

Delegated Report

Planning Reference: 26/00498/HOU
Applicant(s): Mr Shiva Navaneeth
Ward: Hinckley De Montfort



Hinckley & Bosworth
Borough Council

Application Site: 16 Kent Drive, Hinckley

Proposal: Erection of single storey 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 erection of a detached triple-bay garage located to the front of the property. The proposed building would comprise three garage bays and feature a mono-pitched roof with a maximum height of 2.4m. Access to the garage would be provided via a 4.3m wide double door serving two bays and a separate 2.1m wide single door serving the third bay.
- 2.2. The structure would be set within southernmost part of the site maintaining a separation distance of approximately 0.7m from both south and east shared boundaries.

3. Description of the Site and the Surrounding Area

- 3.1. The application site comprises a detached residential property situated within an established residential area characterised by detached dwellings of similar scale and design.
- 3.2. The site benefits from a generous front garden, with access vehicular and pedestrian access from the adjoining cul-de-sac. It comprises a two-storey dwelling, typical of mid-1990s residential design, constructed in 'buff' brick with white uPVC windows and a grey concrete tiled roof. The dwelling is set back approximately 17m from the highway and sits at the end of the cul-de-sac.

- 3.3. The property is sat perpendicular to its neighbouring property, No. 10 Kent Drive, facing the neighbouring property windowless gable and adjacent to No. 18 Kent Drive.

4. Relevant Planning History

4.1. **93/00782/4**

- Extension to dwelling
- Permitted
- 11.10.1993

5. Publicity

- 5.1. The application has been publicised by sending out letters to local residents.
- 5.2. One neighbour commented upon the proximity of the garage to neighbouring properties. The neighbour is concerned that, due to the proximity of the proposed garage, excavation for its foundations could affect the foundations of their property and requests that appropriate Building Regulations checks are undertaken before construction. Given this relates to construction methods, foundation design and compliance with Building Regulations, which are not material planning considerations and are addressed through the building control process.

6. Consultation

- 6.1. There have been no consultation comments 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
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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. 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. The council's Good Design Guide states that '*garages and car ports should generally be set back from the existing building so as not to dominate the streetscene*'.

8.3. The height of the proposed garage would be 2.4m and therefore subordinate to the main dwelling. Whilst the proposed footprint of the garage is significant, it would be sited within a large front garden and would therefore not result in the overdevelopment of the site

8.4. Whilst the positioning and siting of the triple-bay garage is not set back from the main dwelling, its siting behind No. 10 limits views along the street scene. Public views of the garage would be limited to glimpses from the end of the street.

8.5. The proposed materials of composite cladding are not prevalent within the area; however, the materials are considered acceptable for this type of building in this specific context and on balance, given the limited views from the public realm.

- 8.6. The proposal could lead to the loss of a tree in the front garden, and it is recommended that this is replaced in a similar location to screen the proposed development and maintain a high quality of landscaping in the street scene.
- 8.7. In summary, the proposal is considered to respect 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

- 8.8. The proposed garage outbuilding would be positioned approximately 8m from the nearest rear elevation of No. 17 Harwood Drive and therefore accords with the separation distances set out within the Good Design Guide.
- 8.9. Furthermore, it would not result in any significant adverse impact on the amenities of neighbouring occupiers. This is largely due to its siting and orientation beside No. 10 Kent Drive's side elevation, and its maximum height of 2.4m.
- 8.10. The Good Design Guide advises a separation distance of 1m from a shared boundary and 2m from the nearest elevation. In this case, a separation distance of approximately 0.7m would be maintained to the eastern boundary with 17 Harwood Drive. A maximum height of 2.4m within 1 metre of the boundary is considered acceptable in this case given that a 1.8m boundary treatment exists between the site and the rear boundary of No. 17 Harwood Drive. The proposed garage would project above the boundary treatment by less than 1 metre; therefore, it is not considered that there would be any unacceptable oppressive impacts caused by the proposal.
- 8.11. The siting and scale of the development ensure that it would not result in any unacceptable loss of light to neighbouring properties. In addition, the proposal does not breach the 45-degree guidance when assessed against neighbouring habitable room windows.
- 8.12. No windows are proposed within the east, south or west elevations of the garage. As such, the development would not result in overlooking or any loss of privacy to neighbouring occupiers
- 8.13. By virtue of the above the proposal would 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

- 8.14. The property maintains a generous front driveway with ample off-street parking space for three vehicles. 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**
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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 on 04/06/26
- Proposed Visuals, Elevations and Floor Plan – Drg Nos. PG-VA-01, PG-EL-01 and PG-FP-01 - received by the Local Planning Authority on 08/06/26
- Proposed Block Plan - received by the Local Planning Authority on 04/06/26

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).

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.
 2. If any trees are to be removed in the front garden, the Local Planning Authority would encourage compensatory planting to maintain the character of the street scene.
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