

Officer Report

Planning Ref: 25/01060/FUL

Applicant: Mike Neal

Ward: Burbage Sketchley & Stretton

Site: 1 Johns Close Burbage Hinckley

Proposal: Proposed two storey side and rear extension, single storey side extension and dropped kerb

Case Officer: Zahra Jam-Rotbeh (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. The applicant seeks full planning permission for the erection of two storey side and rear extension, single storey side extension and dropped kerb at 1 Johns Close Burbage.
- 2.2. The proposed extension would create a stepped design to both the rear and the west-facing elevations.
- 2.3. A part single storey, part two story extension is proposed to the rear. This would have a maximum width of 5.6m, depth of 9.3m, eaves height of 4.97m and ridge height of 7.31m. The extension would protrude 1.75 metres beyond the west side elevation.
- 2.4. The single storey component features a mono-pitched roof sloping away from John Close Street, the extension protrudes over the existing porch terminating with an incorporated pillar at the end with an eaves height of 2.28 metres and a ridge height of 3.48 metres.
- 2.5. The proposed single-storey side extension would measure 2.78 metres by 1.75 metres and would incorporate a mono-pitched roof, with an eave's height of 2.54 metres, rising to 3.36 metres at the ridge.
- 2.6. The proposed external materials would comprise facing brickwork to the side elevations and render to the rear elevation. The roof materials would match those of the existing dwelling.
- 2.7. The proposed dropped kerb would be positioned to the southeast of the existing dropped kerb. It would measure 2.90 metres and 6 metres as a whole.
- 2.8. Amendments have been made during the course of the application to address officer concerns regarding the original design. The revisions include a reduction in the eaves

height of the first-floor rear extension where it projects to the side, ensuring it aligns with the eave's height of the main dwelling.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located within the settlement boundary of Burbage. The immediate street scene is predominantly made up from a mix of bungalows and two-storey dwellings in different size, design and finishes. Hipped roofs are most prevalent but there are examples of gabled roof forms.
- 3.2. The application property is a three-bedroom two-storey building located at the corner plot facing Greenmoor Road and John Close. 1 John Close is finished in brickwork, with windows and doors in white uPVC installed on the elevations.
- 3.3. The dwelling is set back from the highway with a front garden and hedge; there is also a reasonably large enclosed rear garden covered by tall hedges facing John Close Street.
- 3.4. There is an existing dropped kerb on the side elevation facing John Close Road, which provides access to the existing garage.

4. Relevant Planning History

None

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.
- 5.2 No response has been received.

6. Consultation

- 6.1 No objections have been received from following consultees:
- Burbage Parish Council
 - HBBC Pollution
 - LCC Highways: *"From the submitted information, it is noted that the proposed dwelling presently currently has three bedrooms. The Applicant proposes to amend the existing layout by removing bedroom 3. However, the proposed extension also introduces two additional rooms on the first floor, where the specific use for these rooms is not detailed and identified. Consequently, it remains unclear whether the development will lead to an overall increase or decrease in the total number of bedrooms within the dwelling. Typically, residential parking should be provided in accordance with Table 28 of the LHDG. Two off-street car parking spaces should be provided for dwellings with up to three bedrooms. For dwellings with four bedrooms or more, three off-street parking spaces should be provided. Parking spaces should measure*

2.4 metres by 5.5 metres, with 0.5 metres added to each side bound by a wall, fence, hedge, line of trees, etc in line with Figure 44.

The Proposed Drop Kerb Section Plan (Drawing number 1693/DK) indicates that the extension will be positioned to the southeast of the existing dropped kerb. In contrast, the Proposed Block Plan (Drawing number 1693/BP) illustrates the addition of a car parking space to the northwest of the existing dropped kerb, yet no corresponding extension is shown in that location.

Should planning permission be granted, the Applicant would still need to apply to the LHA for a vehicle crossover (dropped kerb) permit in order to facilitate the extension to the existing dropped kerb provision. Further details of the requirements can be found at: <https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>. The Applicant should note that the approval of planning permission does not guarantee permission for the required works permit.

