

Planning Statement

Date of report: 21/10/2024

Location: 41 St Margaret's Road, Prestwich, Manchester, M25 2GT

Proposal: Single storey side extension with associated alterations to elevations

Submitted Plans:

- Site Location Plan (252/PLA/001 Rev P1)
- Site Plan (252/PLA/002 Rev P1)
- Existing and Proposed Elevations (252/PLA/003 Rev P1)
- Existing and Proposed Floor Plans (252/PLA/004 Rev P1)

Introduction

This report sets out a description of the application site, the proposed development, relevant planning context and an assessment of the proposals against relevant policy and guidance.

It should be noted that the proposal complies with GPDO Schedule 2, Part 1, Class A conditions in almost all regards, only exceeding the 3m height restriction at (i) by approximately 0.1-0.2m. This minor exceedance is required to achieve consistent floor to ceiling heights in the habitable rooms created within the extension. Given typical tolerances in construction, it is entirely possible that when measured from the neighbouring property and noting the change in levels across the site, the proposal may in fact fall under Permitted Development once constructed, or exceed this to a de minimis extent. Nonetheless, this application is submitted as best practice to ensure that the works are in full accordance with planning regulations.

Application Site

The application relates to a semi-detached property. The house is located on St Margaret's Road, centrally within the block of 2 pairs of semi-detached homes bordered by Roseland Drive and Freshfield Avenue. To the opposite side of St Margaret's Road lies Heaton Park Reservoir.

The house is set back from the highway by circa 5.7m and benefits from garden spaces to the front and rear. The site currently features a driveway extending along the side of the property. The front boundary treatment comprises metal railings and hedgerow. The site is relatively level but with a minor gradient rising from northeast to southwest (front to rear). The finished level of the paving to the adjacent no.39 to the south sits slightly above the application site ground level.

Description of Development

Planning Permission is sought for a single storey side extension. The extension will run for a length of approximately 8.78m, sitting flush with the front of the property, and protruding less than 10cm to the rear. This protrusion is in order to comply with updated building regulations by providing a sufficient cavity wall depth. The driveway beyond the front of the property would be unchanged with the proposals retaining a car parking space to the front of the extension.

The extension will feature brickwork in matching type and colours to the existing property. The proposed front elevation features doors to an external store to provide discreet refuse storage to

improve the visual amenity within the streetscene. The local area features a number of different approaches to side extensions on properties of the same style as the application property. The application proposals feature a stepped parapet wall to the front in order to provide symmetry in the streetscene when viewed alongside the neighbouring no.39 St Margaret's Rd. The external store doors will comprise 1930s style aluminium doors to reflect the character of the property, with the intention of also replacing the existing white uPVC front door to the property with a traditional 1930s style front door, albeit this would not require planning permission and is not covered by this application.

Additional works are to be carried out alongside the extension to reflect the revised internal layout. These consist of internal works and amendments to the existing ground floor openings to the rear of the property.

One element of the additional works which has already been undertaken is the creation of new doors in place of the former dining room window, replacing the side door that will be lost as a result of the extension proposed. The TCPA 1990 confirms that building works for the improvement or alteration of a building which do not materially affect the external appearance of the building are not considered to comprise development. The Inspectorate and planning case law have held that this is considered in the context of the site and that in non-sensitive settings, particularly where alterations are to the rear of domestic properties, new and altered openings are unlikely to comprise 'development' for the purposes of the act. As such this change has already been undertaken and is shown/described in this application for additional context to be read holistically with the proposals for which permission is sought.

Relevant Planning History

None

Relevant Planning Policy

Unitary Development Plan

H2/3 Extensions and Alterations

Supplementary Planning Documents

SPD6 Alterations & Extensions

SPD11 Parking standards in Bury

Assessment

As a householder application comprising a basic single storey extension within the defined urban area, the principle of development is clearly acceptable.

Design and Visual Amenity

SPD 6 and UDP Policy H2/3 seek to achieve a high standard of design that compliments the original building, and does not have a detrimental impact on the character and appearance of neighbouring properties and the general street scene.

