

Delegated Report

Planning Ref: 23/00153/HOU
Applicant: Mr Charles O Donner
Ward: Ambien



Hinckley & Bosworth
Borough Council

Site: 21 Station Road Stoke Golding Nuneaton

Proposal: Part ground floor extension, first floor and detached garage extension

1. Recommendations

- 1.1. **Grant planning permission** subject to:
- Planning conditions outlined at the end of this report.

2. Planning application description

- 2.1. This householder planning application seeks full planning permission for the provision of a part-ground floor extension, a first-floor rear extension to the residential property, and to extend and alter the detached garage at 21 Station Road, Stoke Golding.
- 2.2. On the ground floor of the dwelling, a 1.9sqm infill extension is proposed in the southwest corner. On the first floor, the rear extension is built upon the existing single storey rear extension, which externally measures 15.4m in width x 2.6m in depth. This first-floor rear extension adds 33.9sqm to the overall floorspace to the dwelling. To facilitate this extension, two new pitched roofs are included on the rear elevation of the property, which both have a roof ridge height of 7m, and an eaves height of 4.5m.
- 2.3. The proposed alterations to the existing garage include replacing the structure's flat roof with a hipped roof and extending the building by 3.3sqm to infill the southwestern corner of the garage. The hipped roof has a roof ridge height of 5.1m, and an eaves height of 2.2m.
- 2.4. The development is constructed with concrete interlocking roof tiles and painted render finish to match the existing property.

3. Description of the site and surrounding area

- 3.1. The application dwelling is a large, two-storey, detached, four-bedroom property on Station Road within the Key Rural Centre, Stoke Golding. 21 Station Road is located within the Stoke Golding Conservation Area, it is identified as an important local building in the Stoke Golding Conservation Area Appraisal (2013) and a locally valued heritage asset within the Stoke Golding Neighbourhood Plan (SGNP).
- 3.2. The residence externally measures 15.4m in width x 9.5m in depth, with a total footprint of 144.8sqm. The dwelling utilises a dual pitched roof that has a roof ridge height of 7m, and an eaves height of 4m.
- 3.3. The property dates from the C19, and historic mapping indicates that the dwelling was once smaller with development being added that extended its rectangular footprint during C20. The building is of some local historical interest because it was the site of a box mangle for communal use during the late C19 and early C20.
- 3.4. In addition to an increased footprint, there has been a number of uncharacteristic additions and alterations to the traditional character of the dwelling in recent times,

including front bay windows and a porch, replacement windows and roof covering, a single storey flat roof extension across the width of the rear elevation, and the whole dwelling being covered in a rendered finish. Despite these alterations, the building remains of some historic interest, and it makes a minor, but positive impact to the significance of the conservation area.

3.5. To the side of the dwelling is a single, detached, rendered, flat roof garage, which has a mid-C20 appearance. The garage has a poor-quality appearance but given its 22.7m set back from Station Road, beyond the rear building line of the dwelling, its adverse visual impact upon the street scene is quite limited.

3.6. The existing detached garage is 6.4m in width x 9.1m in depth, with a total footprint of 54.3sqm. The garage is single storey in massing and utilises a flat roof that has a maximum height of 2.5m.

3.7. The application site is wholly residential in character, with the exception of the open agricultural fields to the south.

4. Relevant planning history

4.1 N/A.

5. Publicity

5.1 The application has been publicised by sending out letters to local residents. A site notice was also posted within the vicinity of the site and a notice was displayed in the local press.

5.2 No responses have been received.

6. Consultation

6.1 There have been no objections from the following consultants:

- Hinckley & Bosworth Borough Council (HBBC)'s Conservation Officer

6.2 No further responses have been received.

7. Policy

7.1 Core Strategy (2009)

- Policy 7: Key Rural Centres

7.2 Site Allocations and Development Management Policies (SADMP) DPD (2016)

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM10: Development and Design
- Policy DM11: Protecting and Enhancing the Historic Environment
- Policy DM12: Heritage Assets
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.3 National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2021)
- Planning Practice Guidance (PPG)

7.4 Other relevant guidance

- Good Design Guide (2020)
- Leicestershire Highway Design Guide (LHDG) (2022)
- National Design Guide (2019)

8. Appraisal

8.1. Extensions to existing domestic properties are generally considered to be sustainable development in principle. The key issues in respect of this application are therefore:

- Design and impact upon the character of the area
- Impact upon residential amenity
- Impact upon parking provision and highway safety

Design and Impact upon the Character of the Area

8.2 Policy DM10 of the SADMP requires new development to complement or enhance the character of the surrounding area with regards to scale, layout, density, mass, design, materials, and architectural features. Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

8.3 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area.

8.4 Section 16 of the Nation Planning Policy Framework provides the national policy on conserving and enhancing the historic environment. When considering the impact of a proposed development on the significance of a designated historic asset, great weight should be given to the asset's conservation (Paragraph 193).

8.5 Policies DM11 and DM12 of the Site Allocations and Development Management Policies DPD seek to protect and enhance the historic environment. Development proposals should ensure the significance of a conservation area is preserved and enhanced.

8.6 Policy SG14 of the SGNP states that the determination of planning applications, which would affect locally valued heritage assets will be assessed having regard to their scale of any harm or loss and the significance of the heritage asset. New development should take opportunities to enhance heritages assets or better reveal their significance.

