

Delegated Report

Planning Ref: 25/00717/HOU

Applicant: Mr Jain

Ward: Newbold Verdon With Desford & Peckleton

Site: Brocksway 24 Station Road Desford

Proposal: Single storey rear extension and rear dormer

Case Officer: Zahra Jam Rotbeh (Planning Officer)



**Hinckley & Bosworth
Borough Council**

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 rear extension and rear dormer.
- 2.2. The proposed rear extension measures 6.86m in width x 3.15m in depth. Accordingly, the proposal provides a footprint of 21.61 sqm. The eaves height of the rear extension is also proposed at 3.49m.
- 2.3. The proposal also includes a proposed dormer on the rear elevation, with 2.69m length x 2.58m in width and 3.15 m in depth.
- 2.4. The proposed rear extension would introduce two roof lanterns as a part of the application.

3. Description of the Site and the Surrounding Area

- 3.1. 24 Station Road is a detached, two-storey five-bedroom constructed of red brick. The property also features a hipped roof.
- 3.2. The property features window and door openings on all elevations, all constructed in white uPVC.
- 3.3. The property is enclosed by hedges, which serves as a boundary treatment separating it from the neighbouring properties.
- 3.4. The surrounding area is predominantly characterised by a mix of two-storey and single-storey properties in different design. However, the street scene lacks any distinctive or unique architectural character.

4. Relevant Planning History**02/00202/FUL**

- ERECTION OF DETACHED DOUBLE GARAGE
- PER
- 10.04.2002

15/01257/OUT

- Erection of no. 1 dwelling and carport (outline - access, appearance, layout, scale)
- OUT
- 22.01.2016

20/00167/FUL

- Proposed 1.5 Storey dwelling, carport and vehicular access
- PER
- 01.04.2020

83/00694/4

- ERECTION OF A STORM PORCH
- PER
- 26.08.1983

75/00113/4M

- ALTERATIONS AND EXTENSIONS TO DWELLING
- PER
- 25.03.1975

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents.
- 5.2 No responses have been received.

6. Consultation

- No response has been received from Desford Parish council.

7. Policy**7.1 Core Strategy (2009):**

- Policy 8: Key Rural area relating to Leicester

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 Desford Neighbourhood Plan 2018 – 2036 (2021):

- Policy H7: Housing Design

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:

- Good Design Guide (2020)
- National Design Guide (2024)
- 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 Policy DM10 requires new development to complement or enhance the character of the surrounding area with regards to scale, layout, density, mass, design, materials, and architectural features.

8.3 Policy H7 of the Desford Neighbourhood Plan states new development should enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area. Care should be taken to ensure that the development does not disrupt the visual amenities of the street scene and impact negatively on any significant wider landscape views.

- 8.4 According to the HBBC Good Design Guide, where a rear extension is proposed, it should be clearly subordinate to the main dwelling. It must be of an appropriate height, width, and depth, and should reflect or complement the detailing and materials of the original building. The proposed rear extension measures 6.86m in width x 3.15m in depth, and has a flat roof with an eaves height of 3.49 metres. The scale, massing, and design are consistent with the existing building, and as such, the extension is in keeping with the character and appearance of the surrounding area.
- 8.5 Furthermore, the HBBC Good Design Guide also states that the fenestration, including the scale, rhythm, proportions and elements of detail used for window and door openings plays a critical role in the success of housing design. In the case of residential extensions, care should be taken to ensure that the existing horizontal and vertical rhythm together with the proportion of openings is in keeping with the existing ones. The proposal is proposing doors and windows openings in all sides of the new development. Considering the solar panels as well, they all are considered to complement with the existing fenestration and as a result does not have any adverse effects on the character and appearance of the surrounding area.
- 8.6 A rear dormer is also proposed as part of the application. According to the HBBC Good Design Guide, dormer windows—which provide additional headroom within roof spaces—can be appropriate in certain situations. However, they are assessed in the context of their impact on the character of the building and neighbouring amenity and should reflect the window pattern of the dwelling. The guide further states that where a dormer window is proposed, the choice of materials, scale of the window opening, and its position within the roofscape are critical to its success. The proposed dormer, measuring approximately 2.5 metres in width, 2.6 metres in length, and 3.1 metres in depth, is considered to be appropriately scaled. Dormer windows are a common feature in the surrounding area, including on the application dwelling which already features 2 flat roof dormers to each side elevation which are visible from Station Road. As the proposed dormer is located on the rear elevation it will not be visible from the streetscene. Flat roof dormers of this scale do not in isolation normally present good architectural design, however, in this case given the presence of the existing dormers and location to the rear of the dwelling it is therefore not expected to have a significant impact on the design or character of the surrounding area.
- 8.7 To sum up, by virtue of the above the scale and the limited prominence of the rear extension and the roof dormer, the proposal respects the character of the existing dwelling and surrounding area and is in accordance with Policy DM10 of the SADMP, the NPPF (2024), Policy H7 of the Desford Neighbourhood Plan and the Good Design Guide.

Impact upon Residential Amenity

- 8.8 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.
- 8.9 The HBBC Good Design Guide applies the 45-degree rule to planning applications for new extensions to existing properties, where such developments may affect the outlook or daylight to a principal window of a habitable room. The closest adjacent neighbour to the proposed rear extension is No. 22 Station Road. The rear extension and rear dormer do not breach the 45-degree rule in relation to this property or any other neighbouring properties in the surrounding area. Therefore, the proposal is not considered to have any adverse overbearing or light impacts on neighbouring amenities.
- 8.10 The HBBC Good Design Guide also states that where a single-storey development is proposed, the extension may extend to the boundary of the property. However, in the spirit of good neighbourliness, a minimum distance of 1 metre between the extension and the boundary (resulting in a total separation of at least 2 metres between properties) is encouraged. The proposed rear extension would have a separation distance of less than 1 metre to the side boundary, but it maintains a 2-metre separation distance from No. 22 Station Road. This is considered sufficient to minimise any potential harm.
- 8.11 There is only one proposed door opening as part of the scheme—a double door on the side elevation facing No. 26 Station Road. Given the adequate separation distance and the presence of a boundary fence, this element of the proposal is not considered to cause any harm to the amenity or privacy of neighbouring properties. No additional window or door openings are proposed on the side elevations, and therefore the scheme is not considered to result in any issues related to overlooking or loss of privacy.
- 8.12 With regard to the proposed rear dormer window, it will face the garden area and dwelling to the rear. The separation distance to the nearest dwelling to the rear is over 27m and therefore the dormer is not considered to result in any overlooking impact toward neighbouring properties to the rear. Additionally, it is not expected to cause any overlooking issues for adjacent neighbouring properties to the sides.
- 8.13 By virtue of these factors, the proposal has a minimal impact 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

- 8.14 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.

- 8.15 Policy DM18 of the SADMP also requires developments to demonstrate an adequate level of off-street parking provision.
- 8.16 The proposal does not create any additional bedrooms nor alter existing parking/access arrangements and therefore is not considered to have any adverse impact on highway safety or the road network. As such, the scheme is regarded as being in accordance with Policies DM17 and DM18 of the SADMP, as well as the Leicestershire Highways Design Guide (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.

- 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 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, as follows: Proposed Elevations, Floor Plans, Site Location Plan, Drg No. 25021 DSA ZZ GF DR A 002 Rev P09, Proposed Block Plan, Site Location Plan, Drg No. 25021 DSA ZZ GF DR A 003 Rev P02 received by the local planning authority on 22 July 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).

3. The materials to be used on the external elevations of the extension and proposed dormer 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).

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.