SPD 6 sets out in relation to side extensions that prominent flat roofed side-extensions to properties with a pitched roof will not normally be permitted unless it is considered appropriate in design terms. The proposal incorporates a flat roof but sets this behind a stepped parapet

wall with feature coping stones for visual interest. The same housetype within the local area features a mix of extensions with flat, mono-pitch, dual-pitch, and hipped roofs, of which there are both flat and mono-pitch roofs featuring stepped parapet walls. As such there is a lack of a single coherent approach to these very common single storey side extensions. In order to provide visual interest the stepped parapet design has been chosen in order to reflect the extension of no.39 as this is the setting in which the proposal will be viewed. By reflecting the approach of no.39 the development would restore a sense of rhythm and coherence in the streetscene. The flat roof profile to this height provides the benefit to residential amenity afforded by consistent floor to ceiling heights in the internal spaces, whilst the parapet wall also screens the boiler flue from views in the streetscene.

The front of the extension will feature 1930s style doors to the external store with a brick soldier course header to reflect this traditional feature found above the front bedroom windows to the properties. The external store also provides refuse storage in order to keep bins out of the streetscene.

The rear of the property will also see amended openings to the existing kitchen and dining rooms. The dining room change from window to door opening is not applied for in this application as has been set out previously and is included here only for context. Given the removal of the side door to access the rear garden, the large dining room window has been replaced with high quality patio doors, whilst the kitchen window will be replaced with a taller narrow window. Given that all current rear windows are of different sizes with inconsistent placement, the proposals are considered an improvement and will create an attractive internal setting whilst being removed from any public viewpoint. The replacement windows and doors are/will be in a higher quality black-grey aluminium finish with improved sustainability. The amended kitchen window is considered to fall within the same scope as the already carried out dining room opening, but nonetheless, they are shown on the plans and described here to present the proposals comprehensively and demonstrate the overall design standards.

In conclusion the proposals have been carefully considered to provide an attractive appearance, improving upon existing finishes, and to comply with UDP Policy H2/3 and SPD 6. In demonstrating cognisance of the traditional details of the 1930's home as well as the best approach to create coherence in the modern day setting in view of adjacent properties, the proposals are considered to be well designed and should therefore be given positive weight in line with NPFP 139(a).

Residential Amenity

SPD 6 and H2/3 seek to reduce the impact of proposals on the residential amenity of neighbouring properties. As a single storey side extension the proposals result in no impacts to privacy or overlooking of any properties and complies with all separation standards set out within SPD 6.

The proposal complies with Class A permitted development rights conditions in almost all regards, only exceeding the 3m height restriction at (i) by approximately 0.1-0.2m. This exceedance is located alongside the boundary with no.39 where the only impact would be to 2 set back windows which are north facing obscure glazing to non-habitable rooms. As such the impact of the proposal is clearly negligible on surrounding properties. As highlighted previously,

this minor exceedance is required to achieve consistent floor to ceiling heights in the habitable rooms created within the extension therefore providing suitable residential amenity for residents of the application property.

Overall the proposal would comply with all relevant requirements of the SPD 6 and H2/3 and would have no notable impacts on residential amenity on surrounding users.

Accessibility and Parking

No additional bedrooms are proposed as part of the application. The retained driveway area would provide sufficient space for a single car parking space measuring approximately 5.7m by 3m. A single car parking space is consistent with many other properties in the area, and complies with the maximum parking standards set out in SPD 11. It is noted that SPD 11 identifies the site as being within a Highly Accessible Area. The sustainable location is in close walking proximity to all essential services and public transport options. Visitor parking is also possible on St Margaret's road with no existing issues of on street parking. The loss of parking space to the side of the house is therefore clearly acceptable and in line with local and national policy prioritisation of reducing trips by car.

Conclusions

The assessment above demonstrates that the proposal complies with all relevant local and national policy. The proposal has been well designed and there are no technical constraints to its delivery. The proposal comprises sustainable development and should be approved.