



Hinckley & Bosworth Borough Council

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Our Ref: 26/10046/PREHMO
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Pre-Application Response

Reference: 26/10046/PREHMO
Proposal: Erection of new three bed dwelling
Location: 1 John Nichols Street, Hinckley
Ward: Hinckley

Thank you for your pre-application enquiry received 10 April 2026. The advice provided is based upon the information submitted with this enquiry.

Summary

Subject to some design amendments the proposed development is likely to be acceptable in principle, landscape, scale and design to the Local Planning Authority.

Description of Proposal

This pre-application enquiry seeks advice on the erection of a three-bed dwelling at 1 John Nichols Street, Hinckley.

The proposed dwelling would be two storeys in height and comprise three bedrooms. It would have a built footprint of approximately 50 square metres within a total plot area of 203 square metres. The indicative elevations show brickwork to the external walls and a symmetrical arrangement of fenestration (windows and door openings) at both ground and first floor levels on the front and rear elevations.

The proposed dwelling would feature an L-shape layout with a width of 6.2 metres and a total depth of 9.65 metres, it features crossed-hipped roof with an eave's height of 5.10 metres and a maximum ridge height of 7.88 metres.

The proposal would take access from John Nicholls Street. Two parking spaces are proposed to the front of the property, served by the existing dropped kerb and proposed garden area. In addition, a new dropped kerb is proposed for the existing property at No. 1 to provide access to two new parking spaces located to the front of that property.

The existing garage and two outbuildings to No.1 would be demolished.

Three refuse storage spaces are also proposed to the west side of the property alongside an EV charger.

The proposal includes two side gates providing access to the rear gardens of both No. 1 and the proposed development (No. 1b).

The applicant is seeking advice on the principle of development, as well as matters relating to access, landscaping, layout, scale, and other associated considerations.

Description of the Site

The application site is located within the settlement boundary of Hinckley.

The site comprises existing garden land adjacent to No.1 John Nichols Street.

The application site currently comprises the pedestrian and vehicular access to the existing garage serving No.1. The remainder of the frontage is screened by tall hedges, which obscure views of the application site from John Nichols Street.

The site is accessed from John Nichols Street which is an adopted and unclassified road subject to a speed limit of 30mph.

The application site is located to the north of the rear gardens of No.109 and No.111 Westfield Road.

The surrounding area is residential in character. The dwellings in the locality are varied in form and character but typically comprise detached, semi-detached and terraced dwellings on rectangular plots with direct highway frontage.

Planning History

None relevant

Consultation Responses

No consultation has been carried out as part of this pre-application process; however, it is likely that HBBC Drainage, LCC Highways, LCC Ecology, HBBC Pollution and HBBC Waste will be consulted as part of any future planning application.

Policy

The main relevant policies to be considered for this form of development are as follows:

- National Planning Policies and Guidance:
 - National Planning Policy Framework (NPPF) (2024)
 - Planning Practice Guidance (PPG)
 - National Design Guide (2019)

- Core Strategy (2009):
 - Policy 1 : Development in Hinckley
- Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):
 - Policy DM1: Presumption in Favour of Sustainable Development
 - Policy DM6: Enhancement of Biodiversity and Geological Interest
 - Policy DM7: Preventing Pollution and Flooding
 - Policy DM10: Development and Design
 - Policy DM17: Highways and Transportation
 - Policy DM18: Vehicle Parking Standards
- Other Relevant Guidance:
 - Hinckley & Bosworth Borough Council (HBBC) Good Design Guide (2020)
 - Leicestershire Highway Design Guide (LHDG) (2024)
 - Technical Housing Standards – Nationally Described Space Standards (2015)

All policy documents can be found on the Council's website at: [https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/101/local_plan_2006 - 2026](https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/101/local_plan_2006_-_2026)

Development Appraisal

The pre-application enquiry has been submitted with the following documents:

- Pre-Application Request Form
- Site Location Plan, Existing, Proposed Block Plan, Drg No. 1-JNS-107
- Proposed Roof Plans - Layout, Drg No. 1-JNS-105
- Proposed Elevations - Existing Dwelling, Drg No. 1-JNS-104
- Existing Elevations, Drg No. 1-JNS-103
- Existing Roof Plan, Drg No. 1-JNS-102 (1)
- Existing Floor Plan, Drg No. 1-JNS-101
- Proposed Elevations, Floor Plans - New dwelling, Drg No. 1-JNS-106

Any advice given in this response is based on this information.

