

Delegated Report

Planning Ref: 23/00419/HOU

Applicant: Ms Alison Wood

Ward: Markfield Stanton & Field Head



Hinckley & Bosworth
Borough Council

Site: 283 Leicester Road Field Head Markfield Leicestershire

Proposal: Part single storey and part two storey rear and side extension, new front porch, garage and associated hardstanding

1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions outlined at the end of this report

2. Planning application description

- 2.1. This householder application seeks planning permission for a part two storey and part single storey side and rear extension, new garage to the side elevation, new porch to the front elevation and additional hardstanding to a dwelling, 283 Leicester Road, Field Head, Markfield.
- 2.2. The proposed two storey side/rear extension would be set back from the main front elevation by 0.3 metres and extend with a width of 1.7 metres to a total depth of 8.8 metres at two storey height and a further 3.2 metres at single storey height. It would wrap around the rear corner of the dwelling and extend at two storey height for the full 7.7 metres width of the dwelling to be flush with the other side elevation and to a depth of 2 metres beyond the existing main first floor rear elevation of the dwelling. The additional single storey section would extend 1.9 metres in width from the new side elevation. The two storey side extension would have a double side gable roof form with matching 4.9 metres high eaves as the existing main roof and subordinate ridge heights of 6.8 metres. The rear extension would have a hipped roof form with matching 4.9 metres high eaves and 7.7 metres ridge heights as the existing main roof. The single storey rear extension would have a dual pitched roof form with rear gable with an eaves height of 2.6 metres and a ridge height of 3.5 metres.
- 2.3. The proposed garage to the other side elevation would be set back 1.2 metres from the main front elevation with a width of 2.6 metres and extend to a depth of 4.7 metres along the side elevation. It would have a gable sided roof form with an eaves height of 2.3 metres and a ridge height of 4.3 metres.
- 2.4. The proposed front porch would extend 2.35 metres from the main front elevation with a width of 2.65 metres and with a dual pitched gable fronted roof with an eaves height of 2.3 metres and ridge height of 3.5 metres.
- 2.5. It is proposed that the extensions and alterations would be constructed with facing bricks to the front elevation and a mix of render (ground floor) and vertical timber cladding (first floor rear elevation), matching roof tiles and windows to match or complement those of the existing dwelling.

3. Description of the site and surrounding area

- 3.1. The application dwelling is located within the settlement boundary of Markfield in a ribbon development of dwellings to the north east side of Leicester Road, Field Head. It is a two storey detached house with a hipped roof form and traditional styling with two storey bay windows to the front elevation, feature brick chimney stack to the north west side elevation and recessed entrance porch with arched brick headers over. It has a single storey extension across the full width of its rear

elevation with a lean-to roof form and a part constructed single storey addition to its south east side/northeast rear corner. The application dwelling is constructed of red facing bricks, stone coloured render panel between front bay windows, red/brown interlocking concrete roof tiles and white uPVC windows. There is a detached storage building with flat roof to the side and rear of the dwelling. The site is accessed by a central concrete slabbed driveway within the site frontage and side driveway which is of sufficient length to accommodate at least three off-street parking spaces in tandem with grassed areas and planting either side. There is a long rear garden enclosed by a mix of fencing and hedgerows with stables and equestrian uses on land to the rear.

- 3.2. The application dwelling is set well back from the highway and from the two storey semi-detached dwelling to the west and on a similar building line to the two storey semi-detached dwelling to the southeast.

4. Relevant planning history

None.

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 as a result of public consultation.

6. Consultation

- 6.1. No objection has been confirmed from Groby Parish Council.

