

Delegated Report

Planning Reference: 25/00884/HOU
Applicant(s): Mr Josh Tooth
Ward: Newbold Verdon with Desford and Peckleton



Hinckley & Bosworth
Borough Council

Application Site: 59 Desford Road, Newbold Verdon

Proposal: Removal of the existing single storey rear extension and the erection of a two-storey rear and single-storey front extension.

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 rear extension to 59 Desford Road, Newbold Verdon.
- 2.2. The current pedal-shaped ground-floor layout proposes an infill extension, essentially attaching the existing kitchen to the garage at its rear left elevation. The proposals include the erection of a two-storey rear extension to the existing dwelling, measuring approximately 5.6 metres in depth and 4 metres in width, with a total footprint of 21.4m². The extension will provide additional ground floor living space, creating an open-plan kitchen/dining space and living room.
- 2.3. At first-floor level, the proposal would add include floor space of a similar footprint to the existing rear extension, which sits atop the living room, and features a proposed additional bedroom. Both the ground-floor and first floor rear elevation are proposed to be finished in a white render, at the rear elevation and covered with a dual-pitched gable roof form, consistent with the existing three gables at the right of the rear elevation. This projecting gable would measure approximately 6.5m from base to ridge height and approximately 5m from base to eaves height. All roofs are proposed to be covered in a matching slate tile.
- 2.4. The proposals at the rear include the removal of an existing small extension (2.6m depth by 2m width), which serves as a W.C and replacement with a larger casement window.

- 2.5. The proposals also include a single-storey front extension extending the entrance hall by 1.9m², with a gabled roof form, fronting the driveway/highway. The materials proposed for this are matching brickwork to match existing. The initial proposal included a two-storey gable front extension proposal, however this was re-designed at the request of the Officer, who considered that the design would not complement or enhance the design of the dwelling and wider area, thus conflicting with Policy DM10 of the SADMP.
- 2.6. The proposed development includes alterations to the existing fenestration, comprising the installation of two sliding doors at the rear elevation of the property, along with two standard casement wall-hung windows (the right-most being slightly projected from the rear elevation), a three-pane Juliet-style balcony serving the proposed additional bedroom and another Juliet-style balcony serving the existing main bedroom. Most fenestration is to be finished in uPVC, however, the lower right window at ground-floor is proposed with an aluminium surround.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located at 59 Desford Road, within the settlement boundary of Newbold Verdon. The property comprises a detached dwelling situated on a substantial plot measuring approximately 1,808m², with a long enclosed rear garden measuring approximately 70m.
- 3.2. The dwelling is constructed in predominantly red brick and features various extensions historically, the most prominent being a ground-floor extension, which, as a result, features a stepped frontage projection. The property benefits from two separate garages, one at the left-hand front elevation, which is integrated with the property and another attached single-storey garage that was added at a later date. The property is set back 12m from the highway by a paved horse-shoe driveway (with a separate entry and exit point) and is bounded by hard boundary treatment and foliage to its north boundary.
- 3.3. The surrounding area is predominantly residential in nature, with a high degree of variety in buildings types, massing and scales. Opposite the application property and the nearby dwellings sits a large pocket of agricultural land, along with various agricultural outbuildings.
- 3.4. To the rear of the site lies further agricultural land. The site is accessible via the arterial Desford Road, which links the villages of Desford with Newbold Verdon which has a maximum speed limit of 40mph. Desford Road, is not within the Newbold Verdon conservation area, however does feature a distinct type of linear development along its arterial road.
- 3.5. The site is not located within a conservation area, nor is the property listed. However, is located within a Mineral Consultation area and a coal authority development low risk area.

