

Delegated Report

Planning Ref: 25/00475/HOU

Applicant: Andrew Large

Ward: Twycross Sheepy & Witherley



Hinckley & Bosworth
Borough Council

Site: Thompstone Cottage 155 Main Road Sheepy Magna

Proposal: Erection of a standalone garage

1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions outlined at the end of this report

2. Planning application description

- 2.1. The application seeks full planning permission for the erection of a standalone garage at Thompstone Cottage, 155 Main Street, Sheepy Magna.
- 2.2. The proposed garage would measure 7.16 metres for a width of 7.16 metres. It would have a dual-pitched form which would measure 3.10 metres to the eaves and 4.47 metres to the ridge. A personal door and a shutter are proposed to the western elevation with a red brick, clay tile finish to the walls/roof.
- 2.3. Amendments have been sought throughout the application process reducing the scale and amending the materials in the interests of good design.

3. Description of the site and surrounding area

- 3.1. The application site is located to the south of Main Road to the southwest of, but within, the identified settlement boundary of Sheepy Magna. Main Road is an adopted and classified 'B' road ('B4116') that is subject to a 40mph speed limit in the immediate vicinity of the site. Main Street is characterised by a ribbon of residential development, which is seen on both sides of the road immediately to the east of the site. The site is bounded by residential properties to the east and west and to the south and the north of Main Road is open countryside. To the southeast of the site is a further line of ribbon development heading south along Ratcliffe Lane.
- 3.2. Thompstone Cottage is a two-storey semi-detached residential dwelling with a predominant hipped form and an accompanying forward fronting gable. It is characterised by red brick to the walls, brown clay tiles to the roof surrounded by painted red accents and white uPVC to the openings. The adjoining dwelling to the east, 153 Main Road is a mirror of the application dwelling.
- 3.3. The site itself also comprises an existing block-built workshop with two storage containers to the west of the site which it shares an access with. The workshop and storage buildings are associated with Sheepy Farm Services, which is an existing commercial use as a lorry haulier (Use Class B8) and repair business (Use Class B2). Sheepy Farm Services employs six full-time members of staff and has operated from the site for over 50 years. The front elevation of the existing workshop faces the side elevation of Thompstone Cottage. This application however relates to the residential use of Thompstone Cottage and has been assessed on this basis.

4. Relevant planning history

92/00619/4

- Extension to dwelling
- Planning Permission
- 23.07.1992

The following applications relates to the commercial uses on site;

15/00907/FUL

- Side extension to existing workshop
- Planning Permission
- 07.10.2015

25/00476/FUL

- Demolition of the existing commercial workshop, removal of existing containers and erection of a replacement commercial workshop
- Planning Permission
- 20.08.2025

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.

5.2. Following the publication objections have been received from three households which are summarised below;

- The increase in buildings on this site if not in-keeping with the character, size and scale of a rural village;
- The additional footprint of the building will also mean a smaller space for the 5 HGV's and use of the site. This will have an impact on the highways and road safety. HGV's already reverse into the site on a 40MPH section of the road with the potential to obstruct the road;
- Does not comply with the Sheepy Neighbourhood plan policies and design guide;
- The description of the development refers to a double garage however this structure is clearly an additional commercial workshop, very similar to what is being proposed by 25/00476/FUL (albeit it reduced in scale), with the identical construction method and materials;
- The proposal is not associated with the adjacent residential use. It is proposed as being over 5m in height and has clearance for a 4m high vehicle;
- There is an effect on general amenity for neighbours given the proposed intensification of the site; noise, highway movements, daylight and sunlight, odour etc must all be considered;
- This is a small infill site located within a rural village setting where the dominant form is residential and a clear vernacular style of red brick;
- This application has been submitted as a standalone planning application, however given the submission of planning application 25/00476/FUL, these

two matters need to be considered collectively given there is a cumulative effect associated in approving both.

(Planning Officer Comment - The applications although have not been determined on the same dates have been assessed alongside each other with clear separation of the residential and commercial boundaries being identified. The cumulative impacts have been considered; therefore, a combined application was not required.)

6. Consultation

6.1. Sheepy Parish Council:

'OBJECT

Please note, this response is based on documents available on HBBC Planning Portal as of 15th July 2025. Sheepy Parish Council request that it is notified and consulted on any later changes to this application so as to ensure full compliance with the Sheepy Parish Neighbourhood Plan made May 2022.

Sheepy Parish Council has reviewed and OBJECTS to the above application 25/00475/HOU (Re-Consultation) Thompstone Cottage 155 Main Road Sheepy Magna, Erection of a standalone double garage for the reasons outlined below.

