

Delegated Report

Planning Reference: 25/00453/HOU
Applicant(s): Mr Samuel Driver
Ward: Groby



Hinckley & Bosworth
Borough Council

Application Site: 10 Lawnwood Road, Groby

Proposal: Single storey side and rear extension

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 full planning permission for a single storey side and rear extension at 10 Lawnwood Road, Groby.
- 2.2. The extension externally adds 1.5m depth to the principal rear façade of the dwelling, 1.07 m to the width of the original garage (at its Southeast elevation). There is no additional depth to the front of the garage. The scheme proposes to change its footprint from 75m² to 85m².
- 2.3. The extension is proposed to alter the layout of the dwelling by replacing the existing garage, kitchen and dining space with a Master bedroom (where the existing garage currently sits), a utility room and a 'snug'. The kitchen will be relocated to the centre of the dwelling whilst the front of the dwelling retains its existing configuration.
- 2.4. Fenestration proposed at the front of the dwelling includes a standard size uPVC window at the receded elevation and a full length bi-fold door to its rear elevation. There is no new fenestration proposed at the side elevations.
- 2.5. The extension is proposed to retain the existing hipped roof structure with the addition of a flat roof to the rear of the dwelling which matches the existing rear roof. The external half brick, half render of the whole dwelling will be retained whilst the extension element will be finished wholly in render.

3. Description of the Site and the Surrounding Area

- 3.1. The application dwelling is a single-storey, semi-detached property on Lawnwood Road, Groby. Although there is an existing wooden garage structure connecting the property to the neighbouring semi-detached building, giving the impression of a link-

terrace, the property remains classified as semi-detached. The property is set back 6m from the highway and has a hipped roof structure incorporating the main dwelling.

- 3.2. The host dwelling is currently finished in render with 'red' brick detailing at the base of each elevation. Dwellings along Lawnwood Road are wholly residential and mostly uniform in layout, scale and massing but differ in external finish. The property is located within the settlement boundary of Groby and within the perimeters of the National Forest.

4. Relevant Planning History

- 4.1 There are no known planning applications associated with the property or nearby properties.

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents. No concerns were raised.

6. Consultation

- 6.1 There have been no objections from the following consultants:

- Groby Parish Council

- 6.2 No further responses have been received.

7. Policy

- 7.1 Core Strategy (2009):

- Policy 21: National Forest
- Policy 22: Charnwood Forest

- 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)
- Planning Practice Guidance (PPG)

7.4 Other Relevant Guidance:

- Good Design Guide (2020)
- Leicestershire Highway Design Guide (LHDG) (2024)
- National Design Guide (2019)

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 136 of the NPPF highlights that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change.

8.6 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.

8.7 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.

- 8.8 In accordance with the Good Design Guide, extensions to the rear should be designed to be clearly subordinate to the main dwelling and should be an appropriate height, width, depth and reflect or complement the detailing and materials of the original building. Since both the host and adjoining dwelling (No. 8 Lawnwood Road) already feature rear matching extensions of identical scale and design and given the finishing materials are proposed to match the existing, any additional subordination may be perceived as poorly designed.
- 8.9 There are several rear and side extensions within the immediate area; a 7m rear extension at Nos. 6 and 16 Lawnwood Road; a 4m side extension to No. 26 Lawnwood Road. Given this, and the fact that the main elements of the proposal are located at the rear of the property, it is regarded that the development does not have a significant adverse impact on the character of the surrounding area.
- 8.10 It is noted that the existing temporary garage outbuilding is currently finished in wood which is showing signs of deterioration and age. Therefore, the proposed replacement is considered to enhance the overall appearance of the property and complement the existing dwelling.
- 8.11 By virtue of the distance from the highway, the design, the proposed use of matching external materials, the scale and the limited prominence of the extension, 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

- 8.12 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.
- 8.13 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.
- 8.14 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.
- 8.15 As there is no additional frontage depth to the existing garage boundary, the proposed front extension element is not visible from the principal elevations of Nos. 8 or 12 Lawnwood Road. The adjoining garage at No. 12 Lawnwood Road is

currently used as a vehicle garage and therefore would not be seen to impact the occupant's amenity.

- 8.16 The Good Design Guide recommends that any extension should not breach 45° from any neighbouring habitable windows in order to avoid loss of light. As there is an adjoining garage outbuilding erected in the garden of No. 12 Lawnwood Road and given the rear extension retains the existing garage depth this will not cause further impact and loss of light to neighbouring No. 12 Lawnwood Road. Furthermore, the proposed rear extension of the host dwelling does not breach the 45° guideline when measured from the centre of the nearest habitable room window at No. 8 Lawnwood Road.
- 8.17 The Good Design Guide states there should be a minimum separation distance of 8m from a habitable window to the blank side of a neighbouring property. As the proposed rear extension retains the existing garage footprint depth, this will not cause an overbearing impact on No. 12 Lawnwood Road. No. 8 Lawnwood Road sits adjacent to the host dwelling and therefore this rule doesn't apply.
- 8.18 The rear of the host property adjoins an unused parcel of land, resulting in no impact on neighbouring properties to the rear. The existing dwelling's roof remains unchanged, while the extension incorporates a flat roof design, ensuring there is no loss of light or overbearing impact on neighbouring properties.
- 8.19 No. 6 Lawnwood Road features a substantial rear extension of significant depth, whereas the proposed rear extension at No. 10 Lawnwood Road has been designed with greater sensitivity to respect the amenity of neighbouring properties. As no alterations are proposed to the principal front elevation, there will be no impact on neighbouring properties in any direction.
- 8.20 Given the modest height of the extension and the retention of the existing flat roof, the development is not considered to be overbearing to neighbouring properties and is unlikely to result in any significant loss of light. It is also relevant to note that the rear garden of No. 8 Lawnwood Road benefits from a Northeast garden and therefore does not typically receive direct sunlight to its rear garden.
- 8.21 No new structures are proposed along the Western elevation and so boundary separation distance guidance will not apply. The proposed rear extension is situated close to the Eastern boundary; however, it remains within the 45° guidelines outlined in the Good Design Guide and given the plot size constraints and that the property is semi-detached, the proposed design is seen to consider neighbour amenity.
- 8.22 The proposed rear full-length bi-fold doors at the rear elevation are not considered dissimilar in style or size to the existing full-length window and door on the existing rear elevation. In addition, given the presence of a standard boundary fence and its positioning further to the rear of the boundary, it is unlikely that it will cause overlooking concerns for No. 12 Lawnwood Road.

- 8.23 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. The proposals will retain 11m of garden length and 139m² in total area, which is compliant with the Good Design Guide.
- 8.24 By virtue of these factors, 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

- 8.25 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.
- 8.26 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.
- 8.27 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.
- 8.28 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).
- 8.29 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.30 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.
- 8.31 Any reduction below minimum standards will require robust justification.
- 8.32 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.

- 8.33 The scheme creates one new bedroom and makes the property a three-bedroom dwelling. As three off-street parking spaces are proposed, there is adequate off-street parking for the dwelling and 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:

- Proposed Layouts and Elevations – Drg. 214-02 Rev B
Received by the Local Planning Authority on 21.06.2025
- Location and Block Plan – Drg. 214-03 Rev B
Received by the Local Planning Authority on 11.07.2025
- Application form
Received by the Local Planning Authority on 01.05.2025.

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.