4. Relevant Planning History

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

03/00795/FUL

- FIRST FLOOR REAR EXTENSIONS AND ATTACHED GARAGE TO SIDE
- PER
- 29.08.2003

22/00347/HOU

- Single storey rear extensions (following demolition of existing single storey utility room) and Juliette balcony with double doors to first floor rear elevation
- PER
- 31.05.2022

81/00584/4

- ALTERATION OF VEHICULAR ACCESS
- PER
- 09.06.1981

79/01517/4M

- ALTERATIONS AND EXTENSION TO DWELLING
- PER
- 23.10.1979

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 objections from the following consultees:

- LCC's Ecology Unit

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

- Newbold Verdon Parish Council

6.3. No further responses have been received.

7. Policy

7.1. Core Strategy (2009):

- Policy 7: Key Rural Centres
- Policy 11: Key Rural Centres Stand Alone

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 (2019)
- Planning Practice Guidance (PPG)

7.4. 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 NGD 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 scape 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. 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.
- 8.9. The Good Design Guide states that where there are no public views into a site, a fully integrated two storey rear extension may be acceptable unless there is a detrimental impact on the adjacent properties. Given that the rear gable reflects the three existing gables, the two-storey extension is seen as to be well designed in the context of the house and integrates with the main dwelling. It is important to note, that the three projecting gables have also been constructed at differing times and this creates a variety in gable design/dimensions at the rear elevation, with the right-most being noticeably different to the two existing central ones. The dimensions and angle of the proposed roof gable closely reflect the outer (right-most) rear facing gable and this provides a more balanced look which provides a symmetry betterment.
- 8.10. Two storey extensions to the front of properties are unlikely to be acceptable as they will be visually prominent within the street-scene. In addition, front extensions should not result in the loss of existing parking spaces where it would impact on the street-scene. The front extension is proposed as single-storey and reflects the existing building materials and roof form (gabled/dual-pitched) therefore it is considered that the front extension projection complements and works well with the existing dwelling, with regards to its materials, roof form and dimensions.
- 8.11. In terms of elements of detailing, it is generally appropriate to ensure that the new development integrates coherently with the existing. The rear elevation is proposed to use a light-coloured render, which provides a stark contrast with the rural landscape it backs onto. However, given the 77m deep rear garden and that nearby dwellings have also been completed in a similarly stark light-coloured render, it

significantly mitigates any design concerns, and it would be unreasonable to refuse the application on this basis. To offset this, the removal of the 5.3m² rear extension (W.C.) will provide a more consistent rear design and provide a design betterment.

- 8.12. Roofscape is a key character forming feature of detail in residential design. This includes the shape and pitch of roofs, as well as the materiality. Both extension elements, the two-storey rear and the front single-storey extension retain the original roof forms (gabled/dual-pitched) and are seen to be consistent in roof form with the main existing dwelling, the attached garage and the wider area.
- 8.13. 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. At the property frontage, the replacement front door will be sat centrally to the main dwelling, which is broadly in line with the existing front door positioning/siting (albeit slightly projected than existing). As a result, it is considered that the front door maintains the fenestration pattern and rhythm as the existing dwelling. At the rear, with the addition of two sliding patio doors, the addition of the projecting gable with associated window at first-floor level, it is seen that the fenestration maintains the existing fenestration rhythm and patterns. The Juliette balcony provides a new opening upon the existing rear elevation, despite the proportions of this window differing from the existing windows, the positioning and siting is not dissimilar and does not disrupt the pattern.
- 8.14. By virtue of its largely screened rear location and its sensitive frontage extension design the proposal respects the character of the existing dwelling and surrounding area and is in accordance with Policy DM10 of the SADMP and the Good Design Guide.

Impact upon Residential Amenity

- 8.15. 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.
- 8.16. 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.
- 8.17. 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.
- 8.18. 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. Given the linear layout of the road, and that the dwelling is bounded by rural land to its front and rear boundaries, the application dwelling sits centrally and adjacent to Nos. 57 and 61 Desford Road. The two-storey rear extension element introduces additional depth to the property but does not breach any 45-degree guidance as set out in the Good Design Guide.

