

Delegated Report

Planning Reference: 26/00302/HOU
Applicant(s): Mr Nick Stanford
Ward: Ratby, Bagworth and Thornton



Hinckley & Bosworth
Borough Council

Application Site: 201 Main Street, Thornton

Proposal: Removal of existing garage and replacement with single-storey detached garage outbuilding.

Case Officer: Gwion Russell (Planning Officer)

1. Recommendations

1.1. Refuse planning permission due to:

- Reasons detailed at the end of this report.

2. Planning Application Description

2.1. This householder planning application seeks planning permission for a single storey garage outbuilding at 201 Main Street, Thornton.

2.2. The vehicular garage would measure approximately 8.9m in depth by 6.2m in width, presenting a 108% increase in footprint from the property's existing garage, with a base to ridge height of 5.7m and base to eaves height of approximately 2.6m. It is proposed to be finished in facing brick with a dual-pitched roof finished in 'Spanish slate'. A 4.6m wide roller-shutter garage door is proposed at its front elevation with two windows and an entry door at its rear and west elevations, allowing access to the utility room proposed at the rear. At each gable would be two windows and three 'Velux'-style along the western pitch of the roof. The garage would be sited to the east of the main dwelling.

3. Description of the Site and the Surrounding Area

2.3. The application site comprises a two-storey detached dwelling finished predominantly in light render with a dual-pitched roof, projecting gabled features, chimney stacks and stone detailing. The dwelling is positioned perpendicular to the highway, amongst its neighbouring properties which front the highway, and is enclosed by a low stone boundary wall and hedgerow. A driveway to the side provides access to a detached single-storey garage set back within the site.

2.4. The site forms part of an established linear pattern of residential development along Main Street. The building line is scattered, with some properties positioned further back within their plots than others.

- 2.5. No. 201 is situated immediately adjacent to the pavement, with a detached garage/outbuilding to its east. No. 201 Main Street has undergone substantial alterations and footprint expansions from its original form, resulting in a property that is approximately 26m in width (depth from the highway) and nearly projects towards the front elevation of No. 205, to its rear. Most recently, the property has undergone an extension to its rear, with a ridge height of 6.6m. No. 205 is positioned to the rear of the front garden of No. 201, resulting in a relationship whereby the front garden and principal elevation of No. 205 face towards the application site and the existing garage.

4. Relevant Planning History

16/00250/HOU

- Raising of roof and two storey rear extension
- Permitted
- 12.05.2016

88/00792/4

- Formation of new garage and conversion of existing garage
- Permitted
- 18.08.1988

79/00192/4

- Alterations and extensions to dwelling
- Permitted
- 07.03.1979

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. Two representations have been received raising concerns regarding the scale, height and massing of the proposed outbuilding and its potential overbearing impact and loss of daylight/sunlight to neighbouring properties and gardens. Further concerns relate to the design and visual impact, potential future alternative use, drainage implications, inaccuracies or insufficient information within the submitted documents, and the adequacy of public consultation.

6. Consultation

- 6.1 The following comments were received from Bagworth and Thornton Parish Council;

'Loss Of light / overshadowing: The impact on both adjoining properties would be significant, resulting in a substantial loss of daylight. The resubmission still does not

provide any evidence that the 45-degree rule has been met; and we consider this could still be being breached by a considerable margin.

Overdevelopment (scale, height and massing): *Even though the newly submitted drawings show a new height of 5,649m as opposed to 6.6m, the proposed height is still comparable to a typical two-storey dwelling (commonly 5.5m—6.7m). The previously stated gross internal area (GIA) was 45.3m², which again is within the typical ground-floor GIA range for a two-storey family house (generally 40—55m²), the new plans fail to show a new internal area and in fact fail to show the corresponding measurements as previously. We must reiterate that taken together, the proposal could reasonably be perceived as equivalent to a new dwelling in scale. According to the new plans there is no longer a staircase allowing access to the upper level from the utility space, if no access required then why does the building have to be 5,649m ?'*

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 DM4: Safeguarding the Countryside and Settlement Separation
- Policy DM10: Development and Design
- Policy DM11: Protecting and Enhancing the Historic Environment
- Policy DM12: Heritage Assets
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.3 Bagworth, Thornton and Stanton-Under-Bardon Neighbourhood Plan (2026):

- Policy H5: Design Standards

The Bagworth and Thornton Neighbourhood Plan passed referendum in September 2026, however is yet to be made. Until the NP is made it cannot be attributed full weight, however, as the referendum has passed and indicates clear public support, substantial weight can be afforded to relevant policies.

7.4 National Planning Policies and Guidance:

- National Planning Policy Framework (NPPF) (2026)
- National Design Guide (2019)

- Planning Practice Guidance (PPG)

7.5 Other Relevant Guidance:

- Hinckley and Bosworth Borough Council – The Good Design Guide (2020)
- Leicestershire Highway Design Guide (LHDG) (2024)

8. Appraisal

8.1. 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 Given a garage outbuilding already exists at the site, in a directly comparable location and position, the application will focus on the dimensions, expanded footprint, roof form and materials proposed.

8.3 Policy DM10 requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, mass, design, materials and architectural features and for building material to respect existing/neighbouring buildings and the local area generally.

8.4 Policy DP1 of the National Planning Policy Framework (2026) seeks to ensure that development achieves high-quality design. Development should function well, respond positively to local character and context, and contribute to attractive, distinctive and sustainable places. Proposals should have regard to matters including layout, built form, scale, appearance and the relationship between buildings and spaces.

