DELEGATED REPORT

Recommendation Made: 29 September 2010

Reference:- 10/00633/FUL **Parish:- Desford Parish Council**

Applicant:- Mr & Mrs J & W Durow
43 Lindridge Lane
Desford
Leicestershire
LE9 9GN

Location:- 43 Lindridge Lane Desford Leicester Leicestershire LE9 9GN

Proposal:- EXTENSIONS AND ALTERATIONS TO DWELLING INCLUDING THE ERECTION OF A GARAGE AND THE FORMATION OF A NEW VEHICULAR ACCESS.

Introduction:-

This is an application for a two storey extension, front porch and detached garage to this semi detached cottage property.

The dwelling is elevated from the carriageway and the site slopes down from southwest to northeast across the site. The property is attached on its western side to another dwelling which appears to have been two cottages originally. The dwelling is set back into the site resulting in a large front garden area. There are two sheds/garages currently located within the front garden area. The site is well screened from the road by mature boundary hedges.

Amended plans have been received which reduce the width of the proposed extension and centralise the front facing windows, and amend the design and siting of the garage providing additional information regarding the proposed access and gates.

History:

None

Consultations:-

The Director of Environment and Transport (Highways) recommends conditions in relation to the new access, car parking on site, etc.

The Directorate of the Chief Executive (Ecology) has confirmed that an ecology survey was not required in this instance but a watching brief should be maintained during development.

The Head of Community Services (Land Drainage) raises no objections subject to a note to applicant on permeable paving

Development Plan Policies:-

Adopted Hinckley and Bosworth Local Plan

The site lies outside the settlement boundary of Desford within the countryside as defined in the adopted Hinckley and Bosworth Local Plan.

BE1
NE5
T5

Other Policy Documents

Adopted Supplementary Planning Guidance: House Extensions Design Guidance (SPG)

Appraisal:-

The main considerations with regard to this application are design, effect on the countryside, neighbours amenity and highway safety.

Design

This Council's Local Plan Policies and Supplementary Planning Guidance advise that extensions to dwellings should respect the scale and character of the existing property and should be subordinate in size to ensure they are in visual harmony. More detailed guidance on side extensions advises that in order to avoid being visually obtrusive they should not exceed half the width of the existing dwelling.

The site is located at the edge of the village which is generally characterised by traditional dwellings on large plots. Many of the cottages have been combined or extended.

In this instance, the proposed two storey extension extends beyond the front of the existing property and introduces a gable feature onto the existing dual-pitched roof property. The size and projection of the extension and the introduction of the gable shown on the original plans was considered to be too dominant on the existing property to the character of the dwelling contrary to both Local Plan Policy and the Council's adopted Supplementary Planning Guidance.

Amended plans have been received which reduce the width of the proposed two storey extension to 3.8 metres, (0.4 metres wider than half of the existing dwelling). The gable wraps around the front elevation and is 4 metres wide. The proposed forward projecting gable is subordinate to the height of the main ridge and the eaves height matches the existing dwelling. Whilst the proposal is not strictly in accordance with adopted guidance, the design of the proposal as amended, is considered to be acceptable in terms of its impact on the character of the dwelling and the surrounding area.

A porch is proposed within the front facing 'L' created by the proposed extension. This proposal has dimensions of 2.25 m and 2.1 projection. The roof has been designed to extend down from the existing eaves and a small roof light is proposed. This proposal is not dominant to the overall design and is considered acceptable.

The existing dwelling is grey, rough rendered. In order to ensure a satisfactory form of development, the materials for the extension should be controlled by condition.

Amended plans alter the design to provide a more shallow roof and siting of the proposed garage. The proposed double garage is a simple design with dimensions of 6m x 5.5m x 3.6 m high and is located in the front garden area over the position of an existing building which is to be removed. The proposal is located 4 metres from the highway boundary. Although the front of the site is well screened, the site is elevated from the road, it is considered that the materials should be controlled to ensure a satisfactory appearance.

The provision of the new access requires the removal and re planting of a section of hedge along the front of the site, it is suggested that a condition be imposed to require the hedge to be replanted during the first planting season following first use of the new access.

Countryside

Whilst located within the countryside, this part of Lindridge Lane has residential properties which front onto it. The effect on the countryside by the introduction of an extension and new garage at this location is therefore not considered to provide a significant increase in the built form that extends into the countryside than currently exists.

Neighbours Amenity

The nearest neighbour to the proposal is 39-41Lindridge Lane. The proposed extension to the dwelling is located on the opposite side of the property and the two storey element is 6.5 metres from the shared

boundary, therefore it is considered that the proposed extension will not adversely impact upon neighbouring amenity.

