

Delegated Report

Planning Ref: 25/00835/HOU
Applicant: Mr and Mrs Redfearn
Ward: Newbold Verdon with Desford and Peckleton



Hinckley & Bosworth
Borough Council

Site: 27 Station Road, Desford

Proposal: Two-storey side and single-storey rear extension

Case Officer: Gwion Russell (Planning Officer)

1. Recommendations

1.1. **Grant planning permission** subject to:

- Planning conditions detailed at the end of this report.

2. Planning Application Description

2.1. This householder planning application seeks planning permission for a single-storey rear and two-storey side extension to 27 Station Road, Desford.

2.2. The proposals include the removal of a conservatory structure to the rear of the dwelling and replacement with a single-storey rear extension structure measuring approximately 8.058m in depth from the rear elevation of the original dwelling, and 11.04m in overall width (incorporating its two-storey side element), to extend the kitchen area to form an open-plan living/dining/kitchen space and integrated garage and utility room space.

2.3. The rear extension will include rooflights and patio doors opening onto the patio. Internal alterations include the conversion of the existing kitchen and pantry into part of the new open-plan area and the addition of a utility room and W.C. adjacent to the garage. No changes are proposed to the existing garage other than integrating it with the host dwelling, creating a flush elevation, and creating an internal access door.

2.4. The first-floor alterations include a construction atop the proposed integrated garage forming a dormer-style habitable space (consistent with the main dwelling design), with two front-facing flush rooflights and three larger rooflights to the rear. This additional space on the first-floor is proposed to serve two additional bedrooms and a walk-in wardrobe. Some internal configurations on the first-floor include the addition of an en-suite, replacement of a bathroom with a bedroom and relocation of the main bathroom.

2.5. To conclude the general alterations, the application proposes increasing the ground floor footprint from 144.5m² to 203.24m² and the first-floor from 79m² (not including the detached garage) to 163m².

- 2.6. Proposed fenestration along the ground floor includes a large 4.45m wide window spanning the height of the ground-floor and the first-floor gable (at the right-hand side of the rear elevation, forming a windowed gable), a 2m wide patio door serving the kitchen space, a 1m wide standard door serving the proposed utility room. 6.6m wide bi-fold doors are proposed along the west elevation serving the kitchen/dining space, two slimmer 0.7m wide windows on the east elevation and two 1m windows serving the garage space.
- 2.7. Proposed first-floor fenestration includes two rooflights on the front roof pitch, each measuring 0.75m in width. On the west-facing pitch of the newly proposed roof section, three larger rooflights are proposed, each measuring 1.2m wide by 2.2m high. A 2.2-metre-wide window is proposed on the gable end of the two-storey rear extension. Additionally, two rooflights, each 0.75m wide, are proposed on the east-facing pitch of the new gabled roof section. An existing casement window at the west elevation is proposed to be made narrower serving a proposed en-suite.
- 2.8. All materials, including brickwork and roof materials are proposed to match existing with windows proposed to be metal framed.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located at 27 Station Road within the settlement boundary of Desford. The application site comprises a two-storey detached brick-built dwelling set within a generous plot and benefitting from a large separation distance from the public highway. The property features a dual-pitched gabled roof, which notwithstanding its two projecting gables forms a dormer first-floor. It has a detached dual-pitched garage to its right-side elevation.
- 3.2. The dwelling is set well back from the public highway, separated by a large front lawn and single carriageway driveway. The dwelling is accessed via a loose-stone gravelled driveway. Soft boundary treatment and various degrees of vegetation screen the dwelling from the highway and neighbouring properties.
- 3.3. The application site sits centrally to Nos. 29 and 25 Station Road. Countryside sits to the rear (north) of the application site and further residential development opposite the site, along Station Road, to the south.
- 3.4. Properties along Station Road are wholly residential in nature and show a high degree of design variation, scale and massing – however most are two-storey in massing and have differing separation distances from the highway. Nos. 30 and 32 Station Road, opposite are single-storey in massing, one of these dwellings is a dormer bungalow.
- 3.5. Although much of Desford is within the Desford Conservation Area, the application site is not, nor is it near to any locally listed or statutorily listed buildings. Station Road is a common sub-arterial road which links Desford with Newtown Unthank.

