

Delegated Report

Planning Ref: 25/00554/HOU

Applicant: Paul Worthington

Ward: Hinckley Trinity



**Hinckley & Bosworth
Borough Council**

Site: 15 Clivesway Hinckley Leicestershire

Proposal: Proposed detached garage to rear of semi detached bungalow

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 the erection of a detached garage at 15 Clivesway, Hinckley.
- 2.2. The proposed garage measures 6.75m in width x 6.75m in depth. Accordingly, the proposal provides a footprint of 45.56 sqm. The eaves height is proposed at 2.4m with a pitched roof which would create a total height of 6.12m.
- 2.3. The proposed garage has a pitched roof structure to match the roof structure of the main dwelling. The proposal would be constructed with brick material to match the existing building and will access taken from Clivesway via an existing access.

3. Description of the Site and the Surrounding Area

- 3.1. 15 Clivesway is a semi-detached, two-bedroom bungalow with a pitched, tiled roof. The lower part of the walls features red brickwork, with upper part white rendered.
- 3.2. The main dwelling features white-framed door and window openings, along with a metal door wide enough to accommodate vehicle access.
- 3.3. The street scene lacks distinct or unique character, while most properties are single storey dwellings, they vary significantly in design, style, and external finishes, resulting in an inconsistent streetscene.

4. Relevant Planning History

21/00012/HHGDO

- Rear extension measuring 4.28 metres in depth; 3.32 metres in height to the ridge; and 2.37 metres to the eaves

- NRPA
- 22.03.2021

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents and a site notice was also posted within the vicinity of the site.
- 5.2 No responses have been received.

6. Consultation

N/A

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 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 According to the HBBC Good Design Guide, Garages and car ports should generally be set back from the existing dwelling so as not to dominate the streetscene, the proposed garage is situated within the rear garden, rendering it not visible from the streetscene and ensuring it does not detract from the visual character of the area. The garage would introduce large built form to the rear of the plot which alongside the associated driveway to the side is not seen elsewhere in the immediate area. It is at odds with the built pattern of development, but not to a harmful degree consider it is at the end of the linear row of houses where the dwellings sited to the rear creates a uniform-built form of development. The garages appearance is also one of an ancillary use and not a dwelling which reduces this harm.
- 8.4 Moreover, according to the Good Design Guide, each development should not result in a significant loss of total garden space. It requires a minimum garden area of 60 sqm for a two-bedroom property. The existing garden area of the property is approximately 200 sqm, and following the proposed development, it would be reduced to around 130 sqm.
- 8.5 While the garage is notably large in scale compared to the main dwelling, its design is considered acceptable and in keeping with the main dwelling and it does not negatively impact the character or appearance of the surrounding area it remains in keeping with the Good Design Guide standards and would not cause any adverse impact in character and design of the neighbourhood.
- 8.6 The proposed garage differs from the existing car ports of nearby properties, most of which utilise on-street parking. However, its pitched roof design is in keeping with the architectural character of the area, and its location to the rear of the main dwelling ensures that this variation does not adversely affect the overall character or appearance of the surroundings.
- 8.7 In summary, the proposed detached garage is acceptable in principle. It incorporates complementary external materials, featuring a mix of red brick and white render, paired with a dark brown roof tile, an appropriate design and is positioned to the rear of the main dwelling. As such, the proposal respects the character of the existing property and the surrounding area and complies with Policy DM10 of the SADMP, and the guidance set out in 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 proposed garage would be positioned approximately 0.38 metres from the boundary wall adjacent to No. 13, and 1 metre from the rear boundary. Although the distance to the boundary with No. 13 falls short of the 1-metre guideline set out in the Good Design Guide, its location at the rear of the neighbouring property's garden ensures that it would not result in any significant loss of light or create an overbearing impact. The main private amenity area for No.13 is sited closer to the host dwelling and away from the proposed garage. Furthermore, the remaining separation distances are sufficient to preserve the residential amenity of the host property.
- 8.10 Moreover, the proposed garage would be located approximately 6.6 metres from the side elevation of 29 Arguile Place. The separation is further softened by mature tree coverage, providing natural screening. No windows are proposed on the elevation facing 29 Arguile Place, and the garage maintains a minimum distance of 1 m from the boundary. As such, the proposal would not result in any loss of privacy or overbearing to this adjacent neighbouring property or its amenity.
- 8.11 One window and one door are proposed on the elevation of the garage facing the main dwelling, along with a double electronic roller door on the front elevation. There are no openings proposed on elevations facing neighbouring properties, thereby maintaining privacy and minimising any potential impact on neighbouring amenity.
- 8.12 By virtue of these factors, 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

- 8.13 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.
- 8.14 Policy DM18 of the SADMP also requires developments to demonstrate an adequate level of off-street parking provision.
- 8.15 According to the Leicestershire Highway Design Guide (LHDG), the minimum internal dimensions for a standard double garage are 6m x 6m, with a minimum door width of 4.2 metres. The proposed garage would have external dimensions of 6.75 m by 6.75 m, with internal measurements of 6.55 m by 6.55 m. It would feature an internal eaves height of 2.4 m and a door width of 4.8 m. As such, the proposal

exceeds the minimum requirements and is therefore considered acceptable in terms of parking provision and highway safety.

- 8.16 Table 28 (Residential Parking Standards) of the LHDG requires dwellings with two-bedroom dwellings should provide a minimum of two off-street parking spaces. The property already has two existing parking spaces, and this would add two more with the garage space that would not cause any harm or adverse impact in parking provision and highways safety.
- 8.17 The LHDG also states that garages will not normally be counted as a parking space for the purpose of calculating parking unless, the garage meets the minimum dimensions, in this case, the proposed garage is to be counted as a parking space.
- 8.18 The garage would be accessed via an existing dropped kerb and no alterations to the highway access are proposed.
- 8.19 To conclude, the proposal does not create any adverse impact on highway safety or the road network. 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 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: Block Plan, Drg No. 1689/BP, Elevation, Section AA, Floor Plan. No: 1689, Site Location Plan Drg No: 1689/SL along with the application form received by the local planning authority on 5 June 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 proposed garage shall match those of the existing dwelling, comprising a mix of red brick and white render, with a pitched roof finished in dark brown roof tiles.

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.