

Delegated Report

Planning Reference: 25/00693/HOU
Applicant(s): Mr Evans
Ward: Market Bosworth, Cadeby & Carlton



Hinckley & Bosworth
Borough Council

Application Site: 11 Spinney Hill, Market Bosworth

Proposal: Single-storey rear and front extension, two-storey side 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

- 3.1. The application seeks planning permission for the erection of a ground floor side and rear extension and a first-floor side extension to an existing dwelling.
- 3.2. The original footprint of the property measures approximately 48m². The proposed ground floor side and rear extension will project approximately 2.8m from the existing side elevation and extend 2m to the rear, creating an additional floor area of approximately 44m² and total ground-floor coverage of 92m².
- 3.3. The first-floor side extension will be positioned above part of the ground floor side extension, projecting approximately 2.8m from the original side elevation and providing an additional 16m² of accommodation. The first floor is set back by 1.75m from the front main wall of the dwelling.
- 3.4. The extensions will be constructed in materials to match the existing dwelling and will maintain a gable-to-gable roof form, consistent with the host property, albeit set down from the main roof ridge line by approximately 0.5m.
- 3.5. Fenestration proposed includes a 1.2m by 1.2m window serving a study, a 2.7m by 2.1m sliding door serving an open-plan kitchen/dining space at the rear elevation at ground floor level; a 1.2m by 1m window serving an en-suite and a 1.8m by 1.2m window serving the additional proposed bedroom at first-floor level; three 'Velux' skylights (upon the ground floor 15-degree pitched roof) measuring 78cm by 98cm each. Although no further fenestration is proposed at the side elevations, a side door serving the garage, along with a new garage door at the front elevation are also

proposed. The altered porchway which also feature a new front door with a small gable roof canopy.

3. Description of the Site and the Surrounding Area

3.6. The application site is located at 11 Spinney Hill within the settlement boundary of Market Bosworth. The property comprises a semi-detached dwelling, with a detached single garage (which adjoins the neighbouring No. 10 Spinney Hill) and sits central to a cul-de-sac in the western part of Market Bosworth.

3.7. The dwelling is constructed in light brown brick with a grey-tiled roof and features a flat-roof single porchway projection, which was part of the original building design. The property is set back approximately 8m from the highway by a driveway and grassed area. The frontage of the property is bounded by a dwarf brick wall boundary treatment, and the rear is bounded by various hard boundary treatments.

3.8. The surrounding area is predominantly residential in nature consisting of semi-detached dwellings 1960s/1970s British architecture, with link-detached front gabled dwellings at the entry of the cul-de-sac. Properties in the area are generally of similar scale and design, with various alterations and extensions. All properties are constructed in light brown brick with no rendered properties or variations in external finishes.

3.9. To the rear of, and surrounding, the site lies further residential development. The street, which is accessible via Springfield Avenue and Heath Road, is a quiet residential road with ample on-street parking. The site sits topographically set up from the highway and the front garden forms a slightly angled verge.

3.10. The site is not located within the Market Bosworth Conservation Area but is within the boundary of the Market Bosworth Neighbourhood Plan.

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. One representation was received. The neighbour has no objection to the proposed development but has raised concerns about the demolition of the shared garage between No. 10 and No. 11 Spinney Hill. Following discussions, both parties have agreed that measures will be taken to ensure the stability of the remaining structure - particularly the dividing wall – where the care of the wall will be considered.

6. Consultation

6.1 There have been no objections from the following consultees:

- Market Bosworth Parish Council – 6th August, 2025

“Market Bosworth Parish Council has no objection to this planning application per se, but the development should be such as to ensure 2 parking spaces are retained, that vehicles can exit the site in a forward gear, and that access to the rear of the property permits the transfer of waste bins.”

- Market Bosworth Parish Council (amended plans) – 25th September, 2025

“Market Bosworth Parish Council has no objections to this amended planning application but would support valid objections / comments from neighbours.”

