

Delegated Report

Planning Ref: 23/00940/HOU

Applicant: Greg Wykes

Ward: Markfield Stanton & Fieldhead



Hinckley & Bosworth
Borough Council

Site: 10 Poplar Avenue Markfield Leicestershire

Proposal: Construction of carport to side elevation, alterations to front porch, replacement windows, side extension to existing garage and removal of existing rear conservatory

1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions outlined at the end of this report

2. Planning application description

- 2.1. This householder application seeks planning permission for the construction of car port, a side extension to an existing detached garage, existing front porch reduction and alterations, removal of a rear conservatory and replacement windows to a detached bungalow, 10 Poplar Avenue, Markfield.
- 2.2. The proposed car port would be set back 7.5 metres from the front elevation and extend 2.7 metres in width from the main side elevation of the bungalow and for a total depth of 7 metres to adjoin the front elevation of an existing detached pitched roof garage located to the side and rear of the bungalow. It would be constructed with a flat sheet roof supported by narrow metal posts. The proposed side extension to the existing garage would extend 1.6 metres in width from the inner/garden side and for its full 5.5 metres depth. Its hipped pitched roof would be extended accordingly with the same 2.4 metres eaves height and a new ridge height of 4 metres. The existing glazed flat roof front porch extension would be removed and the side of the original porch made good with matching facing bricks. The existing rear conservatory would also be removed and replacement windows inserted throughout.
- 2.3. Reference to an extension of the dropped kerb has been removed from the description of development with the agreement of the agent as this relates to works outside of the residential curtilage of the dwelling and the scope of a householder application.

3. Description of the site and surrounding area

- 3.1. The application dwelling is located within the settlement boundary of Markfield on a residential estate and within a small cul-de-sac. It is a detached bungalow with hipped roof form and a detached single garage with hipped roof form located to the side and rear. It is constructed of light and dark brown facing bricks, grey plain concrete roof tiles and white uPVC windows. It has a glazed porch extension with a flat roof to the front elevation and a white uPVC conservatory with flat roof attached to the rear elevation. The bungalow is set back from the highway with part of the site frontage having recently been surfaced in loose stone hard standing. To the side there is a 21 metres long tarmac surfaced driveway providing off-street parking for a minimum of three vehicles in addition to the garage. The rear garden is enclosed by 1.8 - 2 metres high solid close boarded timber fencing.
- 3.2. The application dwelling lies at the end of a row of two storey semi-detached houses with gable sided roof form to the southeast. There are similar two storey

houses opposite to the south and southwest and similar detached hipped roof bungalows to the northeast and north west. A shared access drive runs adjacent to the northwest boundary of the site.

4. Relevant planning history

03/01340/FUL

- Extension to form porch
- Permitted
- 12.01.2004

5. Publicity

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

5.2. No responses have been received as a result of public consultation.

6. Consultation

6.1. Leicestershire County Council (Highways) refer to standing advice notes in respect of any proposed works within the public highway.

6.2. No objection has been received from Markfield Parish Council.

7. Policy

7.1. Markfield Neighbourhood Plan (MNP) 2020-2039 (2021)

- Policy M10: Design

7.2. Core Strategy (2009)

- No relevant policies

7.3. Site Allocations and Development Management Policies (SADMP) DPD (2016)

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

7.4. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2023)
- Planning Practice Guidance (PPG)

7.5. Other relevant guidance

- Good Design Guide (GDG) (2020)
- National Design Guide (2019)
- Local Highway Authority Design Guide

8. Appraisal

8.1. Extensions and alterations to existing domestic properties within settlement boundaries 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 neighbouring residential amenity
- Impact upon parking provision

Design and impact upon the character of the area

- 8.2 Policy M10 of the 'made' Markfield Neighbourhood Plan (MNP) states that to be supported development must be sympathetic to local character and be in keeping with the scale, form and character of its surroundings.
- 8.3 Policy DM10 of the adopted SADMP requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, mass, design, materials and architectural features and for building material to respect existing/neighbouring buildings and the local area generally. The Council's adopted Good Design Guide provides further advice in respect of the siting and design of house extensions and states that:
- 'Garages and car ports should generally be set back from the existing dwelling so as not to dominate the street scene.'
- 8.4 The proposed car port would be set back 7.5 metres from the front elevation of the application bungalow and further back than the flat roof garage of the adjacent two storey dwelling to the southeast. It would extend for an appropriate width of 2.7 metres from the main side elevation of the bungalow to just inside the side site boundary. It would extend for an acceptable depth of 7 metres to adjoin the front elevation of the existing detached hipped pitched roof garage located to the side and rear of the bungalow. It would be constructed with an appropriate flat sheet roof supported by narrow metal posts. The proposed side extension to the existing garage would extend only a modest 1.6 metres in width from the inner/garden side of the garage and for its appropriate full depth of 5.5 metres depth. The new hipped pitched roof would have the same 2.4 metres eaves height and a new but still subordinate ridge height of 4 metres. By virtue of their discreet siting, small scale and sympathetic designs the proposed car port and garage extension would respect the scale, character and appearance of the existing bungalow and would not result in any adverse visual impacts on the street scene in which they would have no visual prominence.
- 8.5 The proposed removal of the existing glazed flat roof front porch extension and the making good of the side of the original porch together with the proposed removal of the existing white uPVC flat roof conservatory from the rear elevation and replacement windows throughout would have no significant adverse impacts on the character or appearance of the application bungalow or the wider street scene and would be acceptable in design terms.
- 8.6 By virtue of their siting, scale, design and subject to the proposed use of matching corresponding external materials, it is considered that the proposed extensions and alterations would respect the scale, character and appearance of the existing dwelling and surrounding area and would have no adverse visual impacts on the character or appearance of the wider street scene. The proposals are therefore considered to be acceptable in design terms and in accordance with Policy M10 of the 'made' MNP, Policy DM10 of the adopted SADMP and the general principles of the adopted Good Design Guide.

