

Planning Statement

Proposed wrap-around extension, external alterations and subdivision of existing bungalow to form 2 no. semi-detached dwellings, with associated private amenity space, parking and additional vehicular access

163 New Street, Earl Shilton, Leicester, LE9 7FT

1. Introduction

1.1 This Planning Statement has been prepared in support of a full planning application at **163 New Street, Earl Shilton, Leicester, LE9 7FT**.

1.2 The application seeks planning permission for a single-storey wrap-around extension and external alterations to the existing detached two-bedroom bungalow, together with its subdivision to form **2 no. self-contained semi-detached dwellings**.

1.3 The proposed development would include:

- a single-storey wrap-around extension;
- subdivision of the extended bungalow to form two independent dwellings;
- application of render to the dwelling, including external wall insulation with render finish to relevant parts of the retained building;
- provision of private rear garden areas for both dwellings;
- provision of two off-street parking spaces for each dwelling; and
- formation of one additional vehicular access and dropped kerb from New Street.

1.4 The proposed dwellings would comprise:

Unit	Accommodation	Gross internal floor area
Unit 1	2-bedroom, 4-person single-storey dwelling	70 m ²
Unit 2	3-bedroom, 6-person single-storey dwelling	96.6 m ²

1.5 The development would retain and improve an existing residential building within the established settlement of Earl Shilton while delivering one net additional family dwelling. It would make efficient use of an existing residential plot, provide an appropriate mix of two and three-bedroom accommodation and improve the external appearance and thermal efficiency of the retained building.

2. Site and Surrounding Context

2.1 The application site comprises an existing detached two-bedroom bungalow situated on the southern side of New Street within the built-up residential area of Earl Shilton.

2.2 The existing dwelling has a footprint of approximately **98 m²** and is situated within a residential plot extending to approximately **500 m²**. The site benefits from an existing front driveway and vehicular access formed by way of a dropped kerb from New Street, together with private garden land to the rear.

2.3 The surrounding area is predominantly residential in character and includes a variety of dwelling types, scales and plot arrangements. The proposal would retain the residential use of the site and would be consistent with the established residential character of the locality.

2.4 Based on the information available to the applicant, the site is not affected by any relevant conservation area designation, protected trees, significant hedgerows, flood risk constraint or heritage designation which would prevent the proposed development.

3. Proposed Development

3.1 The proposal comprises the extension and subdivision of the existing bungalow to form a pair of independently occupied, single-storey semi-detached dwellings.

3.2 The proposed extension would be arranged in a wrap-around form, extending approximately **6.2 metres to the rear** and returning along one side of the existing dwelling. The extension would provide an additional building footprint of approximately **93 m²**, resulting in a total enlarged footprint of approximately **191 m²**.

3.3 The proposed dwellings would remain single-storey and would retain a roof form consistent with the original bungalow. A hipped roof finished in matching materials is proposed, ensuring that the development would appear coherent and sympathetic to the existing building and wider residential context.

3.4 The external elevations would be finished in render. Relevant parts of the retained existing building would also be upgraded through the installation of external wall insulation with a render finish. This would allow the development to read as a unified pair of dwellings while improving the thermal performance of the existing fabric.

3.5 Unit 1 would comprise a two-bedroom, four-person dwelling with a gross internal floor area of 70 m². Unit 2 would comprise a three-bedroom, six-person dwelling with a gross internal floor area of 96.6 m².

3.6 Both dwellings would be provided with their own private rear garden areas, independent entrances, dedicated off-street parking and separate vehicular access arrangements.

3.7 The existing dropped kerb would be retained to serve one of the dwellings. A second dropped kerb is proposed to serve the second dwelling, allowing each property to operate independently with its own driveway and parking provision.

4. Planning Policy Context

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

4.2 The adopted development plan for Hinckley and Bosworth includes:

- the **Hinckley and Bosworth Core Strategy**, adopted 2009;
- the **Earl Shilton and Barwell Area Action Plan**, adopted 2014; and
- the **Site Allocations and Development Management Policies Development Plan Document**, adopted 2016.