6.2 No further responses have been received.

7. Policy

7.1 Core Strategy (2009):

- No relevant policies

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 Market Bosworth Neighbourhood Plan 2020 – 2039 (MBNP) (2025):

- Policy CE1: All new development within Market Bosworth

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 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 Policy CE1a of the Market Bosworth Neighbourhood Plan states '*all new development within Market Bosworth should be in keeping with its Character Area with regards to scale, layout and materials to retain local distinctiveness and create a sense of place.*'

- 8.10 Policy CE1b of the Market Bosworth Neighbourhood Plan states '*within any Character Area the roofline of any new development must respect adjoining areas and neighbouring buildings*'. Although the proposals are not within the Market Bosworth Conservation area, the design principles should provide loose guidance on the scheme.
- 8.11 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. Any proposal should be set down from the ridge of the existing house and set back from the front elevation by a minimum of 0.5m. Extensions to the front of properties should not normally extend beyond the front elevation by more than 2m and not cover more than 50% of the front elevation. The side extension element complies with this guidance by maintaining a 0.5m set down from the main ridge line and the first-floor extension maintains a 1.75m set back distance from the principal frontage. The front extension proposed (the porchway and garage) would not exceed a 2m projection and 50% of the property principal frontage. Therefore, the side and front extension element complies with this guidance. Although the ground-floor element does not maintain a setback distance from the principal frontage, it is designed in a way that complements and accords with the existing main dwelling and the integrated garage represents an improvement in design compared to the previous detached flat-roof garage with central side access, which is typical of 1960s/1970s housing design.
- 8.12 The Good Design Guide states that rear extensions should be subordinate to the main dwelling in terms of scale, massing and dimensions, with matching roof pitch. The rear extension, which is largely screened by the dwelling itself and a high degree of foliage/vegetation at the rear, remains subordinate to the main dwelling, with a 0.15m boundary distance from the shared semi-detached boundary.
- 8.13 The proposal is minimally visible from non-habitable windows of neighbouring No. 10 Spinney Hill and due to the site layout, the front extension would be visible from the perpendicular properties Nos. 13 and 14 Spinney Hill. No. 12 Spinney Hill, which adjoins the site, will be able to see the rear element of the extension, but given the hard boundary treatments retained this is significantly mitigated. Nos. 20, 21 and 22 St Catherine's Avenue to the rear of the application site will also be able to see the rear and side extension elements, especially during the colder months, however due to the presence of mature trees, this somewhat mitigates the view.
- 8.14 The application site is topographically set above the neighbouring No. 10 Spinney Hill and therefore is rather exposed location on the street however the two-storey side extension strongly complies with guidance from the Good Design Guide, and the front extension is comparable in scale to the original flat-roofed porch, resulting in minimal further impact on the street scene.
- 8.15 Given the application site's location on a cul-de-sac, the proposals are largely hidden from the main routes through Market Bosworth. However, despite this, the proposed design is generally sensitive and in keeping with both the surrounding area and the character of the host dwelling.

- 8.16 External brickwork and roof tiles are proposed to be matched with the materials of the main dwellinghouse, and fenestration matched and proposed to be finished in uPVC or timber to match the colour of the existing fenestration. This results in a consistent appearance, which complements and is in keeping with the main dwelling and surrounding area.
- 8.17 Although there is no variety in construction finishes, there is a variety of historical householder extension designs along the street. No. 15 Spinney Hill, albeit sensitively designed, boasts a two-storey projecting gable, which provides a design anomaly amongst various other extension designs. With this in mind, this planning application does not differ from previous extensions proposed and approved.
- 8.18 In addition, given the high number of historical extensions within the street (many of which are side extensions), the two-storey side extension does not disrupt the usual separation distances.
- 8.19 By virtue of the sensitive design, the proposed use of matching external materials, the scale, set back and set down distances, the proposal respects the character of the existing dwelling and surrounding area and is in accordance with Policy DM10 of the SADMP, Policy CE1 of the Market Bosworth Neighbourhood Plan and the Good Design Guide.

