

Delegated Report

Planning Reference: 25/00443/HOU
Applicant(s): Miss Sarah Lowe
Ward: Barwell



Hinckley & Bosworth
Borough Council

Application Site: 7 Angus Road, Barwell

Proposal: Single-storey side and rear extension, with cladding to the front elevation

Case Officer: Gwion Russell (Planning Officer)
Date: 17/07/2025

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 full planning permission for a single-storey side and rear extension and addition of green cladding to the existing front elevation of 7 Angus Road, Barwell.

2.2. The single-storey side extension element adds a width of 2.3m at its Northeast elevation and internally utilises a proposed bedroom, utility room and shower room. The single-storey rear extension element adds a depth of 3.3m and utilises an open-plan existing kitchen and proposed 'snug' area. In total, the proposals aims to increase its original footprint from 44.5m² to 86.4m². Both extension elements include a proposed 'lean-to' roof that matches the main dwelling roof pitch, with two rooflights proposed on its rear elevation. The fenestration proposed include two full-length windows at its rear left elevation and a full-length double patio door to its rear right elevation. There is no fenestration proposed at the side elevation.

3. Description of the Site and the Surrounding Area

3.1. The application dwelling is a detached dwelling within the settlement boundary of Barwell. The principal frontage of the dwelling is set back 13.09m from the highway and has a gabled roof covering the main dwelling and a projecting flat-roof covering the entranceway and link-attached garage on its right front elevation. It is constructed with a light 'buff' brick finish on the sides of the main dwelling and garage and pebble dash on the main dwelling body. Properties along Angus Road are unanimously residential in character. The character of the dwelling is typically

associated with 1960s/1970s architectural design, and the neighbouring properties also reflect this design, detailing and character.

4. Relevant Planning History

4.1 There is no known planning history associated with this property.

5. Publicity

5.1 The application has been publicised by sending out letters to local residents.

5.2 No further responses have been received.

6. Consultation

6.1 There have been no objections from the following consultants:

- Barwell Parish Council

6.2 No further responses have been received.

7. Policy

7.1 Core Strategy (2009):

- Policy 3: Development in Barwell
- Policy 16: Housing Density, Mix and Design

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 Earl Shilton and Barwell Area Action Plan (2014)

- Policy 22: Development and Design

7.4 National Planning Policies and Guidance:

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

7.5 Other Relevant Guidance:

- 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 22 of the Earl Shilton and Barwell AAP states that development will be permitted where there is no detriment to the character or appearance of the host building or the surrounding area; where the design respects the scale, proportions and height of the existing building, neighbouring structures and overall street scene. Fenestrations are well proportioned, well balanced within the elevations and sympathetic to adjoining/neighbouring buildings and the use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally
- 8.9 In accordance with the Good Design Guide, single-storey extensions may extend to the property boundary. In this case, the side extension maintains a clearance of 0.6m from the Eastern property boundary; the Western side elevation of the rear extension maintains a 1m distance and therefore both extension elements comply with The Good Design Guide's guidance on side-to-side distances.
- 8.10 The application site is set down topographically from Nos. 13 and 14 Jersey Way to its Eastern elevation and given that the highest ridge of the proposed 'lean-to' roof is 3.5m and most of the extension is concealed by the link-attached garage and front fence panel at the host property front elevation, this mitigates any design impact of the proposed development on the wider street-scene and nearby properties. In addition, any design impact is mitigated by the development's large 13.09m setback from the highway.
- 8.11 Green cladding is proposed to the existing dwelling principal façade. Although this is not entirely in keeping with the original character and design of the area, there is now a high degree of variation within the immediate street-scene with many nearby dwellings finished in a variety of brickwork, stone-detailing and some utilising white uPVC cladding detailing. Therefore, the external finishing materials will not look too incongruous with nearby dwellings. In addition, the green cladding may complement the off-white render proposed on the side and rear extensions, whereas the existing pebble dash on the dwelling, if left in its existing state would contrast and contribute poorly to the street design. In addition, any design impact will be mitigated by the concealment of the attached garage, front fence panel and the property's large setback from the highway. As a result, the exterior design of the extension and front façade will respect the existing character of the dwelling and given that the roof tiles of the extension are proposed to match existing the overall design of the dwelling will therefore comply with DM10 of the SADMP and Policy 22 of the Earl Shilton and Barwell AAP.
- 8.12 By virtue of its design considerations, the scale and positioning 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 22 of the Earl Shilton and Barwell AAP and the Good Design Guide.

Impact upon Residential Amenity

- 8.13 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.