Principle of Development

Paragraph 2 of the National Planning Policy Framework (NPPF) identifies that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF is a material planning consideration in planning decisions and, in accordance with Paragraph 3 of the NPPF, should be read as a whole.

Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The three overarching objectives of sustainable development (economic, social, and environmental) are detailed within Paragraph 8 of the NPPF. Therefore, in accordance with Paragraph 11 of the NPPF, planning decisions should apply a presumption in favour of sustainable development.

However, Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

The Development Plan currently consists of the adopted Core Strategy (2009) and the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016).

Both the Core Strategy and the SADMP are over 5 years old and were adopted prior to the publication of the current NPPF. Paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary.

Nevertheless, in accordance with Paragraph 232 of the NPPF, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to existing policies according to their degree of consistency with the NPPF. Ultimately, the closer the policies in the plan are to the policies in the NPPF, the greater weight they may be given.

The application site is located within the identified settlement boundary of Hinckley and is therefore in a location that is sustainable in principle. It is considered that the construction of a residential dwelling is therefore acceptable in principle subject to assessment of all other material considerations. Other material considerations are set out within the following sections of this response.

Housing Land Supply

Chapter 5 of the NPPF requires planning policies and decisions to deliver a sufficient supply of homes to support the Government's objective of significantly boosting the supply of homes without unnecessary delay. The aim should be to meet an area's identified housing need, including an appropriate mix of housing types for the local community.

Paragraph 11(d) of the NPPF states that planning decisions should apply a presumption in favour of sustainable development where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date. Footnote 8 of Paragraph 11 of the NPPF highlights that housing policies are considered to be out-of-date where local planning authorities cannot demonstrate a five-year supply of deliverable housing sites.

The Council can no longer demonstrate a 5 year housing land supply and the latest figures are expected to show up to 3.95 years of supply as of April 2025.

In light of this, and due to the age of relevant housing policies within the adopted Core Strategy, the 'tilted' balance in Paragraph 11(d) of the NPPF is triggered in accordance with Footnote 8 and Paragraph 11 of the NPPF.

For decision-taking, Paragraph 11(d) of the NPPF requires planning permission to be granted unless:

- i. The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Footnote 7 of the NPPF confirms that areas and assets of particular importance include habitat sites (and those listed in Paragraph 189 of the NPPF) and/or designated as Sites of Special Scientific Interest (SSSI); land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in Footnote 75 of the NPPF); and areas at risk of flooding or coastal change.

Therefore, Paragraph 11(d)(i) of the NPPF does not apply in these site-specific circumstances.

Footnote 9 of the NPPF confirms that the key policies referred to in Paragraph 11(d)(ii) include Paragraphs 66 and 84 of Chapter 5 (Delivering a Sufficiently Supply of Homes), 91 of Chapter 7 (Ensuring the Vitality of Town Centres), 110 and 115 of Chapter 9 (Promoting Sustainable Transport), 129 of Chapter 11 (Making Effective Use of Land), and 135, and 139 of Chapter 12 (Achieving Well-Designed Places).

The development is for one residential property, and therefore Policy 15 (Affordable Housing) and Policy 16 (Housing Density, Mix and Design) of the adopted Core Strategy are not applicable for this scheme.

Whilst the Council is unlikely to be able to deliver a five-year supply of land for housing, the provision of one dwelling within this application site to the Council's supply of housing would only attribute limited positive weight.

Design and Impact Upon the Character of the Area

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. Key Policy Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed and beautiful places.

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.

Key Policy 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.

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. Policy DM10(e) seeks that development incorporates a high standard of landscaping where this would add to the quality of the design and siting.

The Council's Good Design Guide highlights that the five key components of design are: access, layout, space, appearance, and landscape. The Good Design Guide confirms that new development should look to respond appropriately to the existing layout of buildings, streets, and spaces to ensure that adjacent buildings relate to each other, streets are connected, and spaces complement one another. Ultimately, the Good Design Guide states that consideration should be given to the ongoing maintenance of the street scene from the outset.