8.7 In accordance with the Good Design Guide, rear extensions should be designed to be clearly subordinate to the main dwelling. They should be an appropriate height, width, depth and reflect or complement the detailing and materials of the original building.

8.8 The proposed ground floor part extension is very limited in extent and consists of filling in the south-western corner of the house with a rendered wall to match the existing. This aspect of the proposal is considered to have a negligible visual impact.

8.9 The first-floor rear extension cannot be seen from the principal elevation, and it does not increase the footprint of the dwelling. Although the two pitched roofs have the same roof ridge height as the main roof the property, it is not considered that the two roofs dominate the main dwelling. Furthermore, due to the shallow pitch angle of the roofs of the first-floor extension, any appreciation of the increased

mass of the dwelling, where the historic interest of the dwelling is most appreciable, is considered barely perceptible.

- 8.10 The proposed infill to the south-western corner of the garage with a rendered wall to match, and the tiled hipped roof is considered to result in a very minor enhancement of the character of the garage. By virtue of its distance from the highway, the alterations and extensions to the garage are not considered to have a significant adverse impact on the character of the area.
- 8.11 To summarise, it is considered that the proposal has a neutral impact on the character and appearance of the Stoke Golding Conservation Area and preserve its significance. The development is also considered to be compatible with the significance of 21 station Road as a locally valued heritage asset. Given the above, the proposal complies with Policies DM10, DM11 and DM12 of the SADMP, Policy 1 of the adopted Core Strategy, Section 16 of the NPPF, Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990, and the Good Design Guide.

Impact upon Residential Amenity

- 8.12 Paragraph 130(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users. Policy DM10 of the SADMP also states that proposals should not adversely affect the occupiers of the neighboring properties or the future occupiers of the property. The Good Design Guide SPD outlines that development will need to demonstrate that it will not result in loss of amenity to neighbouring properties by way of overlooking, overshadowing or noise.
- 8.13 There are no residential dwellings to the rear of 21 Station Road, and the property is separated from its neighbouring property to the east by 9m. The scheme doesn't propose any windows on the side elevations of the dwelling, and therefore the development is not considered to result in any material impact on the adjacent neighbouring dwelling to the east of the site.
- 8.14 The first-floor extension extends two-storey massing of the property by 2.6m. Given the 4.6m separation distance between the property and 23 Station Road to the west of the site, the development is not considered to result in any loss of light or overbearing impacts to 23 Station Road.
- 8.15 On the other hand, the garage is 1.6m from the shared western site boundary. The scale of the garage doubles in size within this application to a height of 5m. However, the siting of the garage is 7m from the rear elevation of 23 Station Road. Given the siting of the garage and the distance from 23 Station Road, the extensions and alterations to the structure are not considered to result in significant harm to the residential amenity of 23 Station Road, in relation to loss of light and overbearing impacts.
- 8.16 By virtue of these factors and the fact that there have been no objections to the scheme, the proposal does not result in any adverse overbearing or overshadowing impacts or any overlooking or loss of privacy to the neighbouring properties and therefore is considered to be in accordance with Policy DM10 of the SADMP and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.17 Policy DM17 of the adopted SADMP supports development that would not have any significant adverse impacts on highway safety. Policy DM18 requires new development to provide an appropriate level of parking provision to serve the development proposed. Paragraph 111 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the cumulative impacts on the road network would be severe.
- 8.18 No additional bedrooms are created within this application, and the site's provision of off-street parking has not been altered. Therefore, it is considered that there is already adequate off-street parking for the dwelling and that the proposal does not create an unacceptable impact on highway safety or the road network in accordance with Policies DM17 and DM18 of the SADMP.

9. Equality implications

- 9.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states: -
- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.
- 9.3 There are no known equality implications arising directly from this development.
- 9.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

10. Conclusion

- 10.1 The proposed development is considered to be compliant with the relevant national and local policy as it:
- Is an appropriate scale and design
 - Does not have an adverse impact upon the character and appearance of the area
 - Retains over 80sqm of rear amenity space
 - Does not have a significant adverse impact upon the amenity of neighbours
 - Does not have a significant adverse impact upon highway safety
 - Provides sufficient vehicle parking spaces for off-street parking

- 10.2 Taking national and local planning policies into account, and regarding all relevant material considerations, it is recommended that planning permission to be granted, subject to the imposition of appropriate conditions.

11. Recommendation

11.1 Grant planning permission subject to:

- Planning conditions outlined at the end of this report

11.2 Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details received by the Local Planning Authority as follows:

- Elevations, Floor Plans, Section, Drg No. 22 18 03 (submitted: 20.02.2023)
- Elevations, Section, Floor Plan, Drg No. 22 18 04 (submitted: 20.02.2023)
- Garage Elevations, Floor Plans, Drg No. 22 18 05 (submitted: 02.02.2023)
- Site Location Plan (submitted: 15.03.2023)
- Site Location Plan, Drg No. 22 18 02 (submitted: 20.02.2022)

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The materials to be used on the external elevations of the proposed extension and alteration shall match the corresponding materials of the existing dwelling.

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

a. Notes to Applicant

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.