

Delegated Report

Planning Reference: 25/00869/HOU
Applicant(s): Keian Poli
Ward: Markfield, Stanton & Field Head



Hinckley & Bosworth
Borough Council

Application Site: 114 Oakfield Avenue, Markfield

Proposal: Removal of existing car port and storage, construction of side and rear extensions with garage conversion.

Case Officer: Gwion Russell (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 householder planning application seeks planning permission for a single-storey side and rear extension to 114 Oakfield Avenue.
- 2.2. The proposals see the addition of a 'T-shaped' extension onto the existing square-shaped dwellinghouse, set back approximately 6.5m from the principal frontage and adding an approximate 51.5m² to its existing 77.5m² footprint. A maximum 7.4m depth is proposed at and from the rear elevation and projects up to the side and rear property boundaries, with a maximum parapet height of 3.27m. The proposed development is proposed to serve additional living spaces including two additional bedrooms, a bathroom and a utility room with some reconfiguration to the uses of the rooms within the main existing dwellinghouse.
- 2.3. The construction materials proposed for the entire extension include a matching brown brick with a flat roof for the rear element and the retention of the existing a dual-pitched grey tiled roof for the main roof. Fenestration frames will be constructed from uPVC, in line with the existing fenestration. New fenestration openings include two new French-style patio doors at both projections of the south (side) elevation (one being placed on the existing façade serving the living space), along with a clerestory-style (upper-quarter) window at the same elevation along the new extension element and one casement window at the front elevation fronting the driveway and serving a utility room.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located at 114 Oakfield Avenue within the settlement boundary of Markfield. The property comprises a single-storey detached dwelling, situated on a corner plot measuring approximately 324m².
- 3.2. The two-bedroomed dwelling is constructed using a dark brown brick with grey-stone features/detailing and a grey tiled roof. It features a prominent bow-bay window at its principal frontage which serves a living space. The property is set back 8m from the highway by a singular driveway and small front garden and is bounded by soft vegetation, foliage and hard boundary treatment, at its south side and rear fronting Bracken Way and a residential car-park.
- 3.3. The property benefits from a timber car-port which forms a recessed elevation and a brick outbuilding to the rear left of the dwelling, which is to be replaced to make way for the proposals. Given that the property is situated on a corner plot, it benefits from slightly larger plot dimensions than its neighbouring properties, which results in a naturally larger enclosed side garden. The plot sits at the corner of Bracken Way and Oakfield Avenue.
- 3.4. The surrounding area is predominantly residential in character. Properties in the vicinity are generally of uniform scale, massing and design and are typical of 1960s/1970s residential design. To the rear of the application site, sits both an electrical sub-station and a shared parking area, along with a number of detached garages, to serve and in ownership of local residents. Both Oakfield Avenue and Bracken Way are relatively quiet and have low traffic volume.
- 3.5. The site is not located within a conservation area, nor is the property listed. However, the site is governed by the Markfield Neighbourhood Plan and is washed over by the constraints of both the National and Charnwood Forests.

4. Relevant Planning History

- 4.1. There is no planning history associated with this property.

80/01122/4

- EXTENSIONS AND ALTERATIONS
- PER
- 11.12.1980

80/01123/4

- ERECTION OF A CAR PORT
- PER
- 01.08.1980

5. Publicity

5.1. The application has been publicised by sending out letters to local residents. A site notice was also posted within the vicinity of the site.

5.2. No responses have been received.

6. Consultation

6.1. There have been no comments received from the following consultees:

- Markfield Parish Council
- National Grid

6.2. No further responses have been received.

7. Policy

7.1. Core Strategy (2009):

- Policy 21: National Forest
- Policy 22: Charnwood 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. Markfield Neighbourhood Plan 2020 – 2039 (MNP) (2021):

- Policy M10: Design

7.4. National Planning Policies and Guidance:

- National Planning Policy Framework (NPPF) (2024)
- National Design Guide (2019)
- Planning Practice Guidance (PPG)

7.5. Other Relevant Guidance:

- Hinckley and Bosworth Borough Council – The 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 are therefore:

- 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. Chapter 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed and beautiful places.

