

Delegated Report

Planning Ref: 23/01010/HOU
Applicant: Mr Andy Goadby
Ward: Hinckley Trinity



Hinckley & Bosworth
Borough Council

Site: 36 Brame Road Hinckley Leicestershire

Proposal: Single storey rear extension, alteration and conversion of car port to living accommodation and front porch

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 a single storey rear extension, replacement front porch and alterations and conversion of the existing carport to living accommodation.
- 2.2. The proposed single storey rear extension would extend 2.7 metres in depth from the rear of the existing car port area and for a width of 5.2 metres to infill the rear corner of the dwelling and be flush with an existing single storey rear extension and the main side elevation of the dwelling. It would have the same lean-to roof design with the same 2.5 metres eaves height and 3.5 metres maximum height as the roof of the existing rear extension to which it would be attached. It would have a set of full height glazed bi-fold doors to its rear elevation and two roof lights. The proposed front porch would extend up to 1.2 metres forward of the front elevation for a width of 3 metres and have a dual pitched gable fronted roof form with an eaves height of 2.3 metres and ridge height of 3.7 metres. It would be constructed with a low level wall and glazed framed panels above. Both extensions are proposed to be constructed in matching corresponding external materials as the existing dwelling.
- 2.3. The alterations to the existing car port area to provide additional living accommodation comprise the removal of the existing garage doors and pedestrian door and their replacement with matching infill facing bricks and a new matching dark brown uPVC window with matching brick soldier headers. The existing double garage to the rear of the car port area is to be demolished and removed as part of the scheme.

3. Description of the site and surrounding area

- 3.1. The application dwelling is located within the urban settlement boundary of Hinckley and in a residential area. It is an individually designed two storey detached house with dual pitched gabled roof form and two front elevation gables, one dominant, one subordinate. There is an integrated car port to the left side with a garage door and pedestrian door and first floor living accommodation above. There is a porch to the front elevation constructed of glazed walls and lean-to tiled roof. To the rear there is a single storey extension with lean-to tiled roof and a conservatory with multi-pitched glazed roof. The dwelling is constructed of brown multi facing bricks, small plain roof tiles and dark brown uPVC windows. The car port doors are painted green. There is a detached double garage to the rear of the existing car port area constructed of pebbledash concrete panel walls and flat roof which, along with the car port area, is currently used only for ancillary storage. In addition to the garage and car port area, the approximately 6 metres deep and 15 metres wide site

frontage is surfaced entirely in block paving and provides three off-street parking spaces. There is a 26 metres long and 15 metres wide rear garden enclosed by solid close boarded timber panel fencing providing ample rear amenity space.

- 3.2. The Brame Road street scene is characterised by detached dwellings with a wide variety of scales, designs, styles and appearance.

4. Relevant planning history

11/00449/FUL

- Extensions and alterations to dwelling.
- Permitted
- 26.07.2011

86/01252/4

- First floor extension covered way
- Permitted
- 06.01.1987

86/00254/4

- Erection of double garage
- Permitted
- 08.04.1986

85/00837/4

- Lounge extension and first floor bathroom
- Permitted
- 09.10.1985

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. No other consultations necessary or undertaken.

7. Policy

- 7.1. Core Strategy (2009)

- No relevant policies

- 7.2. 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

- 7.3. National Planning Policies and Guidance

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

7.4. Other relevant guidance

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

8. Appraisal

8.1. Extensions to existing domestic properties within urban 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 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:

8.3 *'Rear extensions should be designed to be clearly subordinate to the main dwelling. They should be an appropriate height, width, depth and reflect or complement the detailing and materials of the original building.'*

8.4 The proposed single storey rear extension would extend for an appropriate depth of only 2.7 metres from the rear of the existing car port area and for an appropriate width of only 5.2 metres to infill the rear corner of the dwelling and be flush with the existing single storey rear extension and the main side elevation of the dwelling. It would have the same and appropriately subordinate lean-to roof design with the same 2.5 metres eaves height and 3.5 metres maximum height as the roof of the existing rear extension to which it would be attached along with appropriately proportioned fenestration, including glazed bi-fold doors to its rear elevation and two roof lights. The existing double garage to the rear of the car port area is to be demolished and removed as part of the scheme to provide an outlook to the extensive rear garden from the proposed extension.