7. Policy

- 7.1. Core Strategy (2009)

- No relevant policies

- 7.2. Site Allocations and Development Management Policies (SADMP) DPD (2016)

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM10: Development and Design
- Policy DM18: Vehicle Parking Standards

- 7.3. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2021)
- Planning Practice Guidance (PPG)

- 7.4. Other relevant guidance

- Good Design Guide (2020)
- National Design Guide (2019)
- Local Highway Authority Design Guide

8. Appraisal

- 8.1. Extensions and alterations to existing domestic properties within settlement boundaries 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 neighbouring residential amenity
- Impact upon parking provision

Design and impact upon the character of the area

- 8.2 Policy DM10 of the adopted SADMP requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, mass, design, materials and architectural features and for building material to respect existing/neighbouring buildings and the local area generally.
- 8.3 The Council's adopted Good Design Guide states:
- 'Two storey side extensions should appear smaller in scale and massing in order to be subordinate to the main dwelling. Any proposal for a two storey side extension should be set down from the ridge of the existing house and set back from the front elevation (the minimum distance for this should be 0.5 metres in both directions) unless in design terms this in itself would create an imbalance in the overall design of the property.'* and,
- 'Rear extensions 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. Where there are no public views into a site, a fully integrated two storey extension may be acceptable unless there is a detrimental impact on the adjacent properties as assessed by the 45 degree rule.'*
- 8.4 The proposed two storey side extension would be set back from the main front elevation by 0.3 metres with a clearly subordinate width of only 1.7 metres and a double side gable roof form with matching 4.9 metres high eaves as the existing main roof and clearly subordinate ridge heights of 6.8 metres. By virtue of its set back, width and height the proposal would appear as a clearly subordinate addition to the existing dwelling in accordance with the adopted Good Design Guide. Notwithstanding that gables are not a feature of the existing roof, by virtue of their unobtrusive position to the side elevation, part screening by the adjacent dwelling and considerable set back from the highway, they would not be an overly prominent feature within, or result in any significant adverse visual impacts on the existing dwelling or the wider street scene and are therefore considered to be acceptable in design terms in this case. The proposed external materials to be used in the construction of the proposed two storey side extension would match the corresponding red bricks and roof tiles of this traditionally styled dwelling and provide a unified appearance to the front elevation.
- 8.5 The proposed two storey rear extension would extend above an existing single storey rear extension and only 2 metres in depth beyond the existing first floor rear elevation of the dwelling. By virtue of its full 7.7 metres width and hipped roof form with matching 4.9 metres high eaves and 7.7 metres ridge heights as the existing main roof, the proposal would be fully integrated with the existing dwelling rather than being subordinate. Nevertheless, the adopted Good Design Guide does provides support in principle for fully integrated two storey rear extensions where there are no public views into the site and subject to there being no adverse impacts on neighbouring properties. In this case, the rear extension would be screened by the existing dwelling and the neighbouring dwellings either side from the public highway and there are no public views from the rear. Any potential impacts on neighbouring properties will be discussed within the next section of this report. The proposed external materials to be used on the rear elevation would be contrasting rendered walls at ground floor and vertical timber cladding at first floor which together with the much larger proportioned full height glazing with glazed Juliette balcony doors at first floor would result in a much more contemporary style. Nevertheless, this would be to the rear where it would not be publicly visible and, in any case, would not be considered to be unacceptable in terms of design and appearance.

- 8.6 The additional single storey rear extension would extend a further 3.2 metres in depth at a width of only 1.9 metres from the new side elevation and with a clearly subordinate footprint and dual pitched roof form with an eaves height of 2.6 metres and a ridge height of 3.5 metres. The proposal is therefore considered to be acceptable in terms of its design and rendered appearance to match the rear elevation and with matching roof tiles.
- 8.7 The proposed garage to the other side elevation would be set back 1.2 metres from the main front elevation with a subordinate width of 2.6 metres and extend to a depth of 4.7 metres along the side elevation. It would have a single storey gable sided roof form with an eaves height of 2.3 metres and a ridge height of 4.3 metres and therefore would appear as a clearly subordinate addition to the existing dwelling in accordance with the adopted Good Design Guide. It would have doors to the front and rear elevation to enable access to the existing storage building and rear garden and is proposed to be constructed with matching red facing bricks and roof tiles as the existing dwelling to ensure a unified appearance.
- 8.8 The proposed front porch would extend only 2.35 metres from the main front elevation with a width of only 2.65 metres and with a dual pitched gable fronted roof with an eaves height of 2.3 metres and ridge height of 3.5 metres. By virtue of its appropriate scale and design it would appear as a clearly subordinate addition to the existing dwelling in accordance with the adopted Good Design Guide. It is proposed to be constructed with matching red facing bricks and roof tiles as the existing dwelling to ensure a unified appearance.
- 8.9 The proposal includes the provision of additional block paving or loose gravel hardstanding and the re-surfacing of the existing concrete paved driveway. The submitted Driveway Plan retains sufficient areas of soft landscaping either side of the existing site access and retention of the front boundary hedgerows either side which would soften the overall appearance of the development within and be characteristic of the wider street scene.
- 8.10 By virtue of the siting, scale, mass and design of the proposed extensions together with the proposed use of matching and complementary contemporary external materials to create a unified and satisfactory appearance, the scheme would result in subordinate extensions that would respect and complement the scale, character and appearance of the existing dwelling and wider street scene. Over 500 square metres of private amenity space would be retained within the rear garden and would be adequate to serve the resulting four bedroomed dwelling. The proposals are therefore considered to be in accordance with Policy DM10 of the adopted SADMP and the general principles of the adopted Good Design Guide.