The rear facing windows cause no addtional overlooking to the neighbours property than at present. The side facing windows look out over the countryside and have no effect on neighbours.

There are currently two sheds/garages located in the front garden area of the application site. The nearest point of the proposed garage is some 24 metres from the front of the neighbours dwelling, again, it is considered that the proposal will not have any significant effect on neighbours amenity.

Highway Safety

Currently the highway access is shared with the attached property. The proposal is to provide a separate access to the north eastern end of the site. The Director of Environment and Transport (Highways) does not object subject to a number of highway related conditions in respect of the provision of gates, drainage,parking and turning facilities within the site and appropriate surfacing. Additional conditions are suggested in respect of width and drainage. A drainage condition is considered to be unnecessary in this case as drainage is controlled by other legislation.

Ecology

The Directorate of the Chief Executive (Ecology) has confirmed that a watching brief will be sufficient in this instance.

Conclusion

The proposal is acceptable in terms of ecology, design, parking and the effect on neighbours amenity and the countryside, it is therefore recommended for approval subject to conditions.

RECOMMENDATION :- Permit subject to the following conditions :-

Summary of Reasons for Recommendation and Relevant Development Plan Policies :

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan in terms of highway safety and the design would not harm the countryside or neighbours amenity and would be in keeping with the scale and character of existing buildings.
Hinckley & Bosworth Borough Council Local Plan (2001) :- BE1, NE5 and T5

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

2 Before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed extension and detached garage shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.

3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows: Existing elevations plan received 12 August 2010. Amended plans, new access and garage and extensions and alterations received on 27 September 2010.

4 If any vehicular access gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 5 metres behind the Highway boundary and shall be hung so as to open inwards only.

5 The gradient of the access drive shall not exceed 1:12 for the first 5 metres behind the Highway boundary.

6 Before first use of the development hereby permitted, turning facilities shall be provided within the site in order to allow vehicles to enter and leave in a forward direction. The turning area so provided shall not be obstructed and shall be available for use at all times.

7 Before the development hereby permitted is first used, car parking provision shall be made within the curtilage of the dwelling for three vehicles. The parking spaces so provided shall not be obstructed and shall thereafter permanently remain available for car parking.

8 Before first use of the development hereby permitted, 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the Highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above ground level, in accordance with the current standards of the Highway Authority and shall be so maintained in perpetuity.

9 Before first use of the development hereby permitted, visibility splays of 2.0 metres by 70 metres shall be provided at the junction of the access with Lindridge Lane. These shall be in accordance with the standards contained in the current County Council design guide and shall be so maintained in perpetuity. Nothing shall be allowed to grow above a height of 0.9 metres above ground level within the visibility splays.

10 Details of any gates to be erected to the new access (in accordance with condition 4 above), shall be agreed in writing with the Local Planning Authority prior to being erected on site. The gates shall only be provided in accordance with the approved details.

11 Before first use of the development hereby permitted the access drive and any turning space shall be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the Highway boundary and shall be so maintained at all times

12 No development shall take place until full details of the repositioning of the section of the hedge to the front of the site, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out within the first planting season following first use of the new access. These details shall include a planting plan with a schedule of plants, noting species, plant sizes and proposed numbers/densities.

Reasons :-

1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2 To ensure that the development has a satisfactory external appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

3 For the avoidance of doubt and in the interests of proper planning.

4 To enable a vehicle to stand clear of the highway whilst the gates are opened/closed and protect the free and safe passage of traffic, including pedestrians, in the public highway, to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.

5 To enable vehicles to enter and leave the highway in a slow and controlled manner and in the interests of general highway safety, to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.

6 To enable vehicles to enter and leave the site in a forward direction in the interests of the safety of road users, to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.

7 To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking problems in the area, to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.

8 In the interests of pedestrian safety, to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.

9 To afford adequate visibility at the access/junction to cater for the expected volume of traffic joining the existing highway network and in the interests of general highway safety, to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.

10 To ensure that the proposed gates have a satisfactory appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

11 To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.), to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.

12 To ensure that the work is carried out within a reasonable period and thereafter maintained to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

Notes to Applicant:-

1 Bats, nesting birds, great crested newts and certain other species are protected by law. A watching brief (maintained by the applicant and all workers on site) for all protected species should be maintained throughout the development. If any such species are discovered before or during the works, the works must be suspended and the local office of Natural England contacted for advice.

2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.

3 As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.

4 All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).

5 Access drives, parking and turning areas, 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.

6 The Highway boundary is the wall/hedge/fence etc fronting the premises and not the edge of the carriageway/road.

Contact Officer:- Louise Forman Ext 5682