8.3. Guidance Point C1 of the NDG confirms that well-designed new development should respond positively to the features of the site itself and the surrounding context beyond including the existing built development and landscape character, amongst others. Guidance Point I1 of the NDG highlights that new developments should consider the composition of street scenes and individual buildings and their elements including the height, scale, massing and relationship between buildings, as well as views, vistas, landmarks, and landscaping, amongst others.

8.4. Ultimately, Guidance Point I2 of the NDG advised that well-designed places should contribute to local distinctiveness and Guidance Point I3 of the NDG highlights that design decisions at all levels and scale should help to create a memorable sense of place.

8.5. Paragraph 137 of the NPPF states that applicants, where applicable, should provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy.

8.6. Paragraph 139 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design (as contained in the National Design Guide and National Model Design Code), taking into account any local design guidance and supplementary planning documents such as design guides and codes.

8.7. Policy DM10(c) of the SADMP states that developments will be permitted where they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.

8.8. Policy M10 of the Markfield Neighbourhood Development Plan states for development to be supported it must be sympathetic to local character and history, unless the development is of exceptional quality or innovative design. Development must also be in keeping with the scale, form and character of its surroundings.

- 8.9. The Good Design Guide states that consideration should be made for the shape and pitch of roofs, as well as the materiality. Flat roofs on extensions will not normally be considered appropriate where they do not form part of the original design of the house. The rear most extension element is proposed with a flat roof and although this does not comply with guidance set out in the Good Design Guide, the proposals largely replace an existing structure which is flat-roofed and does not provide any further design drawbacks than what exists currently. To support the proposals a roof plan has also been submitted and details how the roof can be implemented sensitively and coherently alongside the host dwelling, which is considered the best design which will also protect the amenity of nearby residents.
- 8.10. The Good Design Guide (2021) explains that household extensions, whether to the side, front or rear of an existing property or to the roof, both individually and collectively, can result in changes to the built environment that, if designed insensitively, can have a significant negative impact. Rear extensions, specifically, 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. Although the rear and side flat-roof element is not particularly considered strong design, as per this guidance, it would not be possible to introduce or incorporate an alternative roof design coherently with the existing without it resulting in poor design.
- 8.11. The Good Design Guide also states that corner plots play an important role in the establishment of the local street scene. With this in mind, it is considered the single-storey side and rear extension situated to the rear of the dwelling is largely screened from public view and provides no further design consideration in relation to the overall street scene, with regard to its dimensions, scale, massing and detailing.
- 8.12. In addition to the above, any private views of the proposals are also minimal. The only properties which would have direct views of the proposals are Nos. 69 and 71 Oakfield Avenue, sited opposite. The occupants of the rear garden of No. 116 Oakfield Avenue, adjacent, will also have minimal views of the proposals but the presence of a timber car-port and outbuilding within the curtilage of No. 116 would mitigate this viewpoint significantly. There are no further private views to be considered, largely given the siting of the proposals backing on to an electrical sub-station and residential car parking.
- 8.13. It is worth noting that the extension is uncommon in shape and despite adding a significant footprint to the existing dwelling, it does not impact detrimentally on the design of the host dwelling, nearby dwellings and street scene, given its rear siting. The overall plot is 'L-shaped' and thus much of the extension utilises this unusual plot shape well.
- 8.14. In terms of detailing, it is generally appropriate to ensure that the new development integrates coherently with the existing. The side and rear extensions are all proposed to match by using existing materials - brickwork, a grey tiled roof and uPVC window materials, and as such, the materials and detailing are considered to be consistent with the main dwelling and surrounding area in its proposed form.