Impact upon neighbouring residential amenity

- 8.11 Policy DM10 of the adopted SADMP and the adopted Good Design Guide require that development would not have a significant adverse effect on the privacy and/or amenity of nearby residents and occupiers of adjacent buildings.
- 8.12 The adjacent dwelling to the southeast (No. 285) is a semi-detached two storey house that has a similar front building line to the application dwelling and is set off the side boundary by approximately 2 metres. It has only a glazed entrance porch at ground floor and one window at first floor in its near northeast side elevation facing the application dwelling. It has been extended with a fully integrated two storey rear extension to a greater depth than the proposed two storey rear extension to the application dwelling and much further depth with a single storey rear extension and additional conservatory. Notwithstanding that the proposed two storey side extension would extend up to the site side boundary, it is considered that by virtue of the nature of the openings in the facing side elevation and

separation distance, that the proposal would not result in any significant adverse overbearing or overshadowing impacts on No. 285. By virtue of the shallower depth of the proposed rear extension, the proposal would not result in any significant adverse overbearing or overshadowing impacts on any rear elevation windows of No. 285 or its rear garden area.

- 8.13 The only new windows at ground floor and first floor in the side elevation facing No. 285 would serve a shower room and bathroom respectively and would be obscurely glazed and by virtue of their position on the boundary would open inwards only. In any case, they would face towards the access drive and a blank area of the side elevation of No. 285 rather than any sensitive private areas and therefore would not result in significant loss of privacy to the neighbouring occupiers from overlooking.
- 8.14 The neighbouring dwelling to the west (No. 281) is a two storey semi-detached house that is set completely forward of the application dwelling such that its main rear elevation is approximately 3.5 metres forward of the main front elevation of the application dwelling and approximately 2.5 metres inside the side boundary. By virtue of this relationship and the modest 2 metres depth of the proposed two storey rear extension and siting and single storey scale of the proposed side elevation 'garage', the proposals would not result in any significant adverse overbearing or overshadowing impacts on any rear elevation windows of No. 281 or its rear garden area. There are no new windows proposed in the side elevation that would face towards No. 281 or result in any significant adverse impacts on the neighbouring occupiers of No. 281 from any direct overlooking.
- 8.15 By virtue of the siting, scale and design of the proposed extensions and alterations together with their relationship to both neighbouring properties, it is considered that the proposals would not result in any significant adverse impacts on the residential amenity or privacy of the occupiers of any neighbouring properties and that they are therefore in accordance with Policy DM10 of the adopted SADMP and the adopted Good Design Guide. No objections to the proposals have been received from the occupiers of any neighbouring properties.

Impact upon parking provision

- 8.16 Policy DM18 of the adopted SADMP seeks to ensure an appropriate level of parking provision of appropriate design.
- 8.17 The existing central concrete slabbed driveway within the site frontage is of sufficient length to accommodate off-street parking for three cars in tandem with grassed areas and planting either side.
- 8.18 The proposal would increase the number of bedrooms within the dwelling from three to four. The local highway authority design guide would therefore seek the provision of three off-street car parking spaces to serve the resulting dwelling. The proposal includes a garage but this is substandard in terms of its internal length and width to be classed as a viable parking space in accordance with local highway authority design standards. Notwithstanding this, the proposed garage would have doors to both front and rear elevations to enable vehicular access along the retained side driveway to the existing detached garage to the side and rear of the dwelling. The proposals also include the provision of additional block paved or loose gravel hardstanding within the site frontage and the re-surfacing of the existing concrete paved driveway. The submitted Driveway Plan indicates that there would be sufficient new hardstanding space within the site frontage to provide at least three off-street parking spaces of appropriate dimensions to meet the local highway authority design guidance. A condition to require their provision within a reasonable time period and future retention would be reasonable and necessary to ensure

adequate off-street parking provision to serve the resulting four bedroomed dwelling.