Impact upon Residential Amenity

- 8.20 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.
- 8.21 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.
- 8.22 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.
- 8.23 The Good Design Guide advises that any extension element should not exceed 45-degrees from the principal window of any neighbouring habitable space, measured from the central point for a ground-floor extension. No. 12 Spinney Hill, which adjoins the host dwelling, has a pre-existing single-storey rear extension which sits roughly flush with the extension proposed. No element of the proposed extensions breach the 45-degree guidance for neighbouring Nos. 10 and 12 Spinney Hill and is therefore compliant.

- 8.24 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. The neighbouring No. 10 Spinney Hill has a first-floor window which overlooks the side of the application dwelling, however this serves a non-habitable room. No windows are proposed on the side elevation of the extension and therefore is compliant with the guidance.
- 8.25 In addition, the separation distance between two principal windows to habitable windows should be a minimum of 21m. The rear extension proposed maintains a minimum of 27m separation distance from the rear facades of the dwellings to the rear - Nos. 20, 21 and 22 St Catherine's Avenue. No. 5 Spinney Hill sits across the highway and does not impact the amenity of these occupiers.
- 8.26 The first-floor extension element, although higher topographically than neighbouring No. 10 Spinney Hill, neither breaches the 45-degree guidance or minimises any separation distances (it maintains a separation distance of 4.6m from the main side elevation of No. 10).
- 8.27 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.
- 8.28 To comply with the Good Design Guide, three-bedroom houses should also provide a minimum of 80m² of private outdoor amenity space with a minimum length of 7m. With the rear extension in mind, the proposals retain private outdoor amenity space which exceeds 10m in length and 105m² in total area, which is compliant with the Good Design Guide.
- 8.29 By virtue of these factors and the fact that there have been no objections to the scheme, 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

- 8.30 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.
- 8.31 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.
- 8.32 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.
- 8.33 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).
- 8.34 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.35 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.
- 8.36 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.
- 8.37 Figure 44 (Dimensions) of the LHDG requires minimum parking sizes to be 2.4m in width by 5.5m in depth, and an additional 0.5m in width is required the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side. This width increases to 1m if the parking space is bounded on both sides. Tandem parking spaces should be provided with a depth of 6m per space (i.e., a depth of 12m is required for two tandem parking spaces.).
- 8.38 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.
- 8.39 In accordance with the LHDG single bay garages should have a minimum internal dimension of 3m in width by 6m in depth, with a minimum door width for 2.3m. This increases to 6m in width with a minimum door width of 4.2m for double garages.
- 8.40 The scheme creates one new bedroom and makes the property a four-bedroom dwelling. Given there is only one existing off-street parking space at the property, this would be deemed insufficient. However, the applicant has provided a parking plan which outlines two off-street parking spaces measuring 2.4m by 4.8m, which would still be deemed insufficient for a four-bedroom dwelling. Given the 8m clearance from

the highway it is regarded there is sufficient space for two off-street parking, while maintaining some green space.

8.41 However, given the residential area is quiet and has low traffic volume, especially given its' cul-de-sac layout, on-street parking is common and is unlikely to cause a safety concern. Therefore, it is considered the insufficient off-street parking is largely mitigated.

8.42 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 (received by the Local Planning Authority on 15/07/25)
- Proposed floor plans (Drawing Nos. 3062-2 E, 3062-4 E)
- Proposed elevations (Drawing No. 2062-6 E)
- Proposed section (Drawing No. 3062-7 E)
- Block and Location Plan (Drawing No. 3062-8 E)
- Block map (Drawing No. 3062-9 E)
- All received by the Local Planning Authority on 10/09/25
- Parking Plan (Drawing No. 3062-1 F) – Received by the Local Planning Authority on 03/10/25

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).

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.