Finally, it should be noted that it is an offence under Section 184 of the Highways Act 1980, to cross a kerb, verge or footway in a motor vehicle except at a crossing point that has been approved by Leicestershire County Council (LCC)."

7. Policy

7.1 Core Strategy (2009):

- Policy 4: Development in Burbage

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 Burbage Neighbourhood Plan:

- Policy 3: Design and Layout

7.5 Other Relevant Guidance:

- Good Design Guide (2020)
- National Design Guide (2024)
- 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 Highways and Parking Provision

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.

8.3 Policy DM10 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.

8.4 Policy 3 of Burbage Neighbourhood Plan states that, any future residential development within the Parish of Burbage must respect its surroundings and result in the provision of high-quality homes as per the National Planning Policy Framework (2018), HBBC Site Allocations and Development Management DPD (July 2016) and any other supporting documents to the Local Plan.

8.5 According to HBBC Good Design Guide (2020) (GDG), corner plots play an important role within the streetscene and it is important to recognise that overdevelopment of these plots can create an oppressive quality which can lead to a significant change in the prevailing character of a place.

The two storey extension would include a 0.5-metre set-down from the existing ridge height and would align with the eave's height of the main dwelling. While the overall extension would create a sizeable addition and the projection to the side would introduce a poor visual impact when viewed from Greenmoor Road, given the depth of the rear garden, the use of materials matching those on the elevations visible from the streetscene (on the whole), the proposed set down and the wide variety of design styles and dwelling sizes within the surrounding area all help to reduce its visual impact to an acceptable degree. It should be noted that amendments were requested to remove the projection to the western elevation and it is still maintained that this would create a significantly better design and more cohesive appearance. However, such amendments were not accepted by the applicant. Notwithstanding this, as set out above, whilst there will be harm the proposal is not considered to have an adverse effect on the streetscene and would remain subordinate to the main dwelling.

8.6 The single storey extension fronting John Close would extend along this elevation, continuing over the existing porch and terminating with an incorporated pillar at the end. The proposed mono-pitched roof over the existing door and the pillar to this elevation is considered to be in keeping with the main dwelling design and character of the area.

8.7 The proposed single-storey would align with the projection of the rear extension to the side and would feature a mono-pitched roof with a gable to the front elevation

facing Greenmoor Road. Given that it uses matching brickwork materials, and is set back a substantial 4.06 metres from the front elevation, it is not considered to result in any adverse impact on the streetscene or the character of the surrounding area.

- 8.8 The proposed matching fenestration to the elevations is not considered to have any adverse impact on the main dwelling design and character of the surrounding area. The proposed external materials would comprise facing brickwork to the side elevations and render to the rear elevation, with the roof materials matching those of the existing dwelling. While it would be more in keeping with the character of the main dwelling if all elevations were finished in brickwork, the use of render on the rear elevation only is not considered to result in any adverse impact on the streetscene or the surrounding area. The applicants have been advised that render to the side extension would be unduly prominent and unacceptable.
- 8.9 The proposed dropped kerb would be positioned adjacent to the existing dropped kerb on the side elevation facing John Close. It is designed to serve the three-space parking area on this side, and a driveway extension is also proposed in association with the new dropped kerb. Given its relationship with the existing access arrangement and its integration into the wider proposal, the dropped kerb is not considered to result in any harm to the design or character of the surrounding area.
- 8.10 Therefore, on balance the form and design and scale of the proposed development is not considered have any adverse impact upon the character of the area and the design of main dwelling and therefore it is considered that the development is in accordance with Policy DM10 of the SADMP, the NPPF (2024) and Burbage Neighbourhood Plan.

Impact upon Residential Amenity

- 8.11 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.
- 8.12 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.
- 8.13 The HBBC Good Design Guide (2020) requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity. In the spirit of good neighbourliness, an adequate distance of 1m between the property and its boundary (giving a total distance of at least 2m between properties) should be encouraged. Furthermore, proposals should comply with the 45⁰ guidance.
- 8.14 The properties most directly affected by the proposed development are No. 16 Greenmoor Road to the northeast and No. 2 John Close to the east. According to the Good Design Guide (GDG), a principal window to a habitable room should ideally be no less than 8 metres from the blank side elevation of a single-storey neighbouring property, increasing to 14 metres for a two-storey property and above. No. 2 John

Close is a bungalow and has no windows on the elevation facing the application site. The proposed development would maintain a separation distance of 18 metres, exceeding the guidance requirement. Although two first-floor windows are proposed facing this neighbouring property, the combination of the 18-metre separation distance and the absence of any opposing windows at No. 2 ensures that the proposal would not result in unacceptable levels of overlooking, overdominance, overbearing impact, or loss of light. Accordingly, the proposal is not considered to cause harm to the residential amenity of No. 2 John Close.

