

Delegated Report

Planning Reference 26/00309/FUL
Applicant(s) Mr and Mrs Gandhi
Ward Groby



Hinckley & Bosworth
Borough Council

Application Site 6 Parklands Avenue, Groby

Proposal Proposed single-storey side and rear extension with garage conversion and extended dropped kerb

Case Officer Sullivan Archer (Senior 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. This planning application seeks full planning permission for a single storey 2.9m high side and rear extension, the conversion of the existing outbuilding into a bedroom, and an extended dropped kerb at 6 Parklands Avenue, Groby. To facilitate this development, the existing conservatory would be removed from the property.
- 2.2. The proposed side extension would be 1.6m in width and set back from the principal elevation of the property by 2.3m. The side extension would connect to the rear extension that would be 4.8m in depth. The converted garage would also increase by 0.2m in width. The rear extension would be constructed with a sedum grass roof and a brick finish to match the existing dwelling. The proposed side extension would be constructed with a white rendered finish to match the existing property and a grey finish roof tile. The proposed parking area would be constructed with charcoal grey permeable block paving.
- 2.3. The development would be considered to meet the de-minimis biodiversity net gain exemption. The proposed internal layout of the scheme was revised following concerns raised by the Case Officer regarding its impact on the residential amenity of the future occupiers of the scheme.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is on the eastern side of Parklands Avenue to the west of, and within, Groby in the National Forest. The site comprises a two-bedroom, semi-detached bungalow that is constructed with concrete roof tiles and red brick with a partial white render on its front elevation. In this area of Parklands Avenue, the surrounding area typically comprises of semi-detached bungalows, but there are views of two-storey dwellings further to the north.

4. Relevant Planning History

- 4.1 There is no relevant planning history within this application site that would be applicable to the current development proposals.

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents. No responses have been received.

6. Consultation

- 6.1 Leicestershire County Council as the Local Highway Authority referred to standing advice and highlighted that the Applicants would need to apply for a vehicle crossover permit from the County Council. Groby Parish Council did not object to the development but raised concerns regarding the accuracy of the submitted plans and the ability to provide three off-street vehicle parking spaces within the site. No further responses have been received.

7. Policy

- 7.1 Core Strategy (2009):

- Policy 7: Key Rural Centres
- Policy 8: Key Rural Centres Relating to Leicester
- Policy 21: National Forest

- 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 ('NDG') (2019)
- Planning Practice Guidance ('PPG')

- 7.4 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 would therefore be:

- 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 The proposed side and rear extensions and conversion of the garage would be considered to appear subordinate to the main dwelling. By virtue of their size, scale, height, use of materials, and design, the proposed works would be considered to be an appropriate height, width, and depth to complement the character of the host dwelling. Given the above, the proposed would be considered to accord with Policy DM10 of the SADMP.

Impact upon Residential Amenity

8.3 The proposed extension would extend 2.2m beyond the single storey rear extension of 4 Parklands Avenue to the south of the site. The proposed development would not contravene the 45-degree line from the closest principal window of this neighbouring property. By virtue of its size, scale, and height, the development would not be considered to result in any significant adverse impacts to the neighbouring amenity of this property.

8.4 There are no principal habitable windows on the side elevation of 8 Parklands Avenue to the north, the development would not extend beyond the depth of the existing garage within the site. The extension would be separated from the side elevation of this neighbouring property by 3.5m and the neighbouring property's existing detached garage. In light of these factors, the development would not be considered to result in any significant adverse impacts to the neighbouring amenity of this property.

8.5 Although the principal habitable window to the kitchen would only be 1m from the boundary of the site, the kitchen would feature an additional sky light window, and the internal layout would include an opening from the kitchen to the dining room to the rear. This would allow the proposed kitchen to benefit from the visual outlook and natural provision offered from the rear of the property. In light of these factors, the proposal would not on balance be considered to result in any harm to the future occupiers of the scheme that would result in any significant detrimental impacts to their residential amenity in these site-specific circumstances.

8.6 In summary, the proposed development would be considered to protect the residential amenity of neighbouring properties and the future occupiers of the scheme in accordance with Policy DM10 of the SADMP and the Council's Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.7 The scheme would increase the capacity of the dwelling to a three-bedroom dwelling. The development would increase the provision of off-street vehicle parking spaces from one to three, which would exceed Table 28 of the LHDG's minimum quantum of parking for this capacity of dwelling.
- 8.8 Although the proposed parking spaces would not meet the minimum depth standards detailed at Figure 44 of the LHDG, these parking spaces would exceed the minimum 4.8m depth required by the Manual for Streets. There are also no on-street parking regulations preventing a vehicle parking along Parklands Avenue. Given the size and scale of the development, it is not considered that the development would result in any significant adverse impacts upon highway safety or the road network. As such, it is considered that the proposal would comply with Policies DM17 and DM18 of the SADMP.

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 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:

- Proposed Plans (341) (submitted: 22.05.2026)

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. Prior to the first occupation of the development hereby permitted, the parking and turning facilities shall be implemented in accordance with the Proposed Site Plans (341 S3 – 01) (Rev B) submitted within the Proposed Plans (341) on 22 May 2026. Thereafter the onsite parking (and turning) provision shall be kept available for such uses in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

4. The windows on the northern side elevations of the dwelling that are utilised for the utility/ pantry, and the dining room kitchen on the ground floor shall be fitted with obscure glazing to a minimum of level 3 of the Pilkington scale and non-

openable below 1.7m above the floor of the room. Once so provided the window(s) shall be permanently maintained as such at all times thereafter.

Reason: To safeguard the privacy and amenity of neighbouring dwellings from potential overlooking in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

a. Notes to Applicant(s)

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. The Applicant needs to apply to the Local Highway Authority for a Vehicle Access (Dropped Kerb) Permit before undertaking any works. The Applicant should note that the approval of planning permission does not guarantee permission for the required permit. Further details of the requirements can be found at: <https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>.
3. Any access drives, parking and turning areas, paths and patios should be constructed in a permeable paving system, with or without attenuation storage, depending on ground strata permeability. On low-permeability sites surface water dispersal may be augmented by piped land drains, installed in the foundations of the paving, discharging to an approved outlet (See Environment Agency guidance on the permeable surfacing of front gardens).