1. The Parish Council note that the 'Red Line' in the applicant's documents 09/07/2025 - 25/00475/HOU - 25/00475/HOU - Site Location Plan and 09/07/2025 - 25/00475/HOU - 25/00475/HOU - Proposed Site Plan has been extended to the carriageway boundary along the length of the front of the proposed development. This results in the development area now including the grass verge frontage. The Parish Council understands that the grass verge is owned by the County Council not the applicant. It must be further noted that the grass verge, on this side of Main Road, runs virtually the whole length of Sheepy Magna.

2. The planning application it is not compliant with the legally binding Sheepy Parish Neighbourhood Plan made May 2022 namely Policy S8 Design and the Neighbourhood Plan Design Guide. It must be noted that all policies in the plan should be considered collectively when determining any planning application.

Sheepy Parish Council therefore respectfully suggest that HBBC Planning cannot grant planning permission to a factually incorrect application as it would not be legally compliant.'

6.2. LCC Highways:

'The Local Highway Authority (LHA) refers the Local Planning Authority (LPA) to current standing advice provided by the Local Highway Authority dated September 2011.

The LHA previously responded to the LPA via email on 26 June 2025 due to the unconventional nature of the garage design. However, the LHA must consider the information put forward as part of the application.

As such, the LHA advises the LPA should consider the proposed garage as per the section of the 'Standing Advice Document, dated September 2011' and the section of the Leicestershire Highway Design Guide (LHDG) titled 'Garages and Gated Accesses' which can be found here.

This states: • Standard single = 6m x 3m, with minimum door width of 2.3m. • Double = 6m x 6m, with minimum door width of 4.2m.

The LHA would request the LPA includes a suitably worded condition requiring the garage be ancillary to the dwelling only.'

7. Policy

7.1. Sheepy Parish Neighbourhood Plan 2018-2036

- Policy S8: Design

7.2. Core Strategy (2009)

- Policy 12: Rural Villages

7.3. Site Allocations and Development Management Policies DPD (2016)

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.4. National Planning Policies and Guidance

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

7.5. Other relevant guidance

- Good Design Guide (2020)
- National Design Guide (2019)

8. Appraisal

8.1. Key Issues

- Design and impact upon the character of the area
- Impact upon neighbouring residential amenity
- Impact upon highway safety

Design and impact upon the character of the area

8.2 Policy DM10 (b) and (c) of the Site Allocations and Development Management Policies DPD requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.

8.3 Policy S8 of the Sheepy Neighbourhood Plan seeks to ensure that development proposals are designed with evident care so as to respond positively to the character of the area in which it is located, demonstrably respond to the features of its setting; and with the scale, form and character of the location and make a positive contribution to the street-scene.

8.4 The application seeks full planning permission for the erection of a standalone garage.

8.5 Objections have been received that the proposal is not in-keeping with the character, size and materials of the area, that it has a commercial appearance and that the garage would not be associated with the residential use.

8.6 This is a householder application which cannot seek planning permission for a new commercial unit. Instead, the application seeks approval for the construction of a detached single storey garage to be used ancillary to the main dwelling. In any case, should the application be otherwise considered to be acceptable, a standard condition restricting the use of the garage as only for ancillary use to the residential

occupation of the host dwelling could be included to ensure its use would remain compatible with the site.

- 8.7 In respect of garages 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.*'
- 8.8 The proposed detached garage would be set back 14.03 metres from the existing dwelling and 20.63 metres from the adjacent highway, Main Road as to not over dominate the street scene in accordance with the Council's Good Design Guide. It would measure 7.16 metres in width and depth with a ridge height of 4.47 metres, notably larger in scale than the 'standard' residential garage. But despite this, the increase in height has been justified by the agent, stating that the height allowance is required in order for the applicant to work on his personal race cars using a two-post lift. Furthermore, given the extensive size of the plot, along with the nature of the surrounding units the addition would not look incongruous and would host a unique, but still an associated residential appearance, and is acceptable subject to a standard condition restricting the use of the garage as ancillary to the residential occupation of the host dwelling being included to ensure its use would remain compatible with the site and for the avoidance of doubt.
- 8.9 The proposed materials are to match those of the existing dwelling, with the exception of the openings (a personal door and a shutter) ensuring a satisfactory external appearance.
- 8.10 The proposal would therefore have no adverse impacts on the character of the area in accordance with Policy DM10 (b) and (c) of the SADMP, Policy S8 of the Sheepy Neighbourhood Plan and the general principles of the Council's Good Design Guide in that respect.

