

Officer Report

Case Reference: PL/2026/0612
Location: 4 BOULTER CLOSE, HOLLINS, MIDDLETON,
MANCHESTER, M24 6XP
Proposal: Single storey rear extension adjoining existing detached
garage to form additional living space, together with
alterations to existing garage fenestration
Recommendation: Approve with Conditions
Officer: Aimee Bovaird

Site

The site is located at 4 Boulter Close, Middleton. This is a two-storey detached dwelling with a detached garage. The site benefits from off street parking and a rear garden.

The site is located in a residential area.

Proposal

The application seeks permission for a single storey rear extension to attach to the existing garage to provide additional living space.

Relevant Planning History

N/A

Relevant Planning Policies

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Sub-Regional Guidance

Places for Everyone Joint Development Plan (PfE)

JP-P1 Sustainable Places

Local Guidance

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 Accessibility

Appendix 5 Schedule of Parking Standards

Supplementary Planning Documents (SPD):

Supplementary Planning Document 'Guidelines and Standards for Residential Development' (2016)

Consultation Responses

N/A

Representations

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

Assessment

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

The NPPF sets out in chapter 14 DP1-DP4 that development proposals should integrate and enhance their surrounding and strengthen the existing character of the site. This 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 hipped roof and be finished in matching materials to the host dwelling. 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; the front elevation of the existing

garage can be seen from the highway. The front elevation of the garage is changing, the garage door is to be blocked up and new windows inserted. The materials and design will match the existing and are considered acceptable.

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

Impact on Surrounding Occupiers

The Council's 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 SPD and is considered acceptable in this regard. Windows are proposed on the rear elevation; these will not result in a loss of privacy for neighbours. The new windows on the garage 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

Policy DM1 states that all development proposals should provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location. Chapter 15 of the NPPF TR6 sets out development proposals should be refused if they would have a severe adverse impact on the transport network or an unacceptable impact on highway safety.

The proposed development will result in the loss of the garage for parking however sufficient off-street parking will remain.

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:

- Proposed Site, Block and Location Plan 1077-05B
- Proposed Elevations 1077-08
- Proposed Ground Floor Plan 1077-06
- Proposed Roof Plan 1077-07

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.

Approval Reason(s) (1)

- 1 The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively to issue the decision without delay.