

Officer Report

Planning Ref: 26/00041/HOU

Applicant: Mr Junaid Khan

Ward: Barwell



**Hinckley & Bosworth
Borough Council**

Site: 1 Forest View Road Barwell Leicester

Proposal: Single storey rear extension

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 at 1 Forest View Road, Barwell.
- 2.2. The proposed rear extension would measure 4 metres in depth and x 8.80 metres and it would have feature a flat roof and a height of 3 metres.
- 2.3. The proposal would also include the installation a new door and window to the rear.
- 2.4. The existing conservatory structure would be partly demolished as a part of this application.
- 2.5. The external walls would be finished in brickwork to match the existing property, and white uPVC windows that complement the existing materials and finishes.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is a semi-detached, two-storey residential property on Forest View Road, Barwell. It is finished in brickwork with white uPVC openings.
- 3.2. The property is situated in the middle of Forest View Road, within a residential area. It is set back from the main road with a front garden.
- 3.3. The area consists mostly of semi-detached properties of varying designs and sizes, and there is no distinctive character within the area.

4. Relevant Planning History 25/01102/HHGDO

- Notification to determine if Prior Approval is required for a single storey rear extension measuring 4.00 metres in depth, 3.21 metres at ridge height and 3.00 metres at eaves height.
- NRPA
- 23.01.2026

81/00138/4

- ERECTION OF A GARAGE
- PER
- 06.03.1981

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

- No objections have been received from Barwell Parish Council.

7. Policy

7.1 Core Strategy (2009):

- Policy 3: Development in Barwell

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 on the highway 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 According to HBBC Good Design Guide (2020) (GDG), rear extensions should be designed to be clearly subordinate to the main dwelling. They should be an appropriate height, width, depth and reflect or complement the detailing and materials of the original building.

8.5 The proposed single-storey rear extension would not be visible from any public viewpoint. It would project 4 metres from the existing rear elevation, span 8.80 metres in width, and incorporate a flat roof with an overall height of 3 metres. Although flat roofs are generally discouraged as a design feature, in this case it is considered acceptable due to the existing flat-roofed side garage and the fact that the proposed roof would match its height. Given its position to the rear and its single-storey scale, the extension would remain clearly subordinate to the main dwelling and would maintain a balanced overall form. As such, the proposal is not considered to result in any adverse impact on the design or character of the area.

8.6 A new door and a side window are proposed on the rear elevation. These openings are considered to be in keeping with the existing fenestration to the rear of the property and would not result in any harm to the design or character of the surrounding area.

8.7 Therefore, the form and design of the development is considered modest, subordinate to the main dwelling and the design 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

8.8 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.

- 8.9 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.
- 8.10 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.
- 8.11 The properties most likely to be affected by the proposal are No. 3 Forest View Road to the south and No. 22 Moore Road to the north. The proposed development would not breach the 45-degree rule in relation to No. 22 and would retain a separation distance of 6.23 metres to this neighbour. No openings are proposed on the side elevation facing No. 22 and no habitable room windows exist at ground floor in the side elevation of No.22. Therefore, the proposal is not considered to result in any adverse overbearing impacts, overdominance, loss of light, or loss of privacy to No. 22 or its amenities.
- 8.12 As noted above, No. 3 Forest View Road lies to the south and forms the attached half of the semi-detached pair. A mature planting screen and a boundary wall separate the two properties. The proposed extension would result in a slight breach of the 45-degree degree in relation to this neighbour and would align with the existing boundary treatment. However, planning history on site shows that an extension of a larger scale (in terms of its height) would be permitted development by virtue of Part 1, Class A. This is considered to be a realistic fallback position considering the recent nature of the prior-notification application. Considering this application reduces the height of the extension slightly there would be some betterment compared to the fall back position. Considering this, the development is not judged to give rise to any additional adverse impacts beyond those likely through the permitted development scheme.
- 8.13 By virtue of above, the proposal does not result in any additional 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

- 8.14 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 Table 28 (Residential Parking Standards) of the LHDG requires that dwellings with one or two bedrooms provide a minimum of one off-street parking spaces. The proposal does not increase the number of bedrooms, and the garage and parking would remain in place. Therefore, the proposal is not considered to have any adverse impact on parking provision, highway safety, or pedestrian safety.
- 8.17 Therefore, the scheme is regarded as being 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.

- 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:
 - Site Location Plan
 - Proposed Elevations
 - Proposed Floor Plans

As received by the local planning authority on 21 January 2026 and

- Proposed Block Plan

As received by the local planning authority on 16 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. The materials to be used on the external elevations of the extension 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.