Impact upon neighbouring residential amenity

- 8.11 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.
- 8.12 Policy DM10 (a) and (b) of the Site Allocations and Development Management Policies DPD states that proposals should not adversely affect the occupiers of the neighbouring properties.
- 8.13 Policy S8 of the Sheepy Neighbourhood Plan seeks to ensure that development proposals are designed with evident care so as to show appropriate regard for the amenities of neighbouring properties including daylight/sunlight, privacy, air quality, noise and light pollution.
- 8.14 Objections have been received that the proposal will impact the amenity of the adjacent and local properties on both Main Road and Ratcliffe Lane.
- 8.15 The nearest residential dwelling to the east of the application site 153 Main Road would be situated approximately 9.03 metres from the proposal. No.153 hosts a detached outbuilding 2.24 metres forward of the rear elevation extending to the shared boundary, along with a detached garage to the far south-east corner of the site. Although views of the proposal would be seen from the rear amenity space and habitable room the pre-existing structures at the site would mitigate any loss of light concerns. No openings are proposed to the immediate elevation not resulting in the loss of privacy.

- 8.16 The nearest residential dwelling to the west of the application site 159 Main Road, would be situated approximately 34.30 metres from the proposal. Moreover, the proposal would be screened by the extant permission for the erection of a replacement workshop retaining the owners/occupiers residential amenity and/or the existing workshop building.
- 8.17 The proposals are therefore considered to be in accordance with Policy DM10 of the SADMP, Policy S8 of the Sheepy Neighbourhood Plan, the NPPF and the Councils Good Design Guide.

Impact upon highway safety

- 8.18 Paragraph 115 (b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Paragraph 115(d) of the NPPF, any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 8.19 Ultimately, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios in accordance with Paragraph 116 of the NPPF.
- 8.20 To support this, 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. 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).
- 8.21 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision. Policy S8 (g) of the SPNP confirms that development proposals should be designed with evident care as to provide a safe and suitable access with appropriate on-site parking provision.
- 8.22 Objections have been received that the garage will impact the parking provision of adjoining industrial use, Sheepy Farm Services and in turn will impact on highway safety.
- 8.23 The Local Highway Authority (LHA) have not raised any concerns regarding highway safety and refer to their current standing advice dated September 2011 with a recommendation that the garage be ancillary to the dwelling only.
- 8.24 Importantly, the proposal has been assessed alongside application 25/00476/FUL and the cumulative impacts have been considered. The LHA are satisfied that both the residential and commercial aspects of the site will remain to host an adequate parking provision alongside turning facilities.
- 8.25 The Leicestershire Highways Design Guide (LHDG) states that garages should have the below internal measurements;
- Standard single = 6m x 3m, with minimum door width of 2.3m.
 - Double = 6m x 6m, with minimum door width of 4.2m.
- 8.26 The proposed garage would measure 7.16 x 7.16 metres with a door width of 3.56 metres. Although of a double garage footprint the proposal would only look to

accommodate a singular vehicle complying with the LHDG minimum guidelines for a single garage. A further two spaces would also be situated to the north of the garage providing an adequate parking provision for a minimum of three vehicles.

- 8.27 The recommended ancillary restriction is addressed in further detail within paras 8.6 – 8.8.
- 8.28 The proposals are therefore considered to be in accordance with Policies DM17 and DM18 of the SADMP, Policy S8 of the Sheepy Neighbourhood Plan, the NPPF 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. The proposed development is for a property located within the settlement boundary of Sheepy Magna. As such, there is a presumption in favour of sustainable development under Policy DM1 of the SADMP, as long as the proposal is in accordance with the relevant policies of the SADMP.
- 10.2. The proposed development has been assessed and the Local Planning Authority can conclude that the proposed development would complement the character and appearance of the host dwelling, would not cause any adverse impacts upon the visual amenity of the surrounding area or the neighbouring amenity of occupants surrounding the application site and would not cause any adverse impacts upon highway safety or the sites parking provision. On this basis, the proposal is therefore considered to be in accordance with DM1, DM10, DM17 and DM18 of the SADMP, Policy S8 of the Sheepy Neighbourhood Plan, the overarching principles of the NPPF, and the general principles of the Councils Good Design Guide. The proposal is, therefore, recommended for approval subject to conditions

11. Recommendation

- 11.1 **Grant planning permission** subject to:
- Planning conditions outlined 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
- Proposed Site Plan
as received by the Local Planning Authority on the 9th July 2025.
- Proposed Elevations and Floor Plan as received by the Local Planning Authority on the 28th August 2025.

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).

3. The garage hereby permitted should only be used as a residential garage ancillary to the residential dwelling known as Thompstone Cottage, 155 Main Street, Sheepy Magna and for no other purpose at any time.

Reason: To ensure the proposed development is compatible with existing development in the locality in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

11.3 Notes to applicant

- a) 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.
- b) Rainwater from the detached garages roof should be positively drained into a suitable water butt, soakaway or domestic drainage system, and not be permitted to discharge directly onto the surface of the application site and/or highway.