- 8.15. Fenestration, including the scale, rhythm, proportions and elements of detail used for window and door openings plays a critical role in the success of housing design. In the case of residential extensions, care should be taken to ensure that the existing horizontal and vertical rhythm together with the proportion of openings is either reflected or complemented. It is considered the proposed fenestration, along with the additional patio door opening at the existing side elevation, are all designed to be coherent and harmonious in patterns and detailing. The use of clerestory-style windows on the new extension, for example, are consistent with the existing clerestory-style windows.
- 8.16. Boundary treatments are also key generators of character within the public realm that can help to integrate new development into a context or simply define the quality of a new development. Although the proposals have not detailed the specific boundary treatments as part of the proposals, it is recommended the existing boundary treatments are retained to aid in design consistency and residential amenity (see para 8.24 below) and will be secured by condition.
- 8.17. By virtue of the above the proposal respects the character of the existing dwelling and surrounding area and is in accordance with Policy DM10 of the SADMP, Policy M10 of the Markfield Neighbourhood Plan and the Good Design Guide.

Impact upon Residential Amenity

- 8.18. Paragraph 135(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, which promote health and well-being, and a high standard of amenity for existing and future users.
- 8.19. Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.
- 8.20. The Good Design Guide requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.
- 8.21. Notwithstanding this, these separation distances are the minimum standards that are required, and every application will be assessed on its own merits depending on the individual characteristics of the site such as orientation, ground levels, window positions, garden size, and shape.
- 8.22. Policy M10 of the Markfield Neighbourhood Development Plan states development should ensure the amenities of residents in the area should not be significantly adversely affected, including by loss of daylight/sunlight, privacy, air quality, noise and light pollution.

- 8.23. With relation to the host dwelling, No. 116 Oakfield Avenue sits adjacent and Nos. 69 and 71 Oakfield Avenue are sited opposite and will be the only nearby dwellings which will be directly impacted in terms of residential amenity.
- 8.24. The proposed French-style patio doors proposed at the side elevation, which front Bracken Way, will result in loss of privacy for properties opposite the highway (specifically No. 112 Oakfield Avenue), but given the adequate separation distance and the hard boundary treatment at the side elevation of the host dwelling, this is significantly mitigated and therefore there is no loss of privacy impact. To aid future concerns, the retention of this hard boundary shall be secure by condition (see para 8.16 above).
- 8.25. The 45-degree guidance, as set out in the Good Design Guide, is applied for planning applications for extensions to existing properties which might affect the outlook from or daylight to a neighbouring property. The only property this would apply to is No. 116 Oakfield Avenue, adjacent. However, given that the rear-most extension is single-storey and flat-roofed in design and massing, and the presence of an existing dual-pitched outbuilding within the curtilage of No. 116 the proposals will be largely invisible to the occupants of No. 116.
- 8.26. The Good Design Guide recommends that a principal window to a habitable room should ideally be no less than 8m from the blank side of a single storey neighbouring property, rising to 14m for a two-storey property. There is only a 3.3m distance from the side elevation of No. 116 and the proposed side extension of the host dwelling. However, given there are no principal habitable windows on the side elevation of No. 116 Oakfield Avenue, there will be no loss of light or oppressive impact caused by the side extension element being so close to the boundary. This is also further mitigated by the presence of the timber car-port in the adjacent neighbouring dwelling and its already lack of natural sunlight.
- 8.27. In addition, the separation distance between two principal windows to habitable rooms should be a minimum of 21m. A separation distance of 21m is maintained from the dwellings opposite, Nos. 69 and 71 Oakfield Avenue and a minimum of 21m from the nearest rear elevation of dwellings to the rear, along Bracken Way.
- 8.28. While the development is positioned close to the boundary and could otherwise appear overbearing or oppressive if it adjoined another residential property, this is not the case. The rear of the site adjoins a residential car park, which significantly reduces the potential impact and mitigates concerns regarding overdominance. The height of the parapet at the property which sides on to neighbouring No. 116 is a height of 3.27m, which remains broadly in line with the ridge height of the neighbouring dwelling outbuilding and provides some screening. It is also worth noting that the rear-most element of the proposed extension sits largely in the footprint of the existing detached bricked garage/outbuilding, which results in minimal further harm.