8.5 The proposed front porch would extend only up to 1.2 metres forward of the front elevation and for an appropriate width of 3 metres and have a clearly subordinate dual pitched gable fronted roof form with an eaves height of 2.3 metres and ridge height of 3.7 metres. It would be constructed with a low level wall and glazed framed panels above. Both extensions are proposed to be constructed in matching corresponding external materials as the existing dwelling to ensure a satisfactory and unified appearance.

8.6 The alterations to the existing car port area to provide additional living accommodation comprise the removal of the existing green painted garage door and pedestrian door and their replacement with matching infill facing bricks and a new appropriately proportioned matching dark brown uPVC window with matching brick soldier headers as the existing windows to ensure a satisfactory and unified appearance. The converted car port area and proposed rear extension would combine to provide an open plan dining/kitchen area and utility room to the ground floor.

- 8.7 By virtue of their siting, scale, design and subject to the proposed use of matching corresponding external materials to ensure a uniform appearance, the proposed extensions and alterations would respect and complement the scale, character and appearance of the existing dwelling and would not result in any significant adverse visual impacts upon the character or appearance of the already widely varied street scene. The proposals are therefore considered to be in accordance with Policy DM10 of the adopted SADMP and the adopted Good Design Guide.

Impact upon neighbouring residential amenity

- 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 nearest neighbouring dwelling to the east (No. 38) is a detached two storey house constructed on a similar building line and set off the near side boundary by approximately 3 metres and with a driveway between. It has a flat roof outbuilding attached to its near side rear corner with only an obscurely glazed side door and small outside toilet or store window facing the application dwelling at ground floor and a landing window at first floor in the main near side elevation. There are no principal habitable room windows in its rear elevation close to the nearside boundary of the site, these being to the far side.
- 8.10 Notwithstanding that the proposed rear extension would extend up to the side boundary, by virtue of its single storey scale, modest 2.7 metres depth, blank side elevation and 3 metres separation distance to the near side elevation of the neighbouring dwelling, the proposal would not result in any significant adverse overbearing or overshadowing impacts or any significant loss of privacy to the neighbouring occupiers from any direct overlooking. The proposed removal of the pebbledash concrete section garage would improve the outlook from both properties.
- 8.11 By virtue of their siting, small scale and separation distances, the proposed rear extension, replacement front porch and alterations to, and conversion of, the integrated car port area to additional living accommodation would have no adverse impacts on the residential amenity or privacy of No. 38 or any other neighbouring occupiers. The proposals are therefore considered to be in accordance with Policy DM10 of the adopted SADMP and the adopted Good Design Guide. No objections have been received from the occupiers of any neighbouring properties.

Impact upon parking provision

- 8.12 Policy DM18 of the adopted SADMP seeks to ensure an appropriate level of parking provision of appropriate design.
- 8.13 The proposals would not increase the number of bedrooms for the dwelling but would result in the loss of the existing garage and integrated car port area for potential off-street parking. Notwithstanding this, the proposals would not impact upon the existing three off-street car parking spaces that would be retained on the existing block paved hard standing on the approximately 6 metres deep and 15 metres wide site frontage. This level of provision would not have any adverse visual impacts on the street scene where frontage parking provision is highly characteristic and would remain adequate to serve the existing/resulting dwelling in this highly sustainable urban setting with easy access to a full range of services and facilities by alternative and more sustainable transport means. The proposals would therefore be in accordance with Policy DM18 of the adopted SADMP and local highway authority design guidance. Although not included within the application, the applicant intends to remove at least part of the low level front boundary timber palisade fence to enable easier and more practical car access to the site frontage.

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 proposals are for extensions and alterations to an existing dwelling located within the urban settlement boundary of Hinckley 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, small scale, design and the proposed use of matching corresponding external materials to ensure a unified appearance, the proposals would respect and complement the scale, character and appearance of the existing dwelling and would not result in any significant adverse visual impacts upon the character or appearance of the already widely varied street scene or surrounding area. By virtue of their siting, small scale, design and separation distances, the proposals would not result in any significant adverse impacts on the privacy or residential amenity of any neighbouring properties. Adequate private amenity space of approximately 360 square metres and a minimum of three off-street parking spaces would be retained within the site. The proposals are considered to be in accordance with Policies DM1, DM10 and DM18 of the adopted SADMP and the 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: Proposed Block Plan and Proposed Ground Floor Plan Drawing No. 2059/03 and Proposed Elevations Drawing No. 2059/04 received by the local planning authority on 16 October 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 extension 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.