

Delegated Report

Planning Reference: 25/01138/HOU
Applicant(s): Mr Luke
Ward: Fenny Drayton



Hinckley & Bosworth
Borough Council

Application Site: 9 George Fox Lane, Fenny Drayton

Proposal: Proposed Single storey extension, amendment to roof shape and erection of detached garage

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 removal of a flat-roof integrated garage and replacement with a single-storey hipped roof extension and the erection of a detached single-bay garage within the front property curtilage.
- 2.2. The proposal is to replace the existing integrated garage, which is 4.5m deep and 6m wide, with a single-storey extension. The new extension would be 5.2m in width with a projection of 4.9m. The roof would have an eaves height of 2.3m and a ridge height of 4.2m. The single-storey extension also wraps around to the rear of the dwelling, measuring approximately 12m². The extension is intended to provide an extra bedroom and further internal configurations.
- 2.3. The proposals also include a detached hipped single-bay garage within the residential curtilage, sited approximately 6m forward of the projected elevation of the dwelling. The proposed garage would have a footprint of 23.3m², depth of 5.6m, width of 4.05m, eaves height of 2.4m and ridge height of 4.2m. Given the natural topography of the site it would be set lower down from the main dwelling.
- 2.4. Three windows are proposed along with the proposals - a 0.7m casement window on the northwest side elevation, a 0.7m wide obscure-glazed casement window at the southeast elevation serving a bathroom and a 2.6m wide window on the front of the extension serving the additional bedroom/garage conversion. Both the extension and detached garage would be finished in a light-coloured render to match the main house.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located at 9 George Fox Lane, within the settlement boundary of Fenny Drayton. The property is a single-storey detached dwelling.
- 3.2. The dwelling is constructed using a cream render and features a brown brick base, white uPVC fenestration and a grey concrete tiled roof. The majority of the windows have brick detailing and the dwelling has some decorative quoins on its principal elevation.
- 3.3. The dwelling is set back from the highway, with the nearest elevation at a distance of 17m from the highway. The front garden benefits from an enclosed grassed area with a driveway and turning circle. It also features a generous rear garden. The dwelling has been extended previously with a single-storey extension serving an open-plan kitchen/dining space.
- 3.4. George Fox Lane is typified by single-storey dwellings of similar scale, massing and design on the east side of the road but not completely uniform in design. There are two-storey detached dwellings along the opposite side of the road.

4. Relevant Planning History

10/00866/FUL

- Extensions and alterations to dwelling
- Permitted
- 20.12.2010

88/00640/4

- Erection of garage
- Permitted
- 06.07.1988

5. Publicity

- 5.1. The application has been publicised by sending out letters to local residents. The following concerns were raised:
- 5.2. No further responses have been received.

6. Consultation

- 6.1. There have been no objections from the following consultees:
- LCC's Ecology Unit
 - Witherley Parish Council

6.2. No further responses have been received.

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 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:

- 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. Guidance Point C1 of the NDG confirms that well-designed new development should respond positively to the features of the site itself and the surrounding context beyond including the existing built development and landscape character, amongst others.

Guidance Point I1 of the NGD highlights that new developments should consider the composition of street scenes and individual buildings and their elements including the height, scale, massing and relationship between buildings, as well as views, vistas, landmarks, and landscaping, amongst others.

- 8.4. Ultimately, Guidance Point I2 of the NDG advised that well-designed places should contribute to local distinctiveness and Guidance Point I3 of the NDG highlights that design decisions at all levels and scape should help to create a memorable sense of place.
- 8.5. 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.
- 8.6. 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.
- 8.7. 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.
- 8.8. The Good Design Guide (2021) explains that household extensions, whether to the side, front or rear of an existing property or to the roof, both individually and collectively, can result in changes to the built environment that, if designed insensitively, can have a significant negative impact.
- 8.9. The front extension/garage conversion remains broadly in the same footprint as the existing integrated flat-roof garage. Given that the extension is to be finished in render, with matching fenestration materials and dimensions, it is considered to be acceptable in terms of its design.
- 8.10. The rear extension is modest in additional footprint and remains coherent with the existing dwelling exterior materials and roof form and presents minimal further harm.
- 8.11. The detached garage within the residential curtilage is single-bay in nature with a ridge height of 4.2m. It matches the subordinate roof of the extension element, helping to create a coherent appearance.
- 8.12. Garages to the frontage of dwellings are not a prevailing feature of the area. However, the setback distance and variety of architectural designs in the wider area means that the design would assimilate well in this context.
- 8.13. The proposed roof is to be hipped, as per the main roof, creating a uniform symmetrical appearance. The replacement of the flat roof section at the rear with a uniform hipped roof is a design improvement.