- 8.14 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.
- 8.15 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.
- 8.16 The host dwelling in its existing state extends to the property boundary, maintaining a 1m separation distance from No. 5 Angus Road. As the rear extension is set back from the existing side elevation by 0.6m and given the proposals are for a single-storey extension, this does not result in overlooking or an overbearing impact and respects the privacy of the occupiers at No. 5 Angus Road.
- 8.17 The rear garden of No. 43 Fairacre Road sits at the rear of the host dwelling does not have any aspect of its dwelling that sits adjacent to the proposed rear extension and as a single-storey extension is proposed this will not create any overlooking, loss of privacy or overbearing concerns for the occupants of this property. In addition, as Nos. 43 and 41 Fairacre Road are single-storey properties the development will unlikely result in an overbearing impact or overdevelopment for the occupants of these properties.
- 8.18 The host property is set down topographically from Nos. 13 and 14 Jersey Way to its East elevation, and due to its lower siting will not result in overlooking, overbearing or loss of privacy for the occupants of these properties. Furthermore, there is a fence with tall evergreen foliage that separates the property boundaries. Given that fenestration is proposed only at the rear elevation (with two roof-lights) it is unlikely that this will cause an overlooking impact or loss of privacy for the applicants/occupants of the host dwelling.
- 8.19 Nos. 10 and 8 Angus Road situated opposite the application site are separated by a highway. By virtue of its separation distance will not result in any residential amenity impact.
- 8.20 The Good Design Guide states that extensions should not exceed 45-degrees from the centre of the nearest principal habitable window. The only property that this is applicable to is No. 5 Angus Road. The proposed rear elevation of the rear extension breaches the 45-degree guidance minimally, but due to the path of the Sun this is only likely to result in minimal loss of light in the early hours of the morning. The minor breach would not result in unacceptable overdominance.
- 8.21 Proposed fenestration is at the rear elevation of the rear extension. Due to the retention of an 8m garden length and the positioning of the neighbouring rear

garden, they are unlikely to result in overlooking for the occupants of No. 43 Fairacre Road.

- 8.22 The Good Design Guide recommends that a principal window to a habitable room should ideally be no less than 8m from the blank side of a single storey neighbouring property, rising to 14m for a two-storey property. The proposals No. 43 Fairacre and Nos. Nos. 13 and 14 Jersey Way all exceed this distance. However, the nearest rear habitable window of No. 5 Angus Road is only 3m away. Due to the presence of a wooden fence, its 1m separation distance from the property boundary and the positioning of the neighbouring properties, this is seen to mitigate the amenity impact.
- 8.23 In addition, the separation distance between two principal windows to habitable windows should be a minimum of 21m. As the rear elevation windows are opposite neighbouring gardens at a level topography, this is not applicable within this application.
- 8.24 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.
- 8.25 To comply with the Good Design Guide, houses with three or more bedrooms should also provide a minimum of 80m² of private outdoor amenity space with a minimum length of 7m. The proposed extension maintains private outdoor amenity space of 8.13m in length but only 73m² in total area, which is not compliant with the Good Design Guide. However, as the dimensions of the rear extension is compliant with the guidance set out under Class A of the General Permitted Development Order and given the length of the garden this would not constitute grounds for refusal.
- 8.26 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

- 8.27 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.
- 8.28 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.

- 8.29 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.
- 8.30 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).
- 8.31 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.32 Table 28 (Residential Parking Standards) of the LHDG requires dwellings four or more bedrooms should provide a minimum of three off-street parking spaces. Any reduction below minimum standards will require robust justification.
- 8.33 Figure 44 (Dimensions) of the LHDG requires minimum parking sizes to be 2.4m in width by 5.5m in depth, and an additional 0.5m in width is required the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side. This width increases to 1m if the parking space is bounded on both sides.
- 8.34 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.
- 8.35 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. The application site existing garage has internal dimensions of 2.7m x 5m and therefore cannot be considered as a parking space within this application.
- 8.36 Given the low traffic volume, the nature of the road usage and its function to serve a cul-de-sac to the East, there is sufficient on-street parking available to help meet additional parking demand created by the proposed bedroom. The existing property also benefits from two off-street parking spaces (one that meets the required dimensions and one that does not) and a garage, although the garage does not comply with the internal dimension standards set out in the Leicestershire Highway Design Guide (LHDG).

- 8.37 The scheme creates one new bedroom and makes the property a four-bedroom dwelling. As a parking plan has been provided to support the proposals detailing two off-street parking spaces of sufficient size, it is considered that there will be sufficient off-street parking to support the proposal and will 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 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:
 - Planning Drawings (1:100@A3 Proposed Drawings) Rev A – 22.05.2025
 - Site Location plan – TQRQM25142141937348
Both received by the Local Planning Authority on 22.05.2025
 - Application Form – received by the Local Planning Authority on 30.04.2025

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).

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.