The surrounding area is predominantly characterised by terraced and semi-detached dwellings. Although the proposed dwelling would be detached, the presence of nearby detached properties at No. 1A and No. 107 means that the proposal would not appear incongruous, nor would it result in an unbalanced form of development or harm to the overall streetscene.

The residential surroundings of the application site are characterised by plots that are typically rectangular in shape with long rear gardens. While the proposed development would occupy a triangular-shaped plot, there are existing examples of triangular plots along Westfield Road. Given the length, scale, and overall form of the proposed plot, it is not considered that the development would cause harm to the character of the area, and any future planning application would be acceptable in this regard.

The density of development within the immediate surroundings of the application site is approximately 25 dwellings per hectare, equating to around 300 square metres of plot area per dwelling. The application site itself has a total area of approximately 200 square metres. On this basis, the proposed dwelling is considered to be consistent with the established density and pattern of development in the surrounding area.

The proposed development has been designed with a layout that reflects the surrounding context along John Nichols Street, with the dwelling set back from the street in a manner consistent with the established street pattern. It would occupy a detached plot and adopt an L-shaped form, which differs from some adjacent and nearby properties; however, given the variety of layouts and plot arrangements within the immediate area, this is considered acceptable.

In terms of scale, the dwelling is proposed as a detached two-storey building. The footprint of dwellings within the immediate surroundings of the application site varies in scale, depending on whether the properties are detached, terraced and semi-detached. The average footprint of detached dwellings in the surrounding area is approximately 62 square metres. The largest dwelling footprint in close proximity to the application site is that of the two-storey property at No. 107 John Nichols Street, which has an estimated footprint of approximately 140 square metres. The indicative footprint of the proposed dwelling is approximately 51.45 square metres. The footprint of the proposed dwelling is therefore in keeping with the surrounding area and a bit less than the average surrounding detached dwelling.

With regard to design, the proposal is for a two-storey dwelling finished in brickwork. The proposed fenestration, comprising two similar window openings at first-floor level and a single window and entrance door at ground-floor level, creates a balanced appearance to the streetscene. The roof design of the dwelling is the weakest element of the design, whilst it is fully hipped the orientation of the ridge doesn't align with the prevalent style in the area, and this should be considered further. In addition, the mix of stone arches and cills is at odds with the prevailing character, and the design

could be strengthened with better architectural detailing including a chimney (or faux chimney). Any future submission should include details of all external materials.

The proposal would utilise the existing access from John Nichols Street. The associated dwelling at No. 1 would retain its existing access from John Nicholls Street, which is currently used to serve the existing garage. As the existing garage would be demolished as part of the proposal, its access and dropped kerb would be reused for the proposed development. The proposed development would also include one additional dropped kerb at No. 1, located to the front of this dwelling along the frontage, to provide access to the newly proposed parking bays for this property. This is not considered to cause any harm to the streetscene, and the proposed kerbs would therefore not result in any unacceptable or detrimental impact on the character or appearance of the street.

The proposal involves the removal of existing boundary vegetation along the front elevation to provide access to the site from St. John Nichols which is regrettable as it provides visually attractive greenery to a street with little vegetation. However, this would not warrant refusal of the application. The inclusion of a front garden to the front of the proposed dwelling is welcomed and additional landscaping could be proposed here to mitigate the loss of the front hedge.

Details of the boundary treatments, including design, materials, and dimensions, would be required as part of any future application.

No proposed streetscene or street view information has been provided by the applicant as part of this proposal. However, given that the development is two storeys in height and appears to reflect the scale and form of surrounding properties, it is considered that the proposal is likely to integrate positively into the street and would not result in harm to the streetscene (subject to the above matters being incorporated). Notwithstanding this, a proposed street view drawing would be required as part of any future planning application.

By virtue of the above factors, the proposed development is considered likely to be in keeping with the established residential character of the area with regard to siting, layout, density and building lines. Furthermore, the scale of the dwelling footprint is also in keeping with both the average for the surrounding area and the footprint of the nearest large two-storey dwelling. The proposal in its current form would also need to demonstrate a sufficient standard of landscaping and should be further enhanced architecturally, but the proposal is largely acceptable.

Impact upon Residential Amenity

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.

Policy DM10 of the SADMP states that 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. It requires the way buildings relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.

