

Delegated Report

Planning Reference: 25/01212/HOU
Applicant(s): Mr Haider Al-Delfi
Ward: Ratby, Bagworth and Thornton



Hinckley & Bosworth
Borough Council

Application Site: 22 The Square, Bagworth

Proposal: Erection of a single detached garage to front of property.

Case Officer: Gwion Russell (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. This householder planning application seeks planning permission for the erection of a single-bay detached garage outbuilding within the property curtilage of 22 The Square, Bagworth.
- 2.2. The detached garage is proposed to be sited forward of the projecting principal elevation of the dwelling, within a small patch of vegetation. The garage entry door would be positioned perpendicularly to the highway (facing south), leaving a separation walkway distance of 1.5m from the host dwelling and would measure a width of 3.3m, depth of 4.4m and base to ridge height of 3.6m. It is proposed to feature a dual-pitched tiled roof, which results in a highway facing gable, and external materials would utilise timber cladding. There is no fenestration proposed but a garage door at its front elevation measuring a width of 2.8m.
- 2.3. The external walls would feature horizontal softwood timber cladding stained in a natural medium-brown tone. The roof will complement with slate-grey bitumen felt shingles that replicate a slate appearance, matched in colour with the main dwelling. A standard roller door, matched to the existing doors on the property, is proposed along the frontage.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located at 22 The Square, Bagworth, which is a single-storey detached dwelling, with a prominent projected elevation at its left-hand side featuring two garages. The plot size is generous at approximately 560m². The dwelling is constructed predominantly using facing brick, with stone detailing and features a brown tiled dual-pitched roof.

- 3.2. Surrounding the property, there is a low wall and established vegetation to the frontage. The property sits adjacent to No. 21 The Square, which is an identically designed single-storey dwelling and features an open double car-port sited forward of the main dwelling and its two attached garages. It also sits to the north of, and set down, topographically, to Wood Farm, which is a uniquely designed agricultural conversion with, unusually, no fenestration at its nearest adjacent elevation. There are properties opposite the application site, but these are positioned perpendicularly with the accompaniment of an uncharacteristically tall timber garden fence which is sited opposite and diminishes all private views.
- 3.3. The site sits within the settlement boundary of Bagworth and is not located within a conservation area, nor is the property listed. The Square is typified by a wide variety of residential dwellings, which differ greatly in design, scale and massing, some of which appear to have heritage value (for example, a historical Mock-Tudor dwelling sited opposite) although none are statutorily listed.

4. Relevant Planning History

86/00450/4

- Erection of 2 detached houses
- Permitted
- 03.06.1986

87/00861/4

- Erection of 1 bungalow (outline)
- Outline
- 22.09.1987

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 There have been no objections received by Thornton Parish Council.

7. Policy

- 7.1 Core Strategy (2009):
- No relevant policies

7.2 Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM4: Safeguarding the Countryside and Settlement Separation
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM10: Development and Design
- Policy DM11: Protecting and Enhancing the Historic Environment
- Policy DM14: Replacement Dwellings in the Rural Area
- Policy DM15: Redundant Rural Buildings
- 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 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.

8.4 The Good Design Guide states that garages and carports should be designed as subordinate, well-integrated structures that complement the character of the main

dwelling. Their scale, materials and roof form should reflect and reinforce the architectural style of the host property, avoiding visually dominant or incongruous additions. Garages and carports should also be positioned so that they do not detract from the street scene, instead contributing positively to the overall setting and ensuring that parking areas remain functional, safe, and well-proportioned.

- 8.5 By virtue of its dimensions including a ridge height of 3.6m, the detached garage remains subordinate to the host dwelling, despite being set forward of the projected elevation.
- 8.6 The proposed siting of the garage detracts somewhat from the character of the street-scene due to its prominence. However, several dwellings in the vicinity, including the neighbouring dwelling to the north feature detached garages fronting the highway, therefore the proposed garage would not appear incongruous in this context.
- 8.7 The proposed timber contrasts with the brick finish of the dwelling, however it is considered suitable in this case. The proposed roof tiles are also intended to match those of the host dwelling which provides some roofscape consistency in relation to materials and roof type.
- 8.8 Private viewpoints of the proposal will be mainly from No. 21 The Square, however the views are mitigated by it being largely screened by the host dwelling's original projection. There are no properties at the opposite side of the road with direct visibility. Public views are limited given the road is not a through-route and the proposal is screened by the scale and massing of Wood Farm to the south.
- 8.9 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

- 8.10 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.
- 8.11 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, 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.
- 8.12 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.
- 8.13 The only property which will have direct views of the proposals is No. 21 The Square. Nonetheless, by virtue of its proposed siting, the garage outbuilding does breach 45-

degrees from the nearest habitable window of No. 21 The Square, which is a bedroom. However, the projected gabled frontage already breaches this and therefore the garage does not cause any additional harm.

8.14 By virtue of its siting adjacent to a neighbouring driveway, the side elevation does not obstruct any neighbouring habitable windows and therefore does not cause any oppressive or overbearing impacts.

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 In accordance with Policies DM17 and DM18, new development must provide an appropriate level of off-street parking that reflects local standards and ensures no unacceptable impact on highway safety or the surrounding area.

8.17 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.

8.18 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.

8.19 Although the proposal results in a reduction of off-street parking, the paved driveway retains approximately 90m² of parking area. As such, ample off-street parking would remain available, adequately compensating for the loss of the footprint due to the garage.

8.20 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 be granted subject to the conditions detailed at the end of this report.

11. Recommendation

12.1 **Grant planning permission** subject to:

- Planning reasons detailed at the end of this report.

12.2 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
- Block Plan, Drg No. TQRQM25351164328433
- Proposed Page 1 - 4 3D Views, Elevations and Floor Plan
- All received by the Local Planning Authority in 18/12/25

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).

a. **Notes to Applicant:**

1. Development Low Risk Area - Standing Advice

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Standing Advice valid from 1st January 2025 until 31st December 2026

2. 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.