4. Relevant Planning History

4.1 There is no planning history associated with this property.

5. Publicity

5.1 The application has been publicised by sending out letters to local residents. No responses have been received.

6. Consultation

6.1 There have been no objections from the following consultees:

- Desford Parish Council

6.2 No further responses have been received.

7. Policy

7.1 Core Strategy (2009):

- No relevant policies

7.2 Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.3 National Planning Policies and Guidance:

- National Planning Policy Framework (NPPF) (2024)
- National Design Guide (2019)
- Planning Practice Guidance (PPG)

7.4 Desford Neighbourhood Development Plan (Made 2021):

- Policy H7: Housing Design

7.5 Other Relevant Guidance:

- Hinckley and Bosworth Borough Council – The Good Design Guide (2020)
- Leicestershire Highway Design Guide (LHDG) (2024)

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 Chapter 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed and beautiful places.
- 8.3 Guidance Point C1 of the NDG confirms that well-designed new development should respond positively to the features of the site itself and the surrounding context beyond including the existing built development and landscape character, amongst others. Guidance Point I1 of the NDG highlights that new developments should consider the composition of street scenes and individual buildings and their elements including the height, scale, massing and relationship between buildings, as well as views, vistas, landmarks, and landscaping, amongst others.
- 8.4 Ultimately, Guidance Point I2 of the NDG advised that well-designed places should contribute to local distinctiveness and Guidance Point I3 of the NDG highlights that design decisions at all levels and scape should help to create a memorable sense of place.
- 8.5 Paragraph 137 of the NPPF states that applicants, where applicable, should provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy.
- 8.6 Paragraph 139 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 (as contained in the National Design Guide and National Model Design Code), taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 8.7 Policy DM10(c) of the SADMP states that developments will be permitted where they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.
- 8.8 Policy H7(c) OF THE Desford Neighbourhood Development Plan states '*All new housing should continue to reflect the character and historic context of existing developments within the Parish and incorporate a diversity of materials.*'. Policy H7(a) of the Desford Neighbourhood Development Plan states '*New development should*

enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area. Care should be taken to ensure that the development does not disrupt the visual amenities of the street scene and impact negatively on any significant wider landscape views;’.

- 8.9 In accordance with the Good Design Guide, two-storey side extensions should appear smaller in scale and massing in order to be subordinate to the main dwelling. Any proposal should be set down from the ridge of the existing house and set back from the front elevation by a minimum of 0.5m. Given the existing design of the dwelling, with the two projecting gables and first-floor dormer style, any set back and set down distance would result in poor overall design. The two-storey side extension as viewed from the public highway extends outward to the west side and adds an additional roof, which is consistent in design to the existing main dwelling roof. Although this is not particularly compliant with the parameters of the Good Design Guide, the setback distance from the highway significantly mitigates this.
- 8.10 The side extension element, in its overall design is designed to complement and match the design of the existing dwelling. The two projecting gables at the rear are designed to reflect the two distinct projecting tables at the principal frontage. The right-most projection is designed to be more contemporary with a windowed gable at first-floor level. Overall, both projecting gables at the rear, are seen to be thoughtful design and complement the exterior of the dwelling.
- 8.11 Materials of the roof are proposed as grey clay tiles to match the main roof. The exterior of the extensions are proposed to match the main dwelling’s light brown brick. Although the bricks will differ in age, the dwelling’s large set back and adjacent positioning to neighbouring dwellings will largely mitigate any public and private views. In addition, boundary vegetation softens any contrasting brickwork.
- 8.12 The currently detached garage is proposed to form the ground-floor of the two-storey side extension element, bringing it flush/level with the existing principal frontage. Although this change minimally brings the garage somewhat closer to the highway (0.8m) it provides a design betterment by minimising the varied frontage.
- 8.13 Given that the property is set well back from the public highway and benefits from boundary vegetation, including evergreen trees, these factors generally helps soften views of the design. As the site is in the midst of a number of differing architectural dwelling designs and that it is located outside the Desford Conservation Area, there is less visual sensitivity within the area and the introduction of further dwelling design variation is unlikely to have a harmful impact on the overall street scene.
- 8.14 The site is surrounded by rural landscape to its rear (north), with neighbouring properties sited adjacent to the proposed design. None of these neighbouring dwellings have principal habitable windows facing any part of the proposed development, meaning that private views of the proposals are minimal and unlikely to result in any significant visual impact.

- 8.15 By virtue of the proposal's distance from the highway, the sensitive and complementing design, the proposed use of matching external materials and the limited prominence of the extensions, the proposal respects the character of the existing dwelling and surrounding area and is in accordance with Policy DM10 of the SADMP, Policy H7 of the Desford Neighbourhood Development Plan and the Good Design Guide.

