

Delegated Report

Planning Ref: 25/00850/HOU
Applicant: Mr Steven Smart
Ward: Ratby Bagworth And Thornton



Hinckley & Bosworth
Borough Council

Site: The Croft 1 Groby Road Ratby

Proposal: Erection of detached garage

1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions outlined 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 in 1 Groby Road.
- 2.2. The proposed double garage measures 6.1m in width x 6.1m in depth. Accordingly, the proposal provides a footprint of 37.21sqm. The eaves height is proposed at 2.3m with a pitched roof which would create a total height of 3.7m.
- 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 timber material to match the existing trees on the site and concrete tile to match the existing roof.
- 2.4. A pre-application enquiry was also submitted in the application site to HBBC on 29/04/2025 for a proposed triple garage, and advice has previously been provided to the applicant. Amendments have been sought and made during the course of this planning application owing to concerns surrounding the siting/design of the garage.

3. Description of the site and surrounding area

- 3.1. The application site is a large, prominent plot on the corner of Markfield Road, Main Street and Groby Road. The plot has a total area of 1349.51 sqm, 241 sqm of which is occupied by existing built form. The existing driveway is accessed off Harwood Close.
- 3.2. The application property is a two-storey, 6-bedroom, detached dwelling within the settlement boundary of Ratby. The dwelling is finished in red brick with a slate roof and white uPVC windows and doors.
- 3.3. Within the streetscene there is a mixture of semi-detached and detached two storey dwellings of varying designs and styles. There is no clearly defined character due to the variety of the surrounding dwellings.
- 3.4. The property contains several trees, some of which are mature, that screen the garden from both Groby Road and Markfield Road. The property is mainly visible to the public from Markfield Road / Harwood Close but there are views from Main Street / Groby Road across the driveway of 3 Groby Road.
- 3.5. The site involves an existing attached garage to the main dwelling and a parking space to the western side of the property.

4. Relevant planning history

25/10065/PREHMO

- Proposed triple garage
- Closed
- 24/04/2025

98/00515/FUL

- TWO STOREY EXTENSION
- PER
- 29.07.1998

15/01272/OUT

- Erection of up to nine dwellings (outline - access only)
- REF
- 08.02.2016

18/00609/HOU

- Single storey rear extension
- PER
- 13.08.2018

22/00955/DISCON

- Application to discharge Condition 17 (noise mitigation measures) relating to planning permission 22/00478/CONDIT
- DISCHA
- 30.11.2022

5. Publicity

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

6. Consultation

- 6.1. No response has been received from Ratby Parish Council.
- 6.2. A response has been received from HBBC Arboricultural Officer:

"It is evident that the native Ash tree located adjacent to the proposed garage footprint would be removed as part of the development. While the loss of any tree is generally considered a net loss to the landscape, a brief external site inspection indicates that the tree is exhibiting symptoms consistent with Ash Dieback.

The construction of the garage will introduce a hard landscape element in place of the tree, reducing the visual amenity currently provided. Should the tree be

removed, I recommend that consideration be given to replacement planting to help retain a degree of screening and to avoid a stark or overly developed appearance at the entrance to the road.”

7. Policy

7.1. Core Strategy (2009)

- Policy 8: Key Rural Centres Relating to Leicester

7.2. Site Allocations and Development Management Policies (SADMP) DPD (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)
- Planning Practice Guidance (PPG)

7.4. Other relevant guidance

- Good Design Guide (2020)
- National Design Guide (2019)
- Leicestershire Highway Design Guide (2024)

8. Appraisal

Extensions to dwellings within their residential curtilage are generally considered to be sustainable development, therefore the key issues in respect of this application are:

- Design and impact upon the character of area
- Impact upon residential amenities
- Impact upon 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 of the adopted SADMP requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, mass, design, materials and architectural features and for building material to respect existing/neighbouring buildings and the local area generally.

8.4 The proposed double garage would be positioned forward of the front elevation of the main dwelling in a prominent location within the street scene. According to the HBBC Good Design Guide, corner plots play an important role within the streetscene, and any alterations to them can have a significant impact on the character of the area. The HBBC Good Design Guide also highlights that garages and car ports should generally be set back from the existing dwelling so as not to dominate the streetscene.

8.5 The proposal as originally proposed was considered to dominate the streetscene by virtue of its excessive size and close proximity to the boundaries of the site.

Amendments have been made to reduce the scale of the garage and to push the garage away from the key boundary to the north.

