

Delegated Report

Planning Ref: 26/00721/HOU
Applicant: Norman
Ward: Hinckley DeMontfort



Hinckley & Bosworth
Borough Council

Site: 11 Barrie Road, Hinckley

Proposal: Erection of detached garage/workshop within rear garden
Case Officer: Rudi Simpson (Technical Planning Assistant)

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 detached garage within the rear garden of 11 Barrie Road, Hinckley. The scheme has been designed with the purpose of providing secure parking for multiple vehicles and additional domestic workshop and storage space for the applicant. The proposed outbuilding would measure 10.80 metres in length and 5.56 metres in width, with a dual pitched roof measuring 4.95 metres at ridge height. The exterior walls are to be timber clad with concrete roof tiles intended to compliment those of the surrounding dwellings. Two openings are proposed, a large garage door to the south-west elevation measuring approximately 3 metres wide, to facilitate vehicle access and a smaller double door to the north-east elevation serving as the main access from the dwellinghouse.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located to the west of Barrie Road within the settlement boundary of Hinckley. The property is constructed with a red brick finish, tiled roof and features a two-storey bay window with red hanging tiles to the principal elevation. The dwelling is set back from the highway with a small, gravelled area to the front.
- 3.2. Barrie road is a residential street characterised by a mixture of two-storey semi-detached and terraced dwellings. A private service road separates the

application dwelling from the residential properties to the rear on Elizabeth Road, with access gained via a gated entrance on Ashby Road to the west.

4. Relevant Planning History

- 4.1. There is no relevant planning history within the application site applicable to the current development proposal.

5. Publicity

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

6. Consultation

LCC Highways

- 6.1. Leicestershire County Council as the Local Highway Authority referred to the current standing advice and the requirements as published within the Leicestershire Highway Design Guide.
- 6.2. No further responses have been received.

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') (2026)
 - National Design Guide ('NDG') (2019)
 - Planning Practice Guidance ('PPG')
- 7.4. Other Relevant Guidance:
- The Good Design Guide (2020)
 - Leicestershire Highway Design Guide ('LHDG') (2024)

8. Appraisal

8.1. NPPF Policy S4(1) confirms that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the Framework.

8.2 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

8.3 NPPF Policy DP3(1) confirms that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings. NPPF Policy DP3(2)(c) states that development proposals should also create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

8.4 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.

8.5 This scheme proposes the erection of an outbuilding in the rear garden of 11 Barrie Road, Hinckley. The garage will be positioned over 20 metres from the application dwelling with minimal visibility from any public vantage point. The development will be subordinate to the main dwelling and the materials consistent with those commonly used on a residential outbuilding.

8.6 Several neighbouring dwellings feature large domestic outbuildings along the southwest boundary, most notably 7 Barrie Road who secured planning permission under 16/00479/HOU for the erection of a garage with a similar size, scale and massing as the development proposed within this scheme.

8.7 Overall, the proposal is considered in keeping with the established character of the area and complies with the good design guide as it's sited so as not to dominate the street scene. The proposed development is therefore in

accordance with Policy DM10 of the SADMP, the Good Design Guide and Policy DP3 of the NPPF.

Impact upon Residential Amenity

- 8.8 NPPF Policy P3 requires development proposals to provide healthy living conditions for occupiers and not give rise to, or contribute to, unacceptable levels of pollution or access to daylight and sunlight for neighbouring residents and occupiers.
- 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, 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.
- 8.10 The Good Design Guide requires the way buildings relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.
- 8.11 The proposed garage is to be sited over 20 metres from the application dwelling, along a similar building line as the existing neighbouring outbuildings on Barrie Road. The properties to the rear on Elizabeth Road are also separated by a private service road and a large, mature hedgerow. Given the significant separation distance and the absence of any windows proposed, the development would not result in any significant issues regarding overlooking or loss of privacy for the occupants of the neighbouring dwellings.
- 8.12 The property occupies a large plot and will retain sufficient private garden space thereby satisfying the requirements of the Council's Good Design Guide. As such, the scheme would not be considered to represent overdevelopment of the site.
- 8.13 Whilst the size and scale of the proposed garage is substantially larger than the average residential outbuilding, due to its siting and considerable distance from any neighbouring dwelling the scheme would not result in a significant detrimental impact upon the privacy and amenity of any neighbouring property. The proposed garage is intended for the personal use of the occupant and therefore unlikely to generate more noise than a regular domestic outbuilding, nor would it be considered to intensify the use of the site. The proposal therefore complies with Policy DM10 of the SADMP, the Good Design Guide and Policy P3 of NPPF.

Impact upon Parking Provision and Highway Safety

- 8.14 NPPF Policy TR6(4) states that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
- 8.15 NPPF Policy TR4(1)(e) requires development proposals to provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations
- 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 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).
- 8.18 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision. Any reduction below minimum standards will require robust justification.
- 8.19 In accordance with the LHDG dwellings with up to three bedrooms should provide a minimum of two off-street parking spaces. Double bay garages should also have a minimum internal dimension 6 x 6 metres with a minimum door width of 4.2 metres. Garages will not normally be counted as a parking space for the purpose of calculating parking provision, 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.
- 8.20 Whilst the proposed garage falls short of the standards required by the LHDG to be considered a 'double garage', the scheme would undoubtedly increase

the availability of parking provision on site and can therefore only be considered an improvement to the current situation. Furthermore, the scheme does not propose any changes to the number bedrooms so there is no requirement to secure additional off-street parking provision over and above that which already available. By virtue of these factors, it is considered that the proposal would not have a significant adverse impact upon highway safety or the road network in accordance with NPPF Policies TR6 and TR4, and Policies DM17 and DM18 of the SADMP.

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 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 received by the Local Planning Authority as follows:

- Application Form (submitted: 10/08/2026)
- Site Location Plan Drw No.001 (submitted: 10/08/2026)
- Proposed Site Plan Drw No.002 (submitted: 10/08/2026)
- Proposed Plan and Elevations Drw No.003 (submitted: 10/08/2026)

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).

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.