4.3 The **Hinckley and Bosworth Good Design Guide Supplementary Planning Document**, adopted 2020, is also a relevant material planning consideration. The Council confirms that the SPD is intended to raise design quality while preserving and enhancing local identity and character.

4.4 The most relevant Core Strategy policies include:

- **Policy 2: Development in Earl Shilton;**
- **Policy 5: Transport Infrastructure in the Sub-Regional Centre;** and
- **Policy 16: Housing Density, Mix and Design.**

4.5 The most relevant Site Allocations and Development Management Policies include:

- **Policy DM1: Presumption in Favour of Sustainable Development;**
- **Policy DM2: Delivering Renewable Energy and Low Carbon Development;**
- **Policy DM6: Enhancement of Biodiversity and Geological Interest;**
- **Policy DM7: Preventing Pollution and Flooding;**
- **Policy DM10: Development and Design;**
- **Policy DM17: Highways and Transportation;** and
- **Policy DM18: Vehicle Parking Standards.**

4.6 At national level, the National Planning Policy Framework supports sustainable development, including the delivery of homes, effective use of land, good design, sustainable transport arrangements and environmental improvement.

5. Principle of Development

5.1 The application site is already in established residential use and is situated within the built-up area of Earl Shilton. The principle of residential development on the site is therefore firmly established.

5.2 Policy 2 of the Core Strategy supports residential development within Earl Shilton and seeks to diversify the existing housing stock so that an appropriate mix and type of housing is available to meet local needs.

5.3 The proposal directly supports that objective. It would replace one existing two-bedroom bungalow with two suitably sized family dwellings comprising one two-bedroom dwelling and one three-bedroom dwelling. The development would therefore deliver one net additional home and provide a modest but beneficial contribution to housing choice within the settlement.

5.4 The proposal would represent an efficient use of previously developed residential land within an established urban area. It would utilise an existing residential plot already served by the highway network, utilities and surrounding local facilities, rather than requiring development outside the settlement.

5.5 The proposal is therefore acceptable in principle and is consistent with the adopted spatial strategy for Earl Shilton and the objectives of sustainable development.

6. Housing Mix and Standard of Accommodation

6.1 The proposed development would provide two independent, single-storey family dwellings of differing sizes, thereby contributing positively to the local housing mix.

6.2 Unit 1 would provide a **two-bedroom, four-person dwelling with a gross internal floor area of 70 m²**. Unit 2 would provide a **three-bedroom, six-person dwelling with a gross internal floor area of 96.6 m²**.

6.3 The nationally described space standard identifies a minimum gross internal floor area of **70 m² for a single-storey two-bedroom, four-person dwelling** and **95 m² for a single-storey three-bedroom, six-person dwelling**. Unit 1 therefore meets the relevant national space benchmark, while Unit 2 exceeds it.

6.4 The proposed accommodation would consequently provide properly functioning family homes rather than cramped or compromised residential units. Each dwelling would have its own entrance, kitchen and living accommodation, bathroom facilities, bedrooms and associated circulation space.

6.5 Both dwellings would benefit from their own private rear garden areas. The provision of separate gardens would ensure that each home benefits from suitable private external amenity space, directly related to the respective dwelling and appropriate for the family occupation proposed.

6.6 The proposal would therefore provide a suitable standard of residential accommodation for future occupiers in accordance with the objectives of Policy DM10 and the Council's Good Design Guide.

7. Design, Scale and Appearance

7.1 Policy DM10 requires development to complement or enhance the character of the surrounding area with regard to scale, layout, density, massing, design, materials and architectural features.

7.2 The proposed development has been designed as a sympathetic enlargement and adaptation of an existing bungalow. It would retain a single-storey form and would therefore remain compatible with the scale and character of the host building.

7.3 The wrap-around extension would extend the existing footprint from approximately 98 m² to approximately 191 m². However, the application site extends to approximately 500 m², and the enlarged dwelling would occupy approximately **38.2% of the overall site area**.

7.4 The proposal would therefore retain sufficient space within the site to accommodate private rear gardens and suitable off-street parking provision for each dwelling. The resulting arrangement would not appear cramped, contrived or overdeveloped.