Impact upon Residential Amenity

- 8.16 Paragraph 135(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, which promote health and well-being, and a high standard of amenity for existing and future users.
- 8.17 Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.
- 8.18 The Good Design Guide requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.
- 8.19 In accordance with the principles set out in the Good Design Guide, the 45-degree guidance is used to ensure that new developments do not significantly block natural light or outlook from neighbouring habitable room windows. The nearest habitable window of No. 25 Station Road to the west is not breached by any aspect of the proposals. This guidance, however, is breached for the nearest habitable window of No. 29 Station Road, to the east, with regard to the first-floor additional footprint. However, given the first-floor proposals utilise a dormer roof type, a reasonable separation distance is maintained and the direction of the sun's path from east to west, it will result in minimal loss of light for this neighbouring room and insufficient to warrant refusal.
- 8.20 In addition, there is already a detached garage located within the curtilage of No. 29 Station Road and sited forward, which helps to visually mitigate the impact of the proposed side extension. As the proposed works are primarily situated on the eastern side of the dwelling, they are largely not expected to affect the neighbouring property at No. 25 Station Road.
- 8.21 The rear extension element proposes full-length windows and a patio door which faces the rear (north) of the site, these do not overlook any aspect of any neighbouring garden or habitable room, given their ground floor positioning. The side bi-fold doors do look directly at the rear garden of the neighbouring No. 25 Station Road, however, given the presence of boundary vegetation the impact of these are softened. No proposed fenestration on the first-floor of the dwelling faces No. 29 Station Road, which sits set back from the application dwelling and therefore no element of the proposals result in overlooking.

- 8.22 The four ground-floor windows at the side elevation of the proposals do not look directly into any neighbouring habitable space and maintaining a 5m distance from any elevation of the neighbouring No. 29 Station Road. The standard casement window proposed to be located at the left-most rear projecting gable does not overlook any neighbouring space. The window proposed to be altered at the west elevation, serving the en-suite, does not overlook any neighbouring space and given the separation distance from the neighbouring dwelling, is unlikely to cause any loss of privacy concerns.
- 8.23 The application site is bordered to the north by open rural land with no residential properties to the rear, therefore there will be no impact on neighbouring amenity. The dwellings located on the opposite side of the road, Nos. 30 and 32 Station Road, are situated at a substantial distance - approximately 66m - and as such, are unlikely to be affected in terms of residential amenity.
- 8.24 The proposal introduces significant 'bulk' to the property boundary and a new roof within the agglomeration of roofs, which could result in some overdominance. Given that the properties are considered substantial dwellings situated on substantial dwellings, amenity impact is mitigated. Furthermore, Station Road in general has a high degree of vegetation and foliage, some of it evergreen and this softens any sense of overdevelopment and disrupts the building lines. In addition, the proposal's large distance from the highway further mitigates this.
- 8.25 Notwithstanding this, these separation distances are the minimum standards that are required, and every application will be assessed on its own merits depending on the individual characteristics of the site such as orientation, ground levels, window positions, garden size and shape.
- 8.26 To comply with the Good Design Guide, dwellings with three or more bedrooms should provide a minimum of 80m² of private outdoor amenity space with a minimum length of 7m. Taking into consideration the existing dwelling and the additional rear extension, the proposals are provided with private outdoor amenity space that exceeds 62m in length and 1439m² in total area, which is compliant with the Good Design Guide.
- 8.27 By virtue of these factors 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

- 8.2. Paragraph 115(b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Paragraph 115(d) of the NPPF, any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and

- congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 8.3. Ultimately, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios in accordance with Paragraph 116 of the NPPF.
- 8.4. Policy DM17 of the SADMP states that development proposals need to demonstrate that there is not a significant adverse impact upon highway safety, and that the residual cumulative impacts of development on the transport network are not severe.
- 8.5. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)) (2024).
- 8.6. Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.7. Table 28 (Residential Parking Standards) of the LHDG requires dwellings with up to three bedrooms should provide a minimum of two off-street parking spaces. This increases to a minimum of three off-street parking spaces for properties with four or more bedrooms. Any reduction below minimum standards will require robust justification.
- 8.8. The LHDG states that garages will not normally be counted as a parking space for the purpose of calculating parking provision for:
- The garage meets the minimum dimensions
 - Planning conditions are imposed to control the use of the garage; or
 - Restrictions are placed on converting the garage to a room that can be lived in.
- 8.9. In accordance with the LHDG single bay garages should have a minimum internal dimension of 3m in width by 6m in depth, with a minimum door width for 2.3m. This increases to 6m in width with a minimum door width of 4.2m for double garages.
- 8.10. The scheme creates one new bedroom and makes the property a five-bedroom dwelling. 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. Therefore, the scheme is regarded as in accordance with Policies DM17 and DM18 of the SADMP, and the LHDG.

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.

10. Conclusion

- 10.1 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 detailed at the end of this report.

- 11.2 **Conditions**

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:
 - Application Form
 - Proposed Ground Floor Plan, Drg No. 25002- MG-XX-00-DR-A- 2001 Rev P01

- Proposed First Floor Plan, Drg No. 25002- MG-XX-00-DR-A- 2002 Rev P01
- Proposed Roof Plan, Drg No. 25002- MG-XX-00-DR-A- 2003 Rev P01
- Proposed Elevations Drg No. 25002- MG-XX-00-DR-A- 2004 Rev P01
- Site Plan, Drg No. 25002- MG-XX-00-DR-A- 0201 Rev P01
- All received by the Local Planning Authority on 05/09/25

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).

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 building.control@blaby.gov.uk or call 0116 272 7533.