

Delegated Report

Planning Reference: 25/00416/HOU
Applicant(s): Stephen Greenway
Ward: Burbage Sketchily and Stretton



Hinckley & Bosworth
Borough Council

Application Site: 52 Twycross Road, Burbage
Proposal: Erection of detached garage

Case Officer: Zahra Jam Rotbeh (Planning Officer)
Date: 04/06/2025

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 in 52 Twycross Road.
- 2.2. The proposed garage measures 5.5m in width x 5.8m in depth. Accordingly, the proposal provides a footprint of 26.4sqm. The eaves height is proposed at 2.325m with a pitched roof which would create a total height of 3.325m. .
- 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. The garage is proposed to replace an existing single storey, flat roof garage albeit with a greater footprint and height at the rear of No.52 with access taken from Reeves Road via an existing access.

3. Description of the Site and the Surrounding Area

- 3.1. 52 Twycross Road is a semi-detached, two-bedroom bungalow constructed of brown brick. The existing detached garage is located on the west side of the property, facing Reeves Road. The property has 2 off-street parking spaces, the first space is provided in the existing garage, and the other one is on the side.
- 3.2. The street scene lacks distinct or unique character, although the design of the main property matches adjacent dwellings on Twycross Road. Most of the detached garages in the surrounding area feature a flat roof garage and are located to the side or rear of surrounding properties.

4. Relevant Planning History

4.1 80/01233/4

- Replacement Georgian style windows to front elevation
- Permitted
- 11.08.1980

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents.
- 5.2 No responses have been received.

6. Consultation

- 6.1 There have been no objections from the following consultants:

- LCC's Ecology Unit
- Burbage Parish Council

7. Policy

- 7.1 Core Strategy (2009):

- Policy 4: Development in Burbage

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

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM10: Development and Design
- Policy DM17: Highways and transportation
- Policy DM18: Vehicle Parking Standards

- 7.3 Burbage Neighbourhood Plan 2015 – 2026 (BNP) (2021):

- Policy 2: Design and Layout

- 7.4 National Planning Policies and Guidance:

- National Planning Policy Framework (NPPF) (2024)
- National Design Guide (2019)
- Planning Practice Guidance (PPG)

7.5 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
- Impact upon ecology

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, corner plots play a vital role in shaping the character and appearance of the neighbourhood, and any alterations can have a significant impact on the overall character of the area. The Design Guide also states garages and car ports should generally be set back from the existing dwelling so as not to dominate the streetscene.

8.4 Paragraph 21.5 of the Burbage Neighbourhood Plan states that detached garages should have pitched roofs rather than flat roofs.

8.5 The application property is situated on a corner plot, and the proposed garage will face Reeves Road, making it highly visible within the streetscene. However, the existing garage is already located in this same location fronting the Reeves Road streetscene, Considering the presence of the existing garage and that there is some screening provided by trees, the proposed garage will not be out of keeping with the character of the area and corner plot and would not dominate the street.

8.6 The scale of the garage is not dissimilar to those in the surrounding street scene, however the proposed pitched roof differs from the flat roofs of other garages in the surrounding area. Considering the guidance contained within the Neighbourhood Plan and that dwellings in the area all have pitched roofs, this variation can be considered acceptable and it contributes positively to the character of the area.

8.7 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 180 sqm. This remains in keeping with the Good Design Guide standards and would not cause any adverse impact in character and design of the neighbourhood.

- 8.8 To sum up, the detached garage in principle is an acceptable structure with regard to the appearance and character of the area. By the virtue of above the proposed matching external materials, the scale and the limited prominence of the detached garage, the proposal respects the character of the existing dwelling and surrounding area and is in accordance with Policy DM10 of the SADMP, the Burbage Neighbourhood Plan and the Good Design Guide.

Impact upon Residential Amenity

- 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
- 8.10 The Good Design Guide contains guidance for the development of corner plots, noting that corner plots are essential within the street scene and a total distance of at least 2m between a proposal and nearby properties is encouraged. Furthermore, according to the Good Design Guide, where an extension may extend to the boundary, it is recommended— in the spirit of good neighbourliness— that a minimum distance of 1 metre be maintained between the property and its boundary.
- 8.11 The garage would be located in the same location as the existing garage which is adjacent to the east side elevation of 2 Reeves Road. This property contains high level windows in the elevation facing the garage, but does not contain any principle, habitable windows. The existing distance to the adjacent property at 2 Reeves Road would be retained at 3.20 metres. Whilst the proposed garage would be taller than the existing garage, considering the separation distance is maintained and that no principle habitable windows are contained within the side elevation of 2 Reeves Road the proposal will not cause adverse loss of light or overdominance.
- 8.12 The proposed garage would have a maximum distance of 0.68 metres from the rear boundary wall with the neighbouring property at no.50 Twycross Road. Whilst the distance does not meet the 1m distance set out in the Good Design Guide as the garage would be at the rear of this properties garden it will not cause adverse additional loss of light or overdominance. By virtue of the remaining separation distance the garage will also preserve the amenity of the host dwelling.
- 8.13 No windows are proposed within the garage and therefore there would be no additional loss of privacy to any adjoining neighbour.
- 8.14 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

- 8.15 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.
- 8.16 Policy DM18 of the SADMP also requires developments to demonstrate an adequate level of off-street parking provision.
- 8.17 According to the Leicestershire Highway Design Guide (LHDG), garages should have the minimum internal dimensions for the standard single of 6m x 3.3m with minimum door width of 2.3m. The dimension of the proposed garage is 5.8m x 5.5m and the door width of 4m, the slight difference in depth is not considered to have any adverse impact on parking provision and highway safety.
- 8.18 According to the Housing and Layout section in Burgage Neighborhood plan, Garages should be of a scale compatible with the residences they serve and not visually obtrusive and their dimension will be sufficient to accommodate cars, ensuring access and egress from within the garage. The proposed garage dimension (5.8 x 5.5) is considered to be sufficient to accommodate one car.
- 8.19 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 parking spaces, and this would remain with a wider garage space that would not cause any harm or adverse impact in parking provision and highways 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, whilst slightly below standards 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.

Impact upon ecology

- 8.23 According to DM6 of SADMP, on site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term.
- 8.24 The application site is located within the swift nest sites constraint. After consulting with LCC ecology they have provided comment on the proposal as follows ‘ *The site is considered to be of low ecological value however, if vegetation removal is required then it is recommended that this is undertaken outside of the bird nesting season which runs from March to August inclusive. If this is not possible then a nesting bird check will be required prior to removal no later than 24 hours before by a suitably qualified ecologist.*’ Further advice is provided as an informative condition at the end of report but otherwise given the scale and location of the development it is considered to comply with Policy DM6.

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: Site Location Plan No: 1684/SL, Parking Plan Plan No: 1684/CP, Block Plan Plan No: 1684/BP and Proposed Elevations and Floor Plan Drg No:1684 received by the local planning authority on 22 April 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 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).

4. The materials to be used on the external elevations and pitched roof of the proposed garage 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).

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.
2. Nesting birds are protected under the Wildlife & Countryside Act 1981 (as amended); therefore, building demolition and significant alteration or vegetation clearance should take place outside the breeding season (March to August inclusive) unless carefully checked beforehand by a suitably qualified person.