

Delegated Report

Planning Ref: 25/00437/HOU
Applicant: Mrs Angela Williams
Ward: Ambien



Hinckley & Bosworth
Borough Council

Site: 8 Hodges Close, Stoke Golding, Nuneaton

Proposal: Erection of a single storey garage

1. Recommendations

1.1. Grant planning permission subject to:

- The conditions outlined at the end of this report.

2. Planning application description

- 2.1. The proposal seeks to erect a single-storey garage within the rear garden curtilage of the host property, 8 Hodges Close. The garage building is proposed to adjoin the driveway of the property. The proposed dimensions are 5.5 metres in length, 3.3 metres in width and 3.45 metres in height from the base to the highest point of the roof ridge. The proposed garage outbuilding will be set back 1.15 m from the existing rear façade of the dwelling and 52.6 cm from the neighbouring property boundary, at its narrowest point.

3. Description of the site and surrounding area

- 3.1. The host dwelling is a 1-bedroom detached bungalow, finished in red brick. It was recently constructed and is part of a group of 3 detached bungalows and 2 semi-detached bungalows nearby to its side boundary. The remaining dwellings on Hodges Close and adjacent streets are 2-storey in massing.
- 3.2. Whilst the street is generally uniform in the materials used, there is a variety of house designs and layouts on Hodges Close and the neighbouring streets, typically reflective of newly-built housing estates.
- 3.3. The housing estate in question is new and only received planning permission in January 2022. As a result, there are currently no house extensions or alterations within the estate. The site falls within the settlement boundary of Stoke Golding.

4. Relevant planning history

21/00656/OUT

- Residential development up to 70 dwellings with associated access, landscaping, open space and drainage infrastructure
- Outline planning application
- 21.01.2022

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. A local resident has objected to the proposals, citing concerns of a lack of space between the proposed garage and fence and loss of light. Other concerns raised include concerns about building work within 1 year of occupation and that the

neighbour's fence should not be touched. The latter two concerns are not material planning considerations and are civil matters.

6. Consultation

6.1 There have been no comments from the following consultants:

- Stoke Golding Parish Council

7. Policy

7.1. Stoke Golding Neighbourhood Plan 2020-2041 (2024)

- Policy SG1: Decision-taking
- Policy SG15: Design

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

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

7.3. National Planning Policies and Guidance

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

7.4. Other relevant guidance

- Good Design Guide (2020)
- National Design Guide (2019)
- Leicestershire Highway Design Guide (LHDG) (2024)

8. Appraisal

8.1. Extensions to existing domestic properties within a settlement boundary 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 neighbouring residential amenity
- Impact upon highway safety

Design and impact on 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 Ultimately, Guidance Point I2 of the NDG advised that well-designed places should contribute to local distinctiveness and Guidance Point I3 of the NDG highlights that design decisions at all levels and scape should help to create a memorable sense of place.

- 8.4 Paragraph 137 of the NPPF states that applicants, where applicable, should provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy.
- 8.5 Paragraph 139 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design (as contained in the National Design Guide and National Model Design Code), taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 8.6 Policy DM10 of the Site Allocations and Development Management Policies (2016) (SADMP) states that development will be permitted providing it complements or enhances the character of the surrounding area with regard to scale, design and materials. Materials should respect existing, adjoining/neighbouring buildings and the local area generally.
- 8.7 Policy SG15 of the Stoke Golding Neighbourhood Plan states only development that reflects the traditional character of Stoke Golding will be supported unless the development is of exceptional quality or innovative design. Development must also be in keeping with the scale, form and character of its surroundings and development must respect local building styles and ensure buildings are designed and positioned to enhance streets and spaces.
- 8.8 The HBBC 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.
- 8.9 In compliance with the Good Design Guide the proposed garage would be set back from the existing dwelling. It would still be visible from Hodges Close, but this set back would ensure views are limited and that the garage appears subordinate to the host dwelling. The proposed single-storey garage is in close proximity to the side boundary, however, similarly orientated garages can be observed in the immediate area and the base to ridge height is 3.45 m with a dual-pitched roof meaning it is in keeping with those garages in the area. The use of the front facing gable matches the roof design on the original dwelling and the garage is proposed to use external matching brickwork and roof materials and therefore will provide a strong match and create a consistent street-scene as required by Policy DM10 and Policy SG15.
- 8.10 Overall, by virtue of the siting, scale and design of the proposed garage outbuilding, it is compliant with the Good Design Guide, Policy DM10 of the SADMP and Policy SG15 of the Neighbourhood Plan.