- 8.15 The proposed extension would not project beyond the rear building line of No. 16 Greenmoore Road to the northeast. Although the two storey rear extension would introduce additional massing to the side of this neighbouring property, the impact is limited. There are no windows proposed on this side elevation of the extension, and there are similarly no windows on the corresponding side of No. 16. The part of No. 16 that would be most immediately affected is the garage, which is not a habitable room. In addition, an existing degree of overdominance is already present between the properties, and a separation distance of 1.20 metres would be maintained. Taking these factors together, the proposal is not considered to result in any further adverse impact on the residential amenity of No. 16 or its occupiers.
- 8.16 By virtue of the above assessment, the proposal is not considered to cause any additional significantly adverse overdominance, overshadowing, overlooking, or loss of privacy for any neighbouring occupiers 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 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.
- 8.18 Policy DM18 of the SADMP also requires developments to demonstrate an adequate level of off-street parking provision.
- 8.19 According to LCC Highway: *'From the submitted information, it is noted that the proposed dwelling presently currently has three bedrooms. The Applicant proposes to amend the existing layout by removing bedroom 3. However, the proposed extension also introduces two additional rooms on the first floor, where the specific use for these rooms is not detailed and identified. Consequently, it remains unclear whether the development will lead to an overall increase or decrease in the total number of bedrooms within the dwelling. Typically, residential parking should be provided in accordance with Table 28 of the LHDG. two off-street car parking spaces should be provided for dwellings with up to three bedrooms. For dwellings with four bedrooms or more, three off-street parking spaces should be provided. Parking spaces should measure 2.4 metres by 5.5 metres, with 0.5 metres added to each side bound by a wall, fence, hedge, line of trees, etc in line with Figure 44.'* Three off-street parking spaces are proposed to

the side of the dwelling facing John Close Street, accessed via the existing and proposed dropped kerbs on this elevation. As such, the proposal is not considered to result in any adverse impact on highway safety or parking provision.

- 8.20 In addition to this planning permission it will be necessary for the applicant to apply to the LHA for a vehicle crossover (dropped kerb) permit in order to facilitate the extension to the existing dropped kerb provision. An informative note setting this out would be included as part of the Decision Notice.

Equality Implications

- 8.21 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.

- 8.22 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.

- 8.23 There are no known equality implications arising directly from this development.

- 8.24 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).

9. Conclusion

- 9.1 As outlined in the report the development complies with the relevant policies of the Development Plan therefore, 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.

10. Recommendation

11.1 Grant planning permission subject to:

- Planning conditions detailed 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, as follows:

- Amended Plan, Drg No. 1693/REV-B
received by the local planning authority on 19 February 2026 and
- Block Plan, Drg No. 1693/BP
- Existing, Proposed Dropped Kerb, Block Plan, Drg No 1693/DK
- Site Location Plan, Drg No. 1693/SL

received by the local planning authority on 3 November 2025.

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 brickwork and roof materials to be used on the external elevations of the extensions according to amended plan Drg No 1693/Rev-B and the proposed fenestration 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).

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.
2. You are reminded that despite planning permission being granted you will need to apply to the Leicestershire County Council as the Local Highway Authority for a vehicle crossover (dropped kerb) permit in order to facilitate the extension to the existing dropped kerb provision. Further details of the requirements can be found at: <https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>. The Applicant should note that the

approval of planning permission does not guarantee permission for the required works permit.

3. Moreover, it should be noted that it is an offence under Section 184 of the Highways Act 1980, to cross a kerb, verge or footway in a motor vehicle except at a crossing point that has been approved by Leicestershire County Council (LCC).