

Delegated Report

Planning Ref: 26/00186/FUL

Applicant: Ms Ghislaine Vickers

Ward: Hinckley Trinity



Hinckley & Bosworth
Borough Council

Site: 91 Tudor Road Hinckley Leicestershire

Proposal: Erection of a single storey rear extension, enlarging first floor window opening and creation of 2 no parking spaces at front of dwelling alongside a dropped kerb

Case Officer: Zahra Jam-Rotbeh (Planning Officer)

1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions detailed at the end of this report.

2. Planning Application Description

- 2.1. The applicant seeks a full planning permission for erection of a single storey rear extension, enlarging first floor window opening and creation of 2 no parking spaces at front of dwelling alongside a dropped kerb at 91 Tudor Road Hinckley. The extension would replace the existing conservatory.
- 2.2. The proposed rear extension would have a maximum depth of 6.16 metres and a minimum depth of 2.53 metres from the rear elevation and would have a maximum width of 6.78 metres. It would feature a flat roof with an eave's height of 2.41 metres.
- 2.3. The proposal also includes the addition of a first-floor window to the front elevation, replacing the existing side window.
- 2.4. The proposal also includes the provision of a hardstanding to the front of the property to accommodate 2 no parking spaces for the dwelling.
- 2.5. The parking would be accessed via a proposed new vehicular access including a new dropped kerb , approximately 6.4m in width.
- 2.6. The external walls will be finished in brick to match the existing property, with white uPVC to the openings.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located within the settlement boundary of Hinckley. The street scene is a mix of terraced and semi-detached properties of different size, design and finishes.

3.2. The application property is a two-storey semi-detached dwelling in cement rendered finish and white uPVC.

3.3. The property includes a front garden and hardstanding, with a timber boundary treatment to the front.

4. Relevant Planning History
15/00733/FUL

- Installation of external wall insulation to external elevations of the dwelling.
- PER
- 06.08.2015

5. Publicity

5.1 The application has been publicised by sending out letters to local residents.

5.2 No response has been received.

6. Consultation

6.1 No objections have been received from LCC Highways. One informative has been received in vehicle crossover (dropped kerb) for applicant consideration at the end of this report.

7. Policy

7.1 Core Strategy (2009):

- Policy 1: Development in Hinckley

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)
- National Design Guide (2019)
- Planning Practice Guidance (PPG)

7.4 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 highway safety and parking provision

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.

8.3 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.

8.4 The proposed single-storey extension would project up to 6.15 metres from the original rear elevation of the dwelling and would have a maximum width of 6.78 metres, which is wider than the existing rear elevation and would be partly visible from the front. However, given the single-storey nature of the development and its distance from the highway, it is not considered to have a significant impact. The extension would also feature a flat roof with an eaves height of 2.41 metres. Overall, having regard to its scale, design, and single-storey form, the proposal is not considered to have any adverse impact on the streetscene or on the character of the dwelling and the surrounding area.

8.4. According to the HBBC Good Design Guide, fenestration—including the scale, rhythm, proportions, and detailing of window and door openings—plays a critical role in the success of residential design. The proposed extension involves inserting a window and door openings to the rear, side and front which are consistent with the fenestration style of the main dwelling in elevations and are not considered to have any adverse impact on the existing fenestration, design or character of the surrounding area.

8.5. The proposed use of red brick for the extension would differ from the cement render of the existing dwelling. However, given the variety of designs within the surrounding area and the fact that the extension is located to the rear, it is not considered to have any adverse impact on the design of the main dwelling or the character of the surrounding area.

8.6. The new parking area would result in the loss of the front garden and greenery, however, this would not be out of keeping with the surrounding area where similar developments are common.

8.5 Therefore, the form and design of the development is considered modest, subordinate to the main dwelling and the design of the extension would not have any

adverse impact upon the character of the area. It is considered that the development is in accordance with Policy DM10 of the SADMP and the NPPF (2024).

Impact upon Residential Amenity

- 8.6 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.
- 8.7 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.
- 8.8 The HBBC Good Design Guide (2020) requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity. In the spirit of good neighbourliness, an adequate distance of 1m between the property and its boundary (giving a total distance of at least 2m between properties) should be encouraged. Furthermore, proposals should comply with the 45⁰ guidance.
- 8.9 The properties most directly affected by the proposed development are No. 93 Tudor Road to the east and No. 89 Tudor Road to the west of the site. The extension would protrude beyond no.89's property line to the rear, but would not breach the 45-degree rule to this neighbouring property and given the absence of any proposed window to this side, the proposed development is not considered to have any overdominance, overbearing, loss of privacy or overlooking impacts to this neighbouring property and its amenities.
- 8.10 As noted above, No. 93 is located to the eastern side of the application site and is attached to the host dwelling. While the proposed extension would project beyond the rear elevation of No. 93, the design of the proposal does not breach the 45-degree rule. There would be one proposed side window facing the rear garden of this property; however, given the single-storey nature of the development and intervening boundary treatment, no adverse impact is anticipated. Accordingly, the proposal is not considered to result in any unacceptable overbearing impact, loss of privacy, loss of light, or overshadowing to neighbouring properties or their amenities.
- 8.11 By virtue of above, 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

- 8.12 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.

- 8.13 Policy DM18 of the SADMP also requires developments to demonstrate an adequate level of off-street parking provision.
- 8.14 In accordance with the Leicestershire Highway Design Guide, a minimum of two off-street parking spaces is required for a three-bedroom dwelling. While the proposal would not increase the number of bedrooms, it does include the provision of a hardstanding to the front of the property to accommodate two parking spaces along with a proposed dropped kerb. This is considered to improve parking provision and enhance highway safety and given the primarily nature of the area the proposed kerb is also not considered to cause any harm to the highway safety.
- 8.15 A condition is recommended requiring that the driveway be hard surfaced with a hard-bound material to ensure that the development would not result in deleterious material being deposited on the highway. In addition to prevent surface water draining onto the highway a condition is required to ensure that the hard surface is made of porous material, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.
- 8.16 Accordingly, the proposal is considered to have a positive impact on the highway network and is regarded as compliant with Policies DM17 and DM18, with no unacceptable impacts on parking provision, pedestrian safety, or highway safety. One informative from LCC Highways has been included at the end of this report for the applicant to consider prior to implementing the proposed dropped kerb.

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 As outlined in the report the development complies with the relevant policies of the Development Plan therefore, 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 Drg No. B25/22/P02A

As received by the local planning authority on 04 March 2026 and;

- Proposed Floor Plans, Drg No. B25/22/P01A
- Proposed Site Plan, Drg No. B25/22/SP01A

As received by the local planning authority on 27 February 2026.

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 for the proposed window openings 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. Prior to the first use of the car parking area hereby approved, it shall be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate). Furthermore, the hard surface shall be made of porous material, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

Reason: To reduce the possibility of deleterious material and surface water being deposited in the highway causing dangers to road users and in accordance with Policy DM17 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.
2. Should planning permission be granted, the Applicant would still need to apply to the LHA for a vehicle crossover (dropped kerb) permit. Further details of the requirements can be found at: <https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>. The Applicant should note that the approval of planning permission does not guarantee permission for the required works permit.