- 8.14. In terms of materials, the garage is constructed with dark brown brick at the base and cream/light-coloured render at the upper section, matching the main dwelling. Its hipped roof reflects the style and materials of the main dwelling, incorporating matching concrete roof tiles.
- 8.15. 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

- 8.16. 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.
- 8.17. 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.
- 8.18. 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.
- 8.19. The host dwelling sits adjacent to Nos. 5 and 11 George Fox Lane, the latter being most impacted by the proposals. To the rear are two back-land properties on Laurel Drive, however given the substantial separation distances these properties would not be impacted by the proposals.
- 8.20. The 45-degree guidance, as set out in the Good Design Guide, is applied for extensions to existing properties which might affect the outlook from or daylight to a neighbouring property.
- 8.21. The front extension element does not breach 45-degrees from the central point of the nearest neighbouring habitable window to either neighbour. There is a minor breach of the 45-degree rule caused by the rear extension upon a habitable window in the rear elevation of No. 11. However, due to the separation distance between the two dwellings (approximately 3m) and the presence of boundary treatments, it is not considered that this breach would result in unacceptable amenity harm in terms of loss of light/oppressive impacts.
- 8.22. Given the massing of the proposed extension and outbuilding and the generous plot size, the proposals would not result in overdominance on the plot. The distance from the shared boundary (approximately 1m) also contributes positively to this and results in a 3m separation distance between both properties – No 11. George Fox Lane and the application dwelling.

- 8.23. Given the only additional proposed window at the southeast elevation will be obscure-glazed and will serve a bathroom, there will be no loss of privacy caused by the proposals and no further harm to the amenity of No. 11 George Fox Lane.
- 8.24. To comply with the Good Design Guide, dwellings with three or bedrooms should also provide a minimum of 80m² of private outdoor amenity space with a minimum length of 7m. The proposals do not impinge into the rear garden space, which retains its 483m² area.
- 8.25. By virtue of the above, the proposal does not result in any adverse residential amenity impacts 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

- 8.26. 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.
- 8.27. 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.
- 8.28. 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.
- 8.29. 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).
- 8.30. Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.31. Table 28 (Residential Parking Standards) of the LHDG requires dwellings with up to three bedrooms should provide a minimum of two off-street parking spaces. This increases to a minimum of three off-street parking spaces for properties with four or more bedrooms. Any reduction below minimum standards will require robust justification.

- 8.32. The LHDG states that garages will not normally be counted as a parking space for the purpose of calculating parking provision for:
- 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.
- 8.33. In accordance with the LHDG single bay garages should have a minimum internal dimension of 3m in width by 6m in depth, with a minimum door width for 2.3m. This increases to 6m in width with a minimum door width of 4.2m for double garages.
- 8.34. The scheme creates one new bedroom and makes the property a four-bedroom dwelling. It is considered that there is already adequate off-street parking for the dwelling and that the proposal does not create an unacceptable impact on highway safety or the road network. 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 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

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
- Proposed Floor Plans, Elevations, Site Plan, Drg No. 1441.10
- Existing Floor Plans, Elevations, Site Plan, Drg No. 1441.01
- (All received by the Local Planning Authority on 27/11/25).
- 45-degree justification plan – Drg No. 1441.12 (received by the Local Planning Authority on 09/02/26).

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 extension and alteration 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).

4. The window at the side elevation serving the en-suite shall be glazed with obscure-glazed glass to a minimum of Pilkington Privacy Level 3 (or equivalent) and shall be permanently retained as such in perpetuity.

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

a. 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.