- 8.29. Given the close proximity to the shared boundary and the differing roof styles, there is a risk of overdevelopment on a plot of these dimensions. As a result, any further development/future extensions would be inappropriate.
- 8.30. Given the retention of the grey tiled dual-pitched roof along the main roofline, the varied roof form would not impact the already established building lines.
- 8.31. Given the presence of an existing outbuilding within the neighbouring property curtilage and the presence of an electrical sub-station, the proposed single-storey extensions are not considered to result in further overshadowing.
- 8.32. To comply with the Good Design Guide, three-bedroom dwellings should also provide a minimum of 80m² of private outdoor amenity space with a minimum length of 7m. The proposals are all provided with private outdoor amenity space that exceeds 13m in length and 153m² in total area, which is compliant with the Good Design Guide.
- 8.33. By virtue of its minimal impact upon neighbouring residential amenity the proposal is considered to be in accordance with Policy DM10 of the SADMP, Policy M10 of the Markfield Neighbourhood Plan and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.34. Paragraph 115(b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Paragraph 115(d) of the NPPF, any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 8.35. Ultimately, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios in accordance with Paragraph 116 of the NPPF.
- 8.36. Policy DM17 of the SADMP states that development proposals need to demonstrate that there is not a significant adverse impact upon highway safety, and that the residual cumulative impacts of development on the transport network are not severe.
- 8.37. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)) (2024).
- 8.38. Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.

- 8.39. The LHDG recommends that tandem parking layouts be avoided where possible. If more than two parking spaces are proposed in a tandem arrangement, only the first two will be counted towards the required minimum parking standards.
- 8.40. Table 28 (Residential Parking Standards) of the LHDG requires dwellings with up to three bedrooms should provide a minimum of two off-street parking spaces. This increases to a minimum of three off-street parking spaces for properties with four or more bedrooms. Any reduction below minimum standards will require robust justification.
- 8.41. The proposals include the removal of the existing carport and replacement with a side extension structure, which is sited further back than the principal frontage and the original car-port it replaces, therefore it frees up some driveway space for two vehicles to park in tandem, off-street.
- 8.42. In addition to the above, there is potential for further driveway development and vehicle off-street vehicle parking in a loose-stoned section right of the existing driveway. However, it is worth noting that given the volume of traffic along Oakfield and Bracken Way is low, any on-street parking is unlikely to result in a highway safety concern.
- 8.43. The scheme creates one new bedroom and makes the property a three-bedroom dwelling. As the proposals result in additional driveway space and there is potential for further off-street parking, it is considered that the proposal does not create an unacceptable impact on highway safety or the road network. Therefore, the scheme is regarded as in accordance with Policies DM17 and DM18 of the SADMP, and the LHDG.

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.

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

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:

- Application Form
- Design and Access Statement
- Site Location Plan, Drg No. 0412 A GA 001
- Block Plan, Drg No. 0412 A GA 002
- Site Plan, Drg No. 0412 A GA 003
- Proposed Roof Plan, Drg No. 0412 A RF 008
- Proposed Ground Floor Plan, Drg No. 0412 A GF 007
- Proposed Elevations, Drg No. 0412 L GA 009
- All received by the Local Planning Authority on 15/09/25

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 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).

4. The existing hard boundary wall/treatment located along the southwest (side) and southeast (rear) boundary of the site shall be retained and maintained in its current form and height for the lifetime of the development.

Reason: To safeguard residential amenity through the retention of privacy for adjacent occupiers, in accordance with Policy DM10 of the Site Allocations and Development Management Policies (2016).

a. **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 building.control@blaby.gov.uk or call 0116 272 7533.