Impact upon 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 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.
- 8.13 Policy SG15 of the Stoke Golding Neighbourhood Plan states amenities of residents in the area should not be significantly adversely affected, including by loss of daylight/sunlight, privacy, air quality, noise and light pollution.
- 8.14 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. The Good Design Guide states that a principal window should ideally not be less than 8 m from the blank side of a single storey neighbouring building. The Guide also states that rear gardens of dwellings with 2 or more bedrooms should have a minimum of 60m² of private enclosed garden space. As the dwelling only has 1 bedroom this is not relevant in this case, but for comparison the proposal would retain 65m² of garden space.
- 8.15 The proposed outbuilding is proposed to be situated at the side boundary of 8 Hodges Close and perpendicular to the rear property boundary of both Nos. 40 and 42 Firebrace Drive, however as the proposed outbuilding is 8.5 m away from the nearest rear façade of neighbouring properties (at its closest) it is seen as compliant with The Good Design Guide. A neighbouring resident raised concerns about potential loss of light due to the proposed garage. The garage would be taller than the existing boundary fence between the properties by approximately 1.45m. However, considering the separation distance is over 8m, in compliance with the Good Design Guide, the garage would not cause adverse loss of light or over dominance to either neighbouring dwelling. Additionally, both properties Nos. 40 and 42 Firebrace Drive benefit from rear gardens that benefit from unrestricted South-facing orientations, which would be seen to receive adequate sunlight throughout the day.
- 8.16 Another concern that was raised by a neighbouring property was the insufficient space between the neighbour's site boundary and the proposed garage. Whilst it is acknowledged that there is only a 0.5 m gap between the proposed garage and the boundary of the host property, there remains a separation distance of 8.5 m between the host property's boundary and the rear elevation of the nearest neighbouring dwelling. As such, the proposal is considered to comply with the principles set out in the Good Design Guide. Boundary issues and concerns about building maintenance are not material planning considerations.
- 8.17 By virtue of the garages location to the rear of the host dwelling it would not cause any loss of light, privacy or cause adverse overdominance to the neighbouring dwelling to the north of the site.

- 8.18 During construction there may be additional noise and disturbance to neighbouring residents, however, this is temporary and is of a scale expected in residential areas where building work can routinely occur without planning permission. The proposed garage would not create adverse additional noise or disturbance once operational as the existing driveway is located to the front of the garage.
- 8.19 Overall the development would not give rise to residential amenity impacts and complies with Policy DM10 of the SADMP, Policy SG15 of the Neighbourhood Plan and the Good Design Guide.

Impact upon highway safety

- 8.20 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.
- 8.21 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.
- 8.22 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.
- 8.23 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.24 Policy SG15 of the Neighbourhood Plan requires new development to have safe and suitable access and to ensure parking is integrated so that it does not dominate the street.
- 8.25 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).
- 8.26 Table 28 (Residential Parking Standards) of the LHDG requires dwellings with up to three bedrooms should provide a minimum of two off-street parking spaces. This increases to a minimum of three off-street parking spaces for properties with four or more bedrooms.

- 8.27 Garages will not count towards minimum parking spaces unless the internal dimensions comply with the LHDG.
- 8.28 There are no known proposed alterations, or additional bedrooms proposed, to the internal layout of the dwelling and therefore there will be no requirement for additional car parking spaces.
- 8.29 As the garage dimensions are just short of the internal minimum standard dimensions of 3 m x 5 m, the garage will not be considered as a parking space within this assessment. However, as the existing driveway of the host dwelling has 2 external parking spaces (and proposed to retain these) these are seen as sufficient and therefore is compliant with the Leicestershire Highway Design Guide.
- 8.30 No alterations are proposed to the site access and therefore the development complies with Policy DM17 and DM18 of the SADMP and Policy SG15 of the Neighbourhood Plan.

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 in the consideration of this application. The Committee must also ensure the same when determining this planning application.
- 9.3 There are no known equality implications arising directly from this development.

10. Conclusion

- 10.1 As outlined in the report the development complies with the relevant policies of the Development Plan therefore, 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:
- 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
- Planning Layout dwg no. SG/PL01 Rev G
- Proposed Alterations: New single storey brick garage as received by the Local Planning Authority on 23/04/2025.

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) and Policy SG15 of the Stoke Golding Neighbourhood Plan (2024).

11.2 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.