- 8.6 As amended, the garage still has a large footprint, but it is single storey and now of a more appropriate size that it is clearly subordinate to the host dwelling. There is one example of a front garage at the neighbouring property to the north, this doesn't represent high quality design to justify the proliferation of front garages however.
- 8.7 The site also includes trees and planting screening part of the main dwelling and proposed garage from the road, which would further soften the impact of the development. The proposed development might impact the existing Ash tree in the site therefore the HBBC Arboricultural Officer was consulted who stated that: *"It is evident that the native Ash tree located adjacent to the proposed garage footprint would be removed as part of the development. While the loss of any tree is generally considered a net loss to the landscape, a brief external site inspection indicates that the tree is exhibiting symptoms consistent with Ash Dieback. The construction of the garage will introduce a hard landscape element in place of the tree, reducing the visual amenity currently provided. Should the tree be removed, I recommend that consideration be given to replacement planting to help retain a degree of screening and to avoid a stark or overly developed appearance at the entrance to the road."* Therefore, a condition requiring planting to screen the garage and replacing the lost plantings on the front elevation is necessary.
- 8.8 The garage would incorporate a pitched roof, which reflects the design of the host property. Although the garage is proposed to be finished in timber, differing from the brick finish of the main dwelling, the timber cladding is considered acceptable in this specific context due to the established green landscaping on the site. The material choice is therefore not considered to result in any adverse impact on the appearance of the main dwelling or the wider surroundings and again will help soften its appearance.
- 8.9 Overall, despite its scale and location and conflict with the GDG in that regard, the garage is not considered to have any negative impact on the streetscene, the character of the surrounding area, or the design of the host property. Furthermore, its overall design is in keeping with the character and appearance of the surrounding area and adjacent neighbouring properties. To further reduce its visual impact on the streetscene, as outlined above, it is important to impose a condition requiring planting to provide appropriate screening of the garage.
- 8.10 The proposal is therefore considered to be in accordance with Policies DM10, DM11 and DM12 of the SADMP, the general principles of the adopted Good Design Guide, and section 16 of the NPPF.

Impact upon Residential Amenity

- 8.11 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.
- 8.12 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 45° guidance.

- 8.13 As the garage would be sited a considerable distance from No.3 Groby Road, it would not have adverse amenity loss of light or overdominance impacts to this property. The most affected neighbouring property would be No. 4 Markfield Road which is located to the north of the site. However, due to Harwood Close separating this property from No. 1 Groby Road, along with the single storey nature of the development and the adequate separation distance, it is similarly not considered that any adverse light or overdominance impacts would occur to this neighbouring property.
- 8.14 No windows are proposed within the garage and therefore there would be no additional loss of privacy to any adjoining neighbour.
- 8.15 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

- 8.16 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.
- 8.17 Policy DM18 of the SADMP also requires developments to demonstrate an adequate level of off-street parking provision.
- 8.18 According to the Leicestershire Highway Design Guide (LHDG), a standard double garage should have the minimum internal dimensions of 6 m x 6 m with minimum door width of 4.2m. The internal dimensions of the proposed garage are 6.1m x 6.1m and the door width is proposed at 5m, and therefore it would provide two parking space for the dwelling.
- 8.19 Table 28 (Residential Parking Standards) of the LHDG requires dwellings with six-bedroom dwellings should provide a minimum of three off-street parking spaces. The proposal would replace the driveway provided for car parking creating four spaces in total and therefore the proposal is not considered to have any adverse impact on the parking area and highway and pedestrian safety.
- 8.20 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, planning conditions are imposed to control the use of the garage or restrictions are placed on converting the garage to a room that can be lived in. In this case, considering the existing situation the proposed garage is to be counted as a parking space. To ensure adequate parking is retained a condition is recommended requiring that the garage is retained for parking.

- 8.21 The garage would be accessed via an existing dropped kerb and no alterations to the highway access are proposed.
- 8.22 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 outlined 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:

- Grage drawing
- Proposed Floor Plan, Front Elevation, Drg No. 2025-WB-31 Sheet 1 of 2
- Elevations, Drg No. 2025-WB-31 Sheet 2 of 2
received by the local planning authority on 20 November 2025
- Application form
received by the local planning authority on 9 September 2025.

Reason: To ensure a satisfactory form of development in accordance with Policies DM1, DM10, DM11 and DM12 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The materials to be used on the proposed garage roof structure hereby permitted shall match the corresponding materials of the main dwelling.

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policies DM10 and DM12 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. The use of the garage shall remain at all times for the purpose of parking a motor vehicle and shall not be converted to additional living accommodation, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that adequate off-street parking facilities are available in accordance with Policy DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. Should the development result in the removal or reduction of plants or trees to the front boundary facing Markfield Road, the garage shall not be first used until a scheme of replacement planting has been submitted to and approved in writing by the Local Planning Authority. The scheme shall identify the type and location of replacement planting and a timetable for its implementation. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that the development has a satisfactory external appearance to accord with Policy DM10 of the Site Allocations and Development Management Policies DPD.

11.3 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.