The HBBC Good Design Guide (2020) requires buildings to relate well to one another and for their orientation and separation distances to provide and protect acceptable living conditions. In the spirit

of good neighbourliness, a distance of 1 metre between a property and its boundary, giving at least 2 metres between properties, should be encouraged. Proposals should also comply with the 45-degree guidance.

The most potential impact would be on neighbouring properties at No.1 Johns Nichols to the northwest, No.1a John Nichols to the south, No. 109 and No.111 Westfield to the southwest. The proposed development would project beyond No.1s rear building line, but it would not breach the 45-degree rule. The proposals include a side-side distance to No.1 of 1.70 metres. It is assumed that the window in the first floor side elevation of No 1 does not serve a habitable room in which case the proposed dwelling is unlikely to cause any overdominance or overbearing nor loss of privacy.

No. 1a is located to the south of the proposed dwelling, it compromises a closest distance of 5 metres to this neighbouring property and the proposal would not breach the 45 degree rule. Furthermore given the absence of any windows within the side elevation of this neighbouring property, the proposed development is not likely to cause any harm in terms of over dominance, overbearing, loss of privacy or overshadowing impacts to this neighbouring property or its amenities.

No. 109 and 111 Westfield Road are located to the south of application site, given the significant back to back distance of over 21 metres, the position of the proposed development would not cause overbearing, overdominance or overlooking impacts to these neighbouring properties or its amenities. However the details on the boundary treatment is required as part of any future planning application to ensure the neighbouring amenities would be protected from any loss of privacy impacts.

To support the residential amenity of future occupiers of the scheme, one of the aims of Section 4 (New Residential Development) within The Good Design Guide is to ensure that new residential development exceeds the internal space, storage, and bedroom standards set by the Nationally Described Space Standards (NDSS) (2015) wherever possible.

The NDSS requires each dwelling providing two or more bed spaces to have at least one double (or twin) bedroom. To provide two bed spaces, a double or twin bedroom should have a floor area of at least 11.5 square metres and a width of at least 2.75 metres for the master bedroom, and a width of at least 2.55 metres for every other double bedroom thereafter. To provide one bed space, a single bedroom should have a floor area of at least 7.5 square metres and a width of at least 2.15 metres.

The proposed bedrooms meet the required minimum dimensions. The proposal includes three bedrooms. Bedroom 1 includes an en-suite and has a floor area exceeding 11.5 sqm with a width of 2.55 metres; however, it is recommended that this be increased to 2.75 metres in width for any future planning application. The remaining bedrooms would each have a minimum width of 2.55 metres and a floor area of at least 7.5 sqm, which is considered acceptable.

There isn't any information on the number of future occupants, however for the applicant to note according to the NDSS requires that a two-storey dwelling comprising three bedrooms for occupancy by up to four persons should provide a minimum of 80 square metres of gross floor space, 83 square metres for five people and 102 metres for 6 people and all requires 2.5 square metres of built-in storage. The proposed floor area is proposed for approximately 100 square metres in gross floor area that could potentially accommodate up to 6 people. Any future scheme should also provide for appropriate storage in compliance with the NDSS. The above should be considered and explained within a future application, however, non-compliance with NDSS would not warrant refusal of the application in isolation.

According to the HBBC Good Design Guide (2020), private gardens are an important component of residential amenity and contribute significantly to quality of life. Overdevelopment that results in a substantially reduced garden area can adversely affect a dwelling's long-term appeal. The Guide indicates that a general benchmark for a three-bedroom dwelling is a minimum garden size of 80 sqm, although this may vary depending on design and should not preclude innovation. In this case, the proposed rear garden which is the only private amenity space would provide approximately 60 sqm. As this garden provision falls below the guideline standard, it is recommended that additional garden space be provided. This would make the proposal more acceptable in terms of compliance with the Good Design Guide.

By virtue of the above factors, it is not considered that the proposal has any potential to result in adverse impacts to neighbouring residents by way of overbearing, overdominance, loss of privacy and overlooking impacts. However, further advice is given with regards to internal space standards and garden standards which should be considered prior to submission.

Impact upon Parking Provision and Highway Safety

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. 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.

To support this, 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.

Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.

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).

The proposal seeks to utilise the existing access point from John Nicholls Street. Based on LHDG (2024), the proposal meets the minimum access width required for private access to one dwelling, in accordance with Table 13 of the LHDG.