8.5 Policy H5 of the emerging Bagworth, Thornton and Stanton-Under-Bardon Neighbourhood Plan requires development to respect and enhance local character, with its scale, density, layout and design responding appropriately to the surrounding area, without adversely affecting the street scene or wider landscape views.

8.6 In accordance with the Good Design Guide, garages and car ports should generally be set back from the existing building so as not to dominate the street-scene. The application site is located within the property's front garden, with soft boundary treatment that separates it from the highway. As such, the outbuilding would maintain a prominent position when viewed from the highway.

8.7 The proposed 5.7m ridge height is substantial for a single-storey outbuilding and would be more than 2m taller than the ridge height of the existing building (3.6m). Additionally, the proposed garage would increase from a width of 3.8m to 6.1m, and in depth from 7m to 8m. In combination this increase in scale would result in a building with a significant cubic massing when compared to the existing garage, and would result in a building that is disproportionate in scale to the application dwelling, and

the two neighbouring dwellings (205 and 207) which share a close spatial relationship. The proposal would therefore not appear subordinate to the main dwelling and would contribute to an appearance of overdevelopment when viewed from the public realm.

- 8.8 The facing brick proposed along the elevations of the outbuilding would accord with the brick plinth of the main dwelling and would be seen as complementary in design terms.
- 8.9 By virtue of the its scale and footprint, the proposed garage would fail to respect the character and appearance of the site and surrounding area. The proposal is therefore considered contrary to Policy DM10 of the SADMP, Policy H7 of the Bagworth, Thornton and Stanton-Under-Bardon Neighbourhood Plan, the principles of the Good Design Guide and Policy DP2 of the NPPF.

Impact upon Residential Amenity

- 8.10 Paragraph P3 (2) 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 Whilst the Good Design Guide advises that habitable room windows should be located no less than 8m from the blank side elevation of a single-storey building, given the substantial height and overall scale of the proposal, it is considered appropriate to assess the relationship against the 12m separation distance applicable to two-storey development.
- 8.14 The existing garage is positioned approximately 13.5m from the principal elevation of No. 205. The proposed garage would reduce this separation to approximately 11.5m and would increase significantly in height, from approximately 3.6m to 5.7m at ridge height. Consequently, the proposal would introduce a substantially taller and more prominent built form directly opposite two principal habitable room windows (serving a ground-floor living room and first-floor bedroom) at No. 205.
- 8.15 Given its height, scale and proximity, the proposed dual-pitched roof would have an imposing presence when viewed from the front garden and principal elevation of No. 205. The existing relationship between the buildings already creates a degree of

enclosure, and the increased height and footprint of the proposed garage would exacerbate this, resulting in an oppressive form of development.

- 8.16 By virtue of its height and overall scale, the proposed building would also reduce natural light to the living room of No. 205 on the south facing front elevation.
- 8.17 This sense of oppression and enclosure would be exacerbated by virtue of the previous extensions/alterations to the property's original built form via application 16/00250/HOU. The cumulative extent of development, together with the proposed increase in the footprint and height of the garage, would further enclose the front garden of No. 205 and contribute to the sense of enclosure.
- 8.18 The proposed garage's relationship with No. 207 is also considered harmful. Whilst the proposal would not reduce light or outlook to the first-floor landing window on the front elevation, the increased height would reduce natural light to bedroom no. 2 on the west elevation and the west-facing ground-floor kitchen window. Although the kitchen is served by an additional north-facing window to the rear, this window would not allow sufficient light to compensate for the loss experienced at the front.
- 8.19 By virtue of these factors, and when considered cumulatively, the proposal would result in an oppressive and unneighbourly form of development to the detriment of the residential amenity of the occupiers of No. 205. As such, the proposal conflicts with Policy DM10 of the SADMP, Policy P3 (2) of the NPPF and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.20 Policy DM18 of the adopted SADMP seeks to ensure an appropriate level of parking provision of appropriate design.
- 8.21 In addition to the single-bay garage proposed, two off-street parking spaces would be retained as part of the proposals and therefore would remain in accordance with Policy DM18 of the adopted SADMP and the local highway authority design guidance standards.

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 refused.

11. Recommendation

11.1 **Refuse planning permission** subject to:

- Planning reasons detailed at the end of this report.

11.2 Reason

1. By virtue of its scale and siting, the proposed garage would result in an overbearing, over dominant and oppressive form of development, causing unacceptable harm to the residential amenity of No.'s 205 and 207 Main Street. The development is therefore contrary to Policy DM10 of the Site Allocations and Development Management Policies DPD, Policy P3 (2) of the NPPF, and the Good Design Guide.
2. By virtue of its height, scale and overall cubic massing, the proposed garage would fail to appear subordinate to the main dwelling and would result in a visually incongruous form of development, causing harm to the character and appearance of the site and street scene. The proposal is therefore contrary to Policy DM10 of the SADMP, Policy H5 of the emerging Neighbourhood Plan, the Good Design Guide and Policy DP1 of the NPPF (2026).

Notes to applicant

1. This application has been assessed and determined with reference to the submitted documentation below:

- Application Form – received by the LPA on 31/03/26
- Proposed Elevations - Drg No. 37802B – received by the LPA on 21/07/26
- Proposed Layout - Drg No. 37809B – received by the LPA on 21/07/26