Impact upon neighbouring residential amenity

- 8.7 Policy M10 of the 'made' MNP seeks to ensure that the amenities of residents in the area are not significantly adversely affected including by loss of daylight/sunlight, privacy, air quality, noise and light pollution.
- 8.8 Policy DM10 of the adopted SADMP and the adopted Good Design Guide require that development would not have a significant adverse effect on the privacy and/or amenity of nearby residents and occupiers of adjacent buildings.

- 8.9 The neighbouring dwelling to the southeast (No. 8) is a two storey semi-detached house that is set off the side boundary with the application site by approximately 3.5 metres with a flat roof garage attached to its near side elevation. The proposed car port would extend 2.7 metres in width up to just inside the side boundary with No. 8 and for a depth of 7 metres to adjoin the applicant's existing garage. Notwithstanding this, by virtue of its single storey scale, flat roof design to a height of only 2.4 metres, marginally above the existing 2 metres high solid closed boarded timber boundary fencing, the proposed car port would not result in any significant adverse overbearing or overshadowing impacts on the neighbouring dwelling or its garden.
- 8.10 The proposed modest 1.6 metres wide extension to the garage is to the far side from No. 8 and the proposed modest 1.7 metres increase in its hipped pitched roof ridge height to 4 metres would be set in from the side boundary by approximately 3 metres and the rear boundary with the neighbouring detached bungalow by 2.5 metres, the proposal would have no significant adverse overbearing or overshadowing impacts on either of the neighbouring dwellings or their gardens.
- 8.11 By virtue of the siting, single storey scale, design, separation distances to, and existing screening from, the neighbouring properties, it is considered that the proposals would not result in any significant adverse impacts on the residential amenity or privacy of the occupiers of any neighbouring dwellings and would therefore be in accordance with Policy M10 of the 'made' MNP, Policy DM10 of the adopted SADMP and the adopted Good Design Guide. No objections have been received from any neighbouring properties.

Impact upon parking provision

- 8.12 Policy M10 of the 'made' MNP seeks that development provides adequate external space for vehicles. Policy DM18 of the adopted SADMP seeks to ensure an appropriate level of parking provision of appropriate design.
- 8.13 The site currently provides a minimum of four off-street parking spaces within the existing detached garage and on the 21 metres long tarmac surfaced driveway. The proposals would not result in the addition of any bedroom space within the two bedroomed bungalow and would retain all the existing garage and driveway parking spaces. This level of off-street parking provision would remain more than adequate to serve the resulting two bedroomed dwelling in accordance with Policy M10 of the 'made' MNP, Policy DM18 of the adopted SADMP and the local highway authority design guide.

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.
- 9.4 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).

10. Conclusion

- 10.1. The proposal is for extensions and alterations to an existing dwelling within the settlement boundary of Markfield where there is a general presumption in favour of sustainable development as set out in Policy DM1 of the adopted SADMP and the overarching principles of the NPPF.
- 10.2. By virtue of their siting, modest scale, sympathetic design, separation distances and subject to the proposed use of matching corresponding external materials, it is considered that the proposals would respect the scale, character and appearance of the existing dwelling and surrounding area and would not result in any significant adverse impacts on the residential amenity or privacy of the occupiers of any neighbouring dwellings. More than adequate off-street parking of four spaces and adequate private rear amenity space of approximately 70 square metres would be retained to serve the resulting two bedroomed bungalow. The proposals are considered to be in accordance with Policy M10 of the 'made' MNP, Policies DM1, DM10 and DM18 of the adopted SADMP and the general principles of the adopted Good Design Guide and are therefore recommended for approval subject to conditions.

11. Recommendation

- 11.1 **Grant planning permission** subject to:

- Planning conditions outlined 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: Location Plan Drawing No. 0297(A)GA 001, Proposed Ground Floor Plan and Proposed Roof Plan Drawing No. 0297(A)GA 006 and Proposed Elevations Drawing No. 0297(A)GA 007 received by the local planning authority on 25 September 2023.

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 materials to be used on the external elevations of the proposed extensions and alterations hereby permitted 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).

11.3 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 buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. This Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
3. The Applicant is advised of the separate requirement to apply to, and obtain from, Leicestershire County Council (Local Highway Authority) for a Vehicle Access (dropped kerb) permit before undertaking any works within the public highway. 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 permit.