

Delegated Report

Planning Reference: 25/01046/HOU
Applicant(s): Mr and Mrs C Cluer
Ward: Ratby, Bagworth and Thornton



Hinckley & Bosworth
Borough Council

Application Site: 14 Preston Close, Ratby

Proposal: Proposed single-storey rear/side extension and first floor extension over garage

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 part single, part two-storey extension to 15 Wagtail Close, Ratby.
- 2.2. The proposal seeks approval for two adjoined extensions - a single-storey side extension towards the front of the property and two-storey side extension towards the rear of the property extending outwards and flush to the original rear elevation. The extension will project approximately 4m at its deepest, from the original side elevation. The overall extension will be visible from the highway and will form a stepped appearance, creating an enlarged kitchen/dining area. The first-floor extension is proposed to serve an additional bedroom.
- 2.3. External materials are proposed to match the existing property. The extension will be constructed within the existing curtilage of the dwelling, with no alteration to the existing front elevation or reduction in off-street parking provision. Ground floor fenestration proposed includes a 6m wide bi-fold door at the rear elevation serving the kitchen/dining space, a 66cm wide window and a 1.4m wide window at both new front elevations, serving the hallway and living space, respectively. At first floor level, a 1.4m wide window at the rear elevation and 2.7m wide window at the front elevation, serving the additional bedroom.

3. Description of the Site and the Surrounding Area

- 2.4. The application relates to 15 Wagtail Close, a modern, two-storey semi-detached dwelling constructed in red brick with a shallow standing seam dual-pitched roof design. The roof is unusually designed, with a distinct mono-pitched solar panel at

roof level forming a 'fin'-like dormer which serves as a rooflight for the first-floor landing and typical of the roof design along the street. The main standing seam roof is a green roof, with established vegetation actively growing, along with its neighbouring properties. It features large rectangular windows on both floors and both front and rear elevations. The front elevation includes a small, landscaped area with shrubs and a paved driveway with two off-street parking spaces.

2.5. The property is located at the end of a cul-de-sac, adjacent to a mature green boundary with dense vegetation and in close proximity to the M1 motorway, to its east. The surrounding area consists of similar contemporary residential units arranged in a linear form.

2.6. The application property is sited at the northeastern section and within the settlement boundary of Ratby. It is not within a conservation area.

4. Relevant Planning History

4.1 There is no planning history associated with this property.

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 received from the following consultees:

- Ratby Parish Council

6.2 No further responses have been received.

7. Policy

7.1 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

7.2 National Planning Policies and Guidance:

- National Planning Policy Framework (NPPF) (2024)

- National Design Guide (2019)
- Planning Practice Guidance (PPG)

7.3 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 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 DM4(i) of the SADMP states that development in the countryside will be considered sustainable where it does not have a significant adverse effect on the intrinsic value, beauty, open character, and landscape character of the countryside.
- 8.8 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.
- 8.9 In accordance with the Good Design Guide, two-storey side extensions should appear smaller in scale and massing in order to be subordinate to the main dwelling. The two-storey side extension proposed is set back 4.6m from the principal elevation and set down 0.5m from the main ridge roofline and, therefore, complies with the guidance.
- 8.10 Despite complying with Good Design guidance on side extensions, the extent of the stepped back nature of the extension is not a common configuration from a design perspective. However, the house is already L-shaped with a recessed front entrance (from the principal frontage).
- 8.11 The host dwelling benefits from a corner/end L-shaped garden, which wraps around the existing dwelling and results in an area of under-utilised land to the side of the property and adjacent to the turning circle. This space currently serves little functional purpose and is considered to be effective use of the land.
- 8.12 Public views of the side extension are limited given its location and positioning, adjacent to a turning circle and at the end of the cul-de-sac.
- 8.13 The selection of external materials is in keeping with the host dwelling, the residential character of the area, the nearby dwellings and remains consistent with rest of the street.
- 8.14 Fenestration proposed at the front elevations are consistent with the existing windows by dimensions and materials. It is considered the proposed windows maintain the pattern, rhythm and proportions of the existing fenestration.
- 8.15 Given the age of the dwellings and potential plot constraints, there are no visible/prominent extensions along Wagtail Close and the houses remain uniform in design, scale and massing, albeit a few differing brick/fenestration colours and patterns. The extension proposed is to the side of the dwelling and largely out of sight, therefore the design impact is minimal.
- 8.16 Given the application site's location at the end of said cul-de-sac, the extension does not result in a disruption of the established separation distances. The side extension will result in an imbalanced appearance of the building; however this is largely screened from public view. The roof proposed is matched in pitch and materials and, as a result, does not disrupt any established roof/building line.

- 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, 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 The application site adjoins No. 16 Wagtail Close and opposite to Nos. 9, 10 and 11 Wagtail Close. Given the adequate separation distance of 20m and the presence of a highway, the dwellings opposite will not be impacted by the proposal by way of residential amenity. There are no residential units to the rear of the application site.
- 8.22 No. 16 Wagtail Close, adjoined, will not be directly impacted by the proposals given the extension is positioned at the opposite elevation of the building. No element of the proposals will be viewable from any window of No. 16.
- 8.23 The increase in mass will result in some shadowing, especially in the early to late mornings, however it is unreasonable to refuse the application on this basis. In addition, there are no properties to the rear of the application site, and any side extension would not exacerbate an oppressive agglomeration of buildings overlooking the garden of No. 16.
- 8.24 Notwithstanding this, any separation distances or guidance from The Good Design Guide 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.
- 8.25 The proposed fenestration does not result in overlooking or loss of privacy for any neighbouring habitable space.
- 8.26 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. After the proposals, the rear garden will total 11m in length and approximately 60m² in total area and will therefore breach the guidance set out in the Good Design Guide. However, given that the proposed extension utilises the

side section of the garden, and the footprint of the rear garden section remains unchanged, this is not considered unacceptable.

- 8.27 By virtue of these factors the proposal does not result in any adverse residential amenity impacts for any 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

- 8.28 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.
- 8.29 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.
- 8.30 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.
- 8.31 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).
- 8.32 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.33 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.
- 8.34 The scheme creates one new bedroom and makes the property a four-bedroom dwelling. The application dwelling sits at the end of a cul-de-sac adjacent to a large turning circle which provides adequate space for on-street parking. In addition, traffic volume is low. It is therefore considered 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 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:

- Application Form (received by the Local Planning Authority on 28/10/25)
- Proposed Elevations, Visuals and Floor Plans - Drg No. 920/03 Rev B (received by the Local Planning Authority on 28/10/25)
- Proposed Block and Site Location Plans - Drg No. 920/01 Rev A (received by the Local Planning Authority on 28/10/25)

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. All new external materials shall match the existing dwellinghouse in terms of type, colour, texture and appearance, unless otherwise approved by the Local Planning Authority, prior to commencement.

Reason: To ensure a satisfactory form of development in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (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.