7.5 The proposed hipped roof would reflect the roof form of the existing bungalow, and matching roofing materials would ensure a consistent and integrated appearance. This approach would reduce the visual impact of the extension and allow the development to sit comfortably within its residential setting.

7.6 The proposed rendered elevations would provide a coherent appearance to the resulting pair of dwellings. The use of external wall insulation with a render finish to relevant retained elevations would avoid a disjointed appearance between existing and proposed elements while delivering improved thermal performance.

7.7 The subdivision would be clearly expressed through the functional arrangement of the dwellings and their independent accesses, without resulting in an inappropriate or visually discordant form of development.

7.8 Overall, the proposed development would provide a well-designed and coherent pair of single-storey dwellings of an appropriate scale, appearance and material treatment for this established residential location.

8. Residential Amenity

8.1 Policy DM10 requires development to avoid significant adverse effects upon the privacy and amenity of nearby residents and to provide an acceptable living environment for future occupiers.

8.2 The proposal would retain a domestic residential use and would remain single-storey in scale. This is an important consideration, as the development would avoid the elevated overlooking and increased visual dominance that can arise from two-storey or taller forms of development.

8.3 The hipped roof arrangement would further assist in managing the massing and perceived scale of the extended building. The resulting built form would retain a low-rise domestic appearance appropriate to its bungalow setting.

8.4 The proposed development would introduce only one additional dwelling. This limited increase in residential occupation is compatible with the established residential character of the street and would not result in an unacceptable intensification of use, noise or disturbance.

8.5 Each proposed dwelling would benefit from its own independent rear garden, providing a suitable level of private outdoor amenity space for future residents.

8.6 The development would therefore maintain an acceptable relationship with neighbouring properties and would provide satisfactory living conditions for future occupiers, in accordance with Policy DM10 and the Council's Good Design Guide.

9. Access, Parking and Highway Safety

9.1 The existing bungalow benefits from an existing vehicular access and dropped kerb from New Street. To enable the two resulting dwellings to function independently, a second dropped kerb and vehicular access are proposed to serve the second dwelling.

9.2 Each dwelling would be provided with its own independent driveway containing **two side-by-side off-street parking spaces**, resulting in a total of four off-street parking spaces across the development.

9.3 Both proposed dwellings contain no more than three bedrooms. The Leicestershire Highway Design Guide identifies a minimum requirement of two off-street parking spaces for dwellings containing three bedrooms or fewer. The proposal would therefore provide an appropriate level of parking for the development.

9.4 The parking spaces and associated access arrangements would be provided in accordance with the dimensional, layout and construction requirements of the Local Highway Authority. This would ensure that both dwellings benefit from practical and independently usable off-street parking provision.

9.5 Vehicles would enter each driveway from New Street in forward gear and would reverse onto New Street when departing. This is a conventional arrangement for individual residential driveways within an established residential street.

9.6 The position of the proposed additional access has been considered in relation to highway visibility. No visibility constraint arises which would prevent the safe formation and use of the proposed vehicular access.

9.7 The proposed additional dropped kerb would be constructed in accordance with the Local Highway Authority's requirements for domestic vehicular crossings, including the required surfacing, gradient, interface with the public highway and any necessary approvals for works within the highway.

9.8 The provision of independent access and parking for each dwelling is a logical and practical response to the proposed subdivision. It avoids shared driveway arrangements, prevents conflict between future occupiers and ensures that parking demand generated by the development can be accommodated within the site.

9.9 The proposal would therefore provide an acceptable access and parking arrangement without causing unacceptable harm to highway safety or the operation of New Street, in accordance with Policies DM17 and DM18 of the Site Allocations and Development Management Policies DPD.

10. Sustainability and Energy Efficiency

10.1 The proposal would retain and improve an existing residential building rather than demolishing and replacing it in full. This represents a sustainable and efficient use of an existing residential asset within the settlement.

10.2 Relevant parts of the existing building would be upgraded through the installation of external wall insulation finished in render. This would improve the thermal performance of the retained building fabric, reduce heat loss and provide a consistent external appearance across the resulting pair of dwellings.

