

Delegated Report

Planning Reference: 25/01216/HOU
Applicant(s): Mr Gordon Smith
Ward: Hinckley Trinity



Hinckley & Bosworth
Borough Council

Application Site: 13 Farneway, Hinckley

Proposal: Replacement of detached double garage, replacement of conservatory with single storey side extension and roof alterations.

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 permission to demolish the existing double-bay garage and construct a new detached double-bay garage within the residential curtilage of 13 Farneway, Hinckley. It also proposes a single-storey side extension which would replace an existing conservatory. The proposals are a replication of those permitted under expired permission 18/00431/HOU.
- 2.2. The detached garage is proposed to be sited to the rear of the host dwelling. Two 2.4m wide 'up-and-over' garage doors would be positioned parallel to the highway (Bardsey Close) and the building itself would measure 6m by 6m with a base to ridge height of 3.65m. It is proposed to feature a dual-pitched tiled roof with four rooflights, and the exterior of the building would be finished in matching facing brick.
- 2.3. The single-storey side extension involves the reconstruction of the existing conservatory structure and an extension measuring approximately 15m² to serve an en-suite bathroom and dressing room. Two 0.9m wide casement windows would serve the proposed rooms. Three rooflights are proposed atop its associated roof which would serve the conservatory. All materials are proposed to match the existing dwelling. Fenestration along the conservatory element is to be replaced with identical fenestration to existing.
- 2.4. With regard to the extension roof, it is proposed to be topped with a mono-pitched roof element which meets the nearest pitch of the dual-pitched roof in the centre, forming a roof that resembles a 'Dutch gable'. The base to ridge height would be 4.5m and its base to eaves height would be 2.5m.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located at 13 Farneway and is sited on a corner plot along Farneway and Bardsey Close junctions. The application dwelling is a single-storey detached dwelling and features an attached car-port to its right-hand side elevation followed by a utility room/store to the rear. The dwelling has had several alterations and extensions over the years. Currently, there is a dual-pitched detached garage within the rear of the application dwelling. Levels fall from west to east, with the application dwelling set down from its neighbours to the west.
- 3.2. The dwelling features a brick exterior with sections of rendered finish and a pitched roof covered with concrete tiles. The property benefits from a generous frontage, with timber fencing adjacent to the highway and a low wall to its front corner boundary. A paved driveway provides off-street parking.-street parking
- 3.3. The site sits within the settlement boundary of Hinckley and is not located within a conservation area, nor is the property listed. Farneway is typified by residential dwellings typical of early 1980s design, with some uniformity in scale, massing and roof form. Along Farneway specifically, dwellings are all single-storey detached dwellings, with uniform car-ports and half brick, half rendered gables forming the street scene.

4. Relevant Planning History

93/00120/4

- Extension to dwelling
- Permitted
- 24.03.1993

01/00340/FUL

- Extension to dwelling
- Permitted
- 11.06.2001

18/00431/HOU

- Single storey side extension, replacement detached double garage
- Permitted
- 28.06.2018

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 No consultation has taken place for this application.

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 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 corner plots play an important role in the overall design of a street given they are so visually prominent.
- 8.5 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.-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.
- 8.6 The proposed detached garage is marginally larger than the existing garage but remains subordinate to the the main dwelling. The dual-pitched garage roof matches that of the host dwelling.
- 8.7 Moreover, the garage that exists was granted permission under ref: **18/00431/HOU**. The existing garage, constructed of brickwork that has been painted grey, appears out of keeping with the surrounding street scene. The proposed replacement garage would improve its appearance by using matching facing brickwork to the main dwelling.
- 8.8 The garage's positioning and siting is set back 7.5m from the highway and positioned behind a timber fence - this significantly mitigates any public views. Private viewpoints of the proposal will be mainly from properties opposite, along No. However, this is largely mitigated by the property's strong boundary treatment.
- 8.9 The Good Design Guide states that roofscapes play an important role in establishing the street-scene.
- 8.10 Given the site's set down topography, the dual-pitched roof of the garage only minimally disrupts the established roofline as it's positioned perpendicular to Farneway. Despite this, it mirrors the front facing gables of Bardsey Close, in which it sits.
- 8.11 The proposed side extension would result in the alteration of the original roof form, which would change to a shallower pitch to accommodate the side extension.. Whilst this is not considered good design, it is assessed in the context of the existing flat

roof side element which would be replaced, and it is also acknowledged that the same design was approved in the 2108 permission.

- 8.12 Fenestration, including the scale, rhythm, proportions and elements of detail used for window and door openings plays a critical role in the success of housing design. The fenestration pattern along the extension element continues the established pattern and is well placed along the side and principal elevations.
- 8.13 In terms of detailing, the garage is proposed to use facing brick and grey roof tiles to match the main dwelling. The use of brick for the extension is also proposed to match and mitigates any potential design drawbacks.
- 8.14 By virtue of the above the proposal, whilst the proposal does not respect the character of the existing dwelling and surrounding area, Officers do not consider that the design is harmful enough to warrant refusal, and the previous identical permission (18/00431/HOU) provides justification and context for the current proposals. Therefore, on balance, the proposal is not considered to conflict with Policy DM10 of the SADMP in this regard.

Impact upon Residential Amenity

- 8.15 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.
- 8.16 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.
- 8.17 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.
- 8.18 The garage would not give rise to any additional amenity impacts. Its modest increase in footprint along with the fact that it is not positioned any further forward on the plot (and neighbouring principal elevation No. 2 Bardsey Close). In addition, the adjacent elevation of No. 2 Bardsey Close, is single-storey in massing and features a roof slope adjacent to the garage. The garage results in no further amenity harm to what exists currently.
- 8.19 The increase in the garage roof height may introduce a degree of additional shadowing to adjacent properties; however, due to the lower topography of the application site this is significantly mitigated. Given the orientation of the sun path, the main dwelling at No. 2 Bardsey Close already casts shadow over their garden, meaning the proposal would not lead to any material increase in loss of light.
- 8.20 By virtue of its proposed siting, positioning and scale, the garage outbuilding does not present any further amenity issues for neighbouring properties.
- 8.21 The proposed side extension would have no impact on any nearby dwellings, given the separation distance between the extension and any neighbouring dwellings. Both

windows are positioned far enough from surrounding properties to avoid any loss of privacy. The closest dwelling elevation is approximately 15m away, across the highway. As a result, the extension would not adversely affect any neighbouring residents.

- 8.22 The modest increase in the mono-pitch roof height would not cause a loss of light for neighbouring occupiers, owing to the adequate separation distances and the orientation of the structure away from nearby dwellings.
- 8.23 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

- 8.24 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 and in line with Leicestershire Highway Design Guide.
- 8.25 The proposal does not result in a reduction in off-street parking provision and as such, ample off-street parking would remain available.-street parking would remain available
- 8.26 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 (received by the Local Planning Authority in 18/11/25)
- Block Plan, Drg No. 18/24 04 (received by the Local Planning Authority in 18/12/25)
- Proposed Floor Plans, Elevations and Visuals – Drg No. 18/24 02A (received by the Local Planning Authority in 24/12/25)

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).

3. All external materials used in the construction of the development hereby permitted shall match the existing building in colour, texture, tone and overall appearance. The development shall therefore be carried out in full accordance with the approved details.

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.