DELEGATED REPORT

Recommendation Made: 22 May 2009

Reference:- 09/00256/FUL **Parish:- Groby Parish Council**

Applicant:- Mr SF Swallow
134 Ratcliffe Road
Sileby
Leicester
LE12 7QA

Location:- 244 Markfield Road Groby Leicester LE6 0FS

Proposal:- EXTENSIONS AND ALTERATIONS TO DWELLING.

Introduction:-

This is a full application that seeks planning permission for extensions and alterations including a 1½ storey side extension, a large flat roof single storey rear extension and rear conservatory to a derelict detached dormer bungalow. The proposed side extension would project up to the side boundary with number 246 and cover the existing (narrow) driveway between the dwellings to provide a garage and toilet at ground floor and an en-suite to a bedroom in the roof space. The proposed large flat roof single storey rear extension would provide a kitchen/dining room adjacent to the proposed rear conservatory.

The bungalow is located on a small service road on the north east side of Markfield Road, Groby in an elevated position above the A50 dual carriageway within a row of similar styled bay fronted dormer bungalows with pitched roofs with side gables. The bungalows are all on a similar building line but floor levels are staggered to reflect the sloping ground level from north west to south east along this part of Markfield Road and a number of them have been modified by extension and alteration in the past.

The bungalow has clearly been unoccupied for a considerable number of years and has no roof covering to the rear elevation. The gardens to the front and rear are overgrown with trees and vegetation. The ground level rises steeply to the rear and the long rear gardens back onto open fields offering privacy to rear areas with no public views.

History:-

06/00912/FUL	Extensions and Alterations	Refused	06.10.06.

Consultations:-

No objections have been received from:-

Groby Parish Council
Head of Community Services (Pollution)
Head of Community Services (Land Drainage)

Site notice posted, neighbours notified, one letter received stating that the property overlooks neighbour and will attract more traffic on a blind bend.

Development Plan Policies:-

BE1 – Design and Siting
T5 – Highway Design and Vehicle Parking Standards
SPG on House Extensions
Within settlement boundary of Groby.

Appraisal:-

The main issues in respect of this application are the design of the proposed extensions and their impact upon: the appearance of the property and street scene; the amenities of the occupiers of adjacent properties; and highway safety.

The proposed side extension would extend to the side boundary which is also the side elevation of the adjacent property (No. 246). There would be no set back from the existing front elevations of either property which would lead to some terracing, however, as the dwellings have different floor levels and ridge heights this effect would be somewhat reduced. The side extension would cover the existing already narrow side driveway to the dwelling and whilst the proposal includes a 'garage', in reality, this would be more akin to a store as there would be insufficient width space (2.25 metres) to park and access a car within it. Two car parking spaces within the front garden curtilage would, therefore, need to be provided to avoid on street parking on the narrow access road and would involve significant excavation of the front garden, in a similar fashion to other properties within the row. In addition, there appears to be various vents and pipes on the side elevation of No. 246 that would require consideration in terms of the Party wall etc Act. The dwellings are set back a considerable distance and on an elevated position to the carriageway and the proposed side extension would not have any significantly detrimental impact within the street scene.

The proposed single storey flat roof rear extension would extend 6 metres to the rear and up to and along what would become a common boundary with No 246. This projection would be considerably more than the 3 metres for single storey development in the Council's SPG. In this case, however, No. 246 has an existing single storey monopitch rear conservatory type extension with obscurely glazed windows projecting along this boundary at approximately 3 metres to the rear (may be more, unable to gain access to measure it accurately and the plans do not show it). It is also located on a higher ground level so that the flat roof of the proposed rear extension would create no significantly adverse effects on the rear amenities of No. 246. There would be no windows in the side elevation facing No. 246 therefore no overlooking would be created to No. 246 whilst the extension would provide screening from No. 246 to the rear garden area of the application property. Whilst the flat roof design of the extension would not reflect the existing pitched roof form of the dwelling, evidence from an aerial view of the site reveals a number of similarly designed flat roof rear extensions on neighbouring dwellings and one of similar projection at No. 236. The rear extension would not be visible from public areas and would have no impact in the street scene. More than adequate private rear amenity space would be available.

The proposed rear conservatory would project 3.5 metres along the side boundary with No. 242 (set off the boundary by 300mm) and on a higher ground level. The conservatory would also have side elevation windows facing No. 242, which, it is suggested should be conditioned to be obscurely glazed to prevent overlooking to the driveway area and side elevation windows on No. 242. This apart, the proposed conservatory would not have an adverse effect on the amenities of the occupiers of No. 242 as it would be adjacent to a driveway, No. 242 has an existing single storey pitched roof rear extension that projects a similar distance of approximately 3.5 metres to the rear, which, together with the garage would provide significant and adequate screening to the rear amenity area.

The letter received is from a neighbouring property on the opposite side of the dual carriageway at a separation distance of 115 metres and there is not a blind bend near the application property.

Conclusion

The design of the proposed extensions and alterations would fail to fully comply with a number of criteria contained in the Council's SPG on House Extensions and would be far from ideal in terms of their impact on the character and appearance of the existing dwelling. However, they would not be visually obtrusive in the street scene or public areas and there are similar structures on neighbouring properties. Subject to conditions, they would not have any significantly adverse effects on the amenities of the occupiers of neighbouring dwellings and would provide adequate off-street car parking. In addition, planning permission for the proposals may provide impetus to refurbish and reoccupy this dwelling which is currently detrimental in visual terms to the overall street scene. The application is recommended for approval in this instance only as it is considered that, on balance, there are insufficient reasons to recommend refusal. A far better solution to the application site would be to

demolish the existing dwelling and to obtain planning permission for a new dwelling of similar style and scale in keeping with neighbouring properties that could provide additional accommodation without being detrimental to the street scene or the amenities of neighbouring dwellings.

RECOMMENDATION:- Permit subject to the following conditions:-

Summary of Reasons for Recommendation and Relevant Development Plan Policies:

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan as it would not have an adverse effect on the character and appearance of the street scene or the amenities of the occupiers of neighbouring properties and would provide adequate private amenity space and off-street parking.

Hinckley & Bosworth Borough Council Local Plan (2001):- BE1 and T5

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

2 Before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed extensions and alterations shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.

3 The windows to be inserted in the south eastern elevation of the proposed conservatory (facing No. 242 Markfield Road) shall be fitted with obscure glazing prior to its first occupation and shall be retained as such at all times thereafter.

4 Before first occupation of the extensions hereby approved, two car parking spaces shall be provided within the front curtilage of the dwelling and once provided these shall not be obstructed and shall thereafter permanently remain available for car parking, unless otherwise agreed in writing by the Local Planning Authority.

Reasons:-

1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2 To ensure that the development has a satisfactory external appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

3 To ensure that the development is not detrimental to the privacy and amenity of the neighbouring property to accord with policy BE1 of the adopted Hinckley and Bosworth Local Plan.

4 To ensure that adequate off-street parking facilities are available to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

Notes to Applicant:-

1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.

2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.

3. As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.

4. All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).

5 This permission does not convey any authority to enter onto land or into any building not within the control of the applicant except for the circumstances provided for in The Party Wall etc Act 1996.

6 In relation to condition 4, the proposed garage indicated on the approved plan does not constitute a useable car parking space in view of the limited width and length provided, therefore two car parking spaces need to be provided within the curtilage to the fore.

7 Whilst planning permission has been granted for the development, given the condition of the existing property and the limitations that its layout provides, the applicant may wish to consider obtaining planning permission for a replacement dwelling within the site, subject to acceptable design, scale and layout being provided.

Contact Officer:- Richard Wright Ext 5894