

## Delegated Report

**Planning Reference:** 25/00954/HOU  
**Applicant(s):** Mr James Atkinson  
**Ward:** Hinckley Trinity



Hinckley & Bosworth  
Borough Council

**Application Site:** 16 Lismore Drive, Hinckley

**Proposal:** Single-storey side and rear extension and construction of a first-floor dormer.

**Case Officer:** Gwion Russell (Planning Officer)

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### 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 planning permission for the construction of a first-floor dormer and single-storey side and rear extension to 16 Lismore Drive, Hinckley.
- 2.2. The proposal involves the construction of a single-storey extension to the rear and side of the dwelling, forming an overall wraparound extension configuration. It will create an enlarged open-plan kitchen, dining and sitting space, a new utility room with side external access and an additional flexible living/storage room to the frontage. The 3m deep rear extension will project approximately 6.8m across the northeast half of the existing rear elevation and wrap around to the northeast side elevation projecting 1m from the principal elevation and adding a width of 3.2m to the side elevation, totalling in an additional footprint of 49m<sup>2</sup>.
- 2.3. The rear element of the extension would be covered with a flat roof, with base to eaves height of 2.6m; while the side extension would be covered with a hipped roof, base to eaves height of 2.1m. The proposal also includes the removal of a detached garage within the property curtilage, which was part of the original dwelling design. The dual-pitched dormer would measure a width of 3m and base to ridge height 2.8m.
- 2.4. The development includes proposed fenestration; a 5.5m wide bi-fold door to the rear elevation, serving the open plan kitchen area and a standard casement wall-hung triple panel window to the front elevation, serving the additional living/storage room. Four 1.10m wide rooflights are also proposed - two atop the hipped roof of the proposed extension and two atop the flat roof section at the rear. The proposal also

includes the relocation of the front door to the projecting cat-slide projection along with an accompanying 0.8m window to its right-hand side.

- 2.5. The extension would be finished in render and would have concrete roof tiles for the hipped single-storey element and a felt roof for the flat roof element. The dormer is proposed to be finished in a light-coloured render.

### **3. Description of the Site and the Surrounding Area**

- 3.1. The application site is located at 16 Lismore Drive, Hinckley. The property comprises a three-bedroomed detached dwelling with a dual-pitched roof situated on a plot measuring approximately 345m<sup>2</sup>.
- 3.2. The dwelling is constructed in half red brick, half stone with a tiled roof and features a notable cat-slide roof projection at its right-hand side principal elevation. It is set back 7.6m from the highway by a generous tar-maced driveway and some established shrubbery to the southwest corner. The property is bounded by a low timber fence at its front boundary, taller timber fences at the shared boundaries and established vegetation at its rear boundary. The property currently features a flat-roof detached garage in the rear garden, which is to be demolished as part of the proposals.
- 3.3. The surrounding area is predominantly residential in nature, with properties in the vicinity generally of similar scale and massing, predominantly of mid-Century design. Nos. 18, 14 and 12 Lismore Drive all reflect the original mid-Century design of the host dwelling, with distinctive cat-slide roofs at the right-hand side of the principal elevations. All four properties are set-back from approximately 3.75m from one another, resulting in a stepped street scene.
- 3.4. Lismore Drive is a residential link road linking a number of smaller residential streets to the wider Hollycroft area. It is sited to the Northwest and within the settlement boundary of Hinckley. The application dwelling is surrounded by stepped, linear residential units to its northeast and southwest, along with further residential units to its southeast and northwest.
- 3.5. The site is not located within a conservation area, nor is the property listed.

### **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.
- 5.2. One comment neither in support nor objection has been received regarding potential impacts on a rear habitable room of No. 14 Lismore Drive and a breach of the 45 degree rule.

## **6. Consultation**

- 6.1. There have been no consultation on the above scheme save for the neighbouring dwellings.

## **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:

- 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 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.
- 8.8. The Good Design Guide (2021) explains that household extensions, whether to the side, front or rear of an existing property or to the roof, both individually and collectively, can result in changes to the built environment that, if designed insensitively, can have a significant negative impact. There is no specific guidance on single-storey side extensions.
- 8.9. The impacts in terms of design and character and appearance are predominantly associated with the dormer and side extension as the rear extension is not clearly visible in the street scene.
- 8.10. The side extension projects beyond the principal elevation of the dwelling by 1m, which results in a triple-stepped principal elevation. This is inconsistent with the original mid-Century design of the dwelling and its three neighbouring properties. This is, however, significantly mitigated by its proposed use of render to provide a more consistent appearance. Furthermore, much of the side extension itself is permitted development, and a similar front projection would be possible on the original part of the dwelling via permitted development rights for porches. Therefore, while slightly incongruous, the side extension does not result in unacceptable impacts.