10.3 The proposed development would therefore deliver both a housing benefit, through the provision of one net additional family dwelling, and an environmental benefit, through the improvement of the existing building envelope.

10.4 The proposal is consequently consistent with the environmental objectives of sustainable development and the aims of Policy DM2 relating to low-carbon development.

11. Biodiversity Net Gain

11.1 The proposed development comprises the extension and subdivision of an existing residential bungalow within its established domestic curtilage.

11.2 The proposed building works would principally take place over existing concrete hardstanding and surfaced areas associated with the existing dwelling. Only a limited area of managed domestic grass garden would be affected by the proposed extension.

11.3 The existing hardstanding and concrete surfaces affected by the development do not comprise habitat of biodiversity value. The limited area of managed grass affected by the proposed works is not priority habitat and is below 25 m². The proposal would not affect any hedgerows, watercourses, trees or other onsite linear habitat features.

11.4 The proposal is therefore considered to fall within the **de minimis exemption** from mandatory Biodiversity Net Gain requirements, as it would not impact any onsite priority habitat, would impact less than 25 m² of onsite habitat and would impact less than 5 metres of onsite linear habitat. Current Government guidance confirms that development meeting these criteria is exempt from mandatory Biodiversity Net Gain requirements.

11.5 The Biodiversity Gain Condition is therefore not applicable to the development by virtue of the de minimis exemption. The submitted plans and application information identify the existing hardstanding and limited area of managed domestic grass affected by the proposed works.

12. Other Material Considerations

12.1 The proposal relates to an existing residential property within an established residential area. It does not involve the loss of employment land, community facilities, open space or any other land use requiring separate justification.

12.2 The proposal would provide one additional dwelling without requiring development on undeveloped land outside the settlement boundary.

12.3 There are no known site-specific constraints which would prevent the proposed residential development, and the proposed use would be entirely compatible with the surrounding residential character of New Street.

13. Planning Balance and Conclusion

13.1 The proposal represents an appropriate and sustainable form of residential development within the established built-up area of Earl Shilton.

13.2 The development would retain, extend and improve an existing two-bedroom bungalow to form two independently functioning family dwellings, resulting in one net additional home. The proposed mix of one two-bedroom dwelling and one three-bedroom dwelling would contribute positively to local housing choice and accord with the objective of Policy 2 of the Core Strategy to diversify the housing stock within Earl Shilton.

13.3 Both proposed dwellings would provide a suitable standard of internal accommodation. Unit 1 meets the nationally described space standard for a single-storey two-bedroom, four-person dwelling, while Unit 2 exceeds the national standard for a single-storey three-bedroom, six-person dwelling.

13.4 The proposal would retain a single-storey domestic scale and incorporate a hipped roof finished in matching materials. The proposed rendered appearance, together with external wall insulation and render finish to relevant parts of the retained building, would provide a coherent design response and improve the energy efficiency of the existing building fabric.

13.5 The site is sufficiently large to accommodate the enlarged building, independent parking areas and private rear gardens for both dwellings. The resulting footprint would occupy approximately 38.2% of the overall site area and would not result in a cramped or overdeveloped form of development.

13.6 The access and parking arrangements would provide each dwelling with two off-street parking spaces and independent vehicular access. The proposed additional dropped kerb would allow the second dwelling to function independently and would be formed in accordance with the Local Highway Authority's requirements.

13.7 The development would not result in unacceptable harm to the character or appearance of the area, neighbouring residential amenity, highway safety or the living conditions of future occupiers.

13.8 The development would principally affect existing concrete hardstanding, with only a limited area of managed domestic grass affected. The development therefore falls within the de minimis exemption from mandatory Biodiversity Net Gain requirements.

13.9 The proposal accords with the adopted development plan when read as a whole, including Policy 2 of the Core Strategy and Policies DM1, DM2, DM6, DM10, DM17 and DM18 of the Site Allocations and Development Management Policies Development Plan Document, together with the Council's Good Design Guide Supplementary Planning Document and the National Planning Policy Framework.

13.10 For the above reasons, planning permission is respectfully sought for the proposed development.