Table 28 of the LHDG outlines residential parking standards and requires dwellings with up to three bedrooms to provide a minimum of two off-street parking spaces. Any reductions below minimum standards will require robust justification. The proposal would provide two off-street parking spaces as a part of this application and given that the garage area of No.1 will be demolished as a part of this application, two off-street parking spaces are also provided for No.1. Assuming both properties contain no more than 3 bedrooms, the parking provision is considered to be acceptable and would cause any harm to the highway and parking provision for any future planning applications.

The LHDG requires that parking spaces have minimum dimensions of 2.4 metres in width by 5.5 metres in depth, and an additional 0.5 metres in width is required if the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side and an additional 1 metre

in width where the space is bounded on both sides. The proposed parking bay are considered to be in accordance with the above dimensions and are likely to be acceptable for any future planning applications.

In accordance with Table 13 of the Leicestershire Highway Design Guide (LHDG), access geometry for a single dwelling should provide a minimum access width of 2.75 metres, with an additional 0.5 metres required where the access is bounded on one side by a wall, fence, hedge, line of trees, or similar obstruction. A proposed dropped kerb forms part of this application and, for any future planning application, would be required to comply with the above dimensions.

Subject to compliance with the above guidance, the proposal is unlikely to create any adverse impact on highway safety or the road network.

BNG/Ecology

The proposed application would be subject to the Biodiversity Net Gain (BNG) requirements as set out in the Environment Act 2021, which became mandatory for small sites from 2 April 2024. As such, unless it can be clearly demonstrated that the proposal would have negligible impact on habitat (for example, affecting less than 25 square metres of non-priority habitat), the development is likely to be required to demonstrate a minimum 10% biodiversity net gain. Accordingly, it is advised that any future planning application be supported by appropriate ecological information and a completed biodiversity metric to demonstrate compliance with national BNG requirements. For further information please refer to: <https://www.gov.uk/guidance/biodiversity-net-gain>

Conclusion

In summary, the Applicant is advised that the proposed erection of a two-storey three-bedroom dwelling on the application site represents development that would be acceptable in principle in this location.

It is considered that, subject to minor amendments, the proposed three-bedroom dwelling would achieve an acceptable standard of design, landscaping, and layout, and would be in keeping with the character and appearance of the surrounding area. The scale of the proposal is appropriate and complements the established context of the immediate surroundings, particularly in terms of the dwelling footprint. Furthermore, the proposal is not considered to result in any harm to the residential amenity of adjacent properties.

However, advice is contained within this report regarding space standards and residential garden space and it is recommended that this be addressed as part of any future planning application.

The proposed parking provision, dropped kerbs, and associated highway impacts are considered likely to be acceptable. The proposed dropped kerb and parking spaces should, however, be designed in accordance with the requirements and dimensions set out in the Leicestershire Highway Design Guide (LHDG).

As proposed, it is considered that the positive impacts of the scheme are likely to outweigh the potential harms in this application site. By virtue of these factors, the proposed development is likely to be acceptable to the Local Planning Authority.

Documents and Fees Required Supporting a Planning Application

Based on the details of the pre-application request, the following information should be submitted when seeking planning permission:

- Full Application Form
- Ownership Certificates/ Notices
- Full Planning Application Fee
- Site Location Plan
- Existing and Proposed Site Plan
- Proposed Floor Plans
- Proposed Parking Plan
- Proposed Elevations
- Landscaping Plan
- Proposed Streetview Plan
- Biodiversity Gain Plan

It is a requirement that all plans/elevations are drawn to a recognised scale and labelled accordingly. For further details in regard to the validation requirements for full planning permission and listed building consent submissions, a list of national and local requirements can be found under the 'Planning' pages on the Council's website.

I trust that this information is of use to you. If you have any queries on the above points, please do not hesitate to contact me.

Yours faithfully



Christopher Brown MRTPI
Head of Planning

The above comments are initial informal officer views only and are made without prejudice to any decision the local planning authority may make in respect of a subsequent application and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other interested parties. This letter does not constitute a decision under the Town and Country Planning Act 1990 (as amended) or other relevant legislation.

Where your proposed work requires additional consent under the Building Regulations, Hinckley and Bosworth Borough Council's Building Control Service are able to provide a quotation and advice. The Building Control Service can be contacted at building.control@blaby.gov.uk or call 0116 272 7533 to arrange a quote.