- 8.11. In terms of elements of detailing, it is generally appropriate to ensure that the new development integrates coherently with the existing, whether this is an extension to an existing building or a new home in a conservation area. The render that is proposed along the wraparound extension and dormer limits the material palette to only the original red brick and render and this results in a simplistic material choice which is reflected in nearby properties.
- 8.12. Roofscape is a key character forming feature of detail in residential design. This includes the shape and pitch of roofs, as well as the materiality. The side extension element utilises a hipped roof structure, which is inconsistent with the main dual-pitched roof atop the host dwelling and the cat-slide projection. However, given permitted development rights and the side extension's limited width, it is acceptable in this regard.
- 8.13. The proposals do not disrupt the established separation distances between properties, given the single-storey massing and modest roof heights.
- 8.14. Dormer windows, which allow for additional headroom within roofspaces, can be appropriate in certain situations. However, these will be considered in the context of impact upon the character of the area and on neighbours' amenity and should reflect the window pattern of the dwelling and street scene. Material selection and scale of window opening and position within the roofscape, is critical in the success of dormers. Dormers to fronts of properties will only be acceptable where this is a prevailing feature of the surrounding context. There are several street facing gable end extensions on Lismore Drive and No. 18 has planning permission for a similar dormer window. The dormer proposed, with its modest width of 3m and height of 2.8m is subordinate to the dimensions of the cat-slide roof in which it sits. Given the dormer is to be finished in render, the materials used are consistent with the proposed finish along the principal elevation. With regard to its siting and positioning, it would sit centrally to the cat-slide roof with reflects the established fenestration pattern and results in an overall symmetrical first-floor window pattern.
- 8.15. By virtue of the above 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

- 8.16. 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.
- 8.17. 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.

- 8.18. 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.
- 8.19. 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.
- 8.20. The host dwelling sits adjacent to, and set back from, No. 14 Lismore Drive and adjacent, and set forward from, No. 18 Lismore Drive. The set-back/set-forward distances are approximately 3.75m, and this dwelling-to-dwelling relationship continues uniformly across the street.
- 8.21. The Good Design Guide states that the separation distance between two principal windows to habitable windows should be a minimum of 21m. Fenestration proposed on the ground floor includes a 5.5m wide bi-fold door, which faces the rear property boundary and maintains a 33m separation distance from the rear elevations of the properties to the rear (Bearsden Crescent). Established vegetation also softens minimal direct intervisibility. Fenestration proposed at the principal elevation includes a standard wall-hung casement window and by virtue of its forward siting, would sit flush with the principal elevation of No. 14 Lismore Drive. Given the 23m separation distance from opposite properties, this window does not pose any amenity or loss of privacy concerns for neighbouring properties.
- 8.22. Given there are no habitable windows at the side elevation of No. 14 Lismore Drive, no neighbouring window has direct intervisibility of any proposed elevation. The demolition of the detached garage and replacement with an extension set back from the shared boundary would be a betterment in this regard.
- 8.23. The 45-degree guidance, as set out in the Good Design Guide, is applied for planning applications for extensions to existing properties which might affect the outlook from or daylight to a neighbouring property. Largely due to the property's set-back relationship, the rear element of the proposals breaches 45-degrees from the central point of No. 14 Lismore Drive's nearest habitable window. However, this rear extension replaces an existing detached garage which already breaches this guidance and results in poor outlook and a significant loss of light for the nearest habitable window at No. 14 Lismore Drive, adjacent. Given the rear extension is proposed as a flat-roof, this also mitigates loss of light. Furthermore, in its current form, the detached garage, although accompanied by a fenced 0.8m separation distance, presents a continuous 8m projection from the rear elevation of the host dwelling. The proposed rear extension, although higher (by 0.5m), presents a better 3m projection which would result in some light obstruction but accompanied by the demolition of the detached garage, would provide better natural lighting for the occupiers of No. 14 Lismore Drive in the early to late afternoons. In conclusion, given the proposals are modest in height and additional depth the natural sun-path direction, the 45-degree guidance is breached somewhat, but this is insufficient to warrant refusal of the scheme.

- 8.24. To comply with the Good Design Guide, three-bedroom dwellings should also provide a minimum of 60m<sup>2</sup> of private outdoor amenity space with a minimum length of 7m. The proposals are all provided with private outdoor amenity space that exceeds 13m in length and 110m<sup>2</sup> in total area, which is compliant with the Good Design Guide.
- 8.25. By virtue of the 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

- 8.26. 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.
- 8.27. 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.
- 8.28. 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.
- 8.29. 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).
- 8.30. Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.31. 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.
- 8.32. The scheme maintains its provision of three bedrooms and results in the modest loss of 3.2m<sup>2</sup> of front driveway space. Given the generous front garden/driveway dimensions, it is considered that there is already adequate off-street parking for the dwelling and 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 (notwithstanding the proposed wall materials, received by the Local Planning Authority on 3<sup>rd</sup> October, 2025)
- Proposed Elevations and Floor Plans - Drg No. 25 65 06B (received by the Local Planning Authority on 29<sup>th</sup> January, 2026)
- Proposed Block and Location Plan - Drg No. 25 65 04C (received by the Local Planning Authority on 30<sup>th</sup> January, 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. Notwithstanding the approved application forms, the external walls of the development hereby approved shall be finished in render.

**Reason:** In the interests of the character and appearance of the area, in accordance with Policy 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](mailto:building.control@blaby.gov.uk) or call 0116 272 7533.