- 8.19. Fenestration proposed on the ground floor includes two sliding patio-style doors, which introduce two large openings at the rear elevation, which directly face the rear boundary. Fenestration proposed on the first floor includes a three-pane Juliet-style balcony window on the proposed additional gable and a further Juliet-style balcony, which both overlook the rear garden. No aspect of the proposal will result in a loss of privacy, and no window has direct intervisibility with a neighbouring indoor habitable space. The slightly projected aluminium window at the right-side of the rear elevation, at ground-floor level will result in no further loss of privacy given the hard boundary treatment. Although the proposed first-floor fenestration will have direct intervisibility of neighbouring gardens, it is not an uncommon relationship and would not be contrary to DM10 or the guidance set out in the Good Design Guide.
- 8.20. 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. Although the proposal includes an additional projecting gable, the side attached garage relieves any reduction in separation distance caused. No further element of the proposals breaches this guidance.
- 8.21. In addition, the separation distance between two principal windows to habitable windows should be a minimum of 21m. There are no properties to the rear of the dwelling and no separation distance to consider.
- 8.22. Although the property has been extended on numerous occasions previously, any further development may result in overdevelopment. However, given the substantial depth of the plot, it would be unreasonable to assess it as such. No element of the extension disrupts the established building separation distances as viewed from the highway.
- 8.23. The proposals do not disrupt the established roofline as viewed from the highway. Although the rear extension introduces an additional projection it will not disrupt the visual roofline given that it sits lower down than the main roofline. This will only impact private views.
- 8.24. To comply with the Good Design Guide, dwellings with three or more bedrooms 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 70m in length and 1,402m² in total area, which is compliant with the Good Design Guide.
- 8.25. By virtue of the above the proposal does not result in any adverse overbearing or overshadowing impacts or any overlooking or loss of privacy to the neighbouring

properties and therefore is considered to be in accordance with Policy DM10 of the SADMP and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.26. 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.
- 8.27. 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.
- 8.28. 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.
- 8.29. 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).
- 8.30. Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.31. Table 28 (Residential Parking Standards) of the LHDG requires proposals should provide a minimum of three off-street parking spaces for properties with four or more bedrooms. Any reduction below minimum standards will require robust justification.
- 8.32. The LHDG states that garages will not normally be counted as a parking space for the purpose of calculating parking provision for:
- The garage meets the minimum dimensions
 - Planning conditions are imposed to control the use of the garage; or
 - Restrictions are placed on converting the garage to a room that can be lived in.
- 8.33. The scheme creates one new bedroom and makes the property a five-bedroom dwelling. A parking plan has been submitted in support of the proposals which detail off-street parking sufficient for three vehicles. It is therefore considered there is adequate off-street parking for the dwelling and 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 (received by the Local Planning Authority on 17/09/25)
- Proposed Visuals - Drg No. PL103D (received by the Local Planning Authority on 13/11/25)
- Proposed Side Elevations - Drg No. PL102D (received by the Local Planning Authority on 13/11/25)
- Proposed Front and Rear Elevations - Drg No. PL101D (received by the Local Planning Authority on 13/11/25)
- Proposed Parking Plan - Drg No. PL104D (received by the Local Planning Authority on 13/11/25)
- Proposed Floor Plans - Drg No. PL100D (received by the Local Planning Authority on 13/11/25)
- Block Plan - Drg No. A002B (received by the Local Planning Authority on 13/11/25)

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 extensions and alterations shall accord with the approved plans as follows:

- Application Form (received by the Local Planning Authority on 17/09/25)
- Proposed Visuals - Drg No. PL103D (received by the Local Planning Authority on 13/11/25)
- Proposed Side Elevations - Drg No. PL102D (received by the Local Planning Authority on 13/11/25)
- Proposed Front and Rear Elevations - Drg No. PL101D (received by the Local Planning Authority on 13/11/25)
- Proposed Parking Plan - Drg No. PL104D (received by the Local Planning Authority on 13/11/25)
- Proposed Floor Plans - Drg No. PL100D (received by the Local Planning Authority on 13/11/25)
- Block Plan - Drg No. A002B (received by the Local Planning Authority on 13/11/25)

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).

a. **Notes to Applicant:**

1. Development Low Risk Area - Standing Advice

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the

Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Standing Advice valid from 1st January 2025 until 31st December 2026.

2. 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.