- 8.19 The submitted Driveway Plan also proposes the provision of a pair of new access gates as part of the scheme. These are indicated as being set back from the highway boundary by 5 metres and hung so as to open inwardly and a condition to ensure this detail would be reasonable and necessary to ensure that a car could pull clear of the highway whilst the gates are opened/closed in the interests of highway and pedestrian safety. In addition, as resurfacing of the existing access is proposed, a condition to require that this is carried out in a reasonable time period and with appropriate permeable hard-bound surfacing for a minimum distance of 5 metres behind the highway boundary would be reasonable and necessary to reduce the possibility of any loose aggregates being deposited in the highway in the interests of highway safety. Subject to these conditions, it is considered that the proposals would be in accordance with Policy DM18 of the adopted SADMP and the local highway authority design guide.

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.

- 9.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

10. Conclusion

- 10.1. The proposal relates to extensions and alterations to an existing dwelling located within the settlement boundary of Markfield where there is a general presumption in favour of sustainable development as set out in Policy DM1 of the adopted SADMP and the overarching principles of the NPPF.
- 10.2. By virtue of their siting predominantly to the side and rear, their sympathetic scale and design and the proposed use of matching and complementary external materials in their construction to ensure a unified and satisfactory appearance, it is considered that the proposals would respect and complement the scale, character and appearance of the existing dwelling, would be compatible with the size of the plot and neighbouring dwellings, and would not result in any significant adverse

impacts upon the character or appearance of the varied street scene or the privacy or residential amenity of any neighbouring properties. The proposals would retain more than adequate private rear amenity space of over 500 square metres and satisfactory off-street parking provision of at least three spaces to serve the resulting four bedroom dwelling. The proposals are considered to be in accordance with Policies DM1, DM10 and DM18 of the adopted SADMP and the general principles of the adopted Good Design Guide and are therefore recommended for approval subject to conditions.

11. Recommendation

11.1 Grant planning permission subject to:

- Planning conditions outlined 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, as follows: Location Plan, Proposed Block Plan and Proposed Elevations Drawing No. 334.02 Rev B Stage 3 and Proposed Floor Plans and Driveway Plan Drawing No. 334.03 Rev B Stage 3 received by the local planning authority on 22 June 2023.

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 be in accordance with the external materials details provided within the submitted Planning Application Form and as detailed on the approved Proposed Elevations Drawing No. 334.02 Rev B Stage 3 received by the local planning authority on 22 June 2023 and 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. Within three months of the first occupation of the two storey side/rear extension hereby permitted a minimum of three off-street car parking spaces shall have been provided and hard surfaced in accordance with the approved Driveway Plan Drawing No. 334.03 Rev B Stage 3 received by the local planning authority on 22 June 2023. Once so provided the onsite parking provision shall be retained and permanently so maintained at all times thereafter.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street

parking problems locally in the interests of highway safety and in accordance with Policy DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. Notwithstanding the provisions of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary and then shall only be hung so as to open away from the highway boundary in accordance with the approved Driveway Plan Drawing No. 334.03 Rev B Stage 3 received by the local planning authority on 22 June 2023.

Reason: To enable a vehicle to stand clear of the highway whilst the gates are opened and closed in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

6. Within three months of the first occupation of the two storey side/rear extension hereby permitted the access drive shall have been surfaced with permeable hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and once so provided, shall be permanently so maintained at all times thereafter.

Reason: To reduce the possibility of deleterious material (loose stones etc.) being deposited in the highway in the interests of highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

11.3 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 buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. The applicant/developer is advised to ensure that no part of the development hereby permitted exceeds the extent of their land ownership in order to avoid any potential legal disputes with any neighbouring land owner(s).