accordance with Policies P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, and the National Planning Policy Framework.