

## Delegated Report

**Planning Reference:** 25/00486/HOU  
**Applicant(s):** Mr Adam Rollins  
**Ward:** Ambien

**Application Site:** 8 The Green, Dadlington CV13 6JB

**Proposal:** Erection of a 3-bay garage to the rear of existing dwelling.

**Case Officer:** Gwion Russell (Planning Officer)  
**Date:** 18/07/2025



Hinckley & Bosworth  
Borough Council

### 1. Recommendations

#### 1.1. Grant planning permission subject to:

- Planning conditions detailed at the end of this report.

### 2. Planning Application Description

- This householder planning application seeks full planning permission for the erection of a 3-bay external garage outbuilding to the rear of the existing dwelling and within the property curtilage.
- The garage outbuilding is proposed to measure 6.6m x 11.5m with a footprint of 75.4m<sup>2</sup> and is proposed to adjoin an existing outbuilding to the rear of the existing dwelling, which also sits within the property curtilage.
- The garage outbuilding is proposed to be finished in 'oak' wood, contrasting the finish of the main dwelling and outbuildings and will have two 'open' bays and one bay completely enclosed, with a double garage door.

### 3. Description of the Site and the Surrounding Area

- The application dwelling is a two-and-a-half storey, detached property on The Green, Dadlington. The dwelling has a gabled roof and a projecting single-storey gable to the front property façade. The rear of the property has a shallow projecting gable to the rear right façade, and a previous extension to the rear left façade. The property plot is L-shaped with a rear outbuilding that protrudes down the left elevation of the rear garden, which is used incidentally to the main dwelling. The front elevation of the existing outbuilding sits opposite the rear façade of the neighbouring dwelling, No. 6A The Green.
- Dadlington is a quiet village North of Stoke Golding and is largely residential in use. It is anchored by a large 'green' central to the village and opposite the application

site. Many of the nearby dwellings differ in architectural style, size and massing and there is no uniformity in design. The application site sits within the settlement boundary of Stoke Golding and just 10m from the Grade II\* listed St. James Church (1361304) which was designated in November 1966.

#### **4. Relevant Planning History**

##### **4.1 23/00428/HOU**

- Single storey rear extension
- Permitted
- 22.06.2023

##### **4.2 01/00370/FUL**

- Extension to dwelling
- Permitted
- 14.06.2001

#### **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 and a notice was displayed in the local press.

5.2 No responses have been received.

#### **6. Consultation**

6.1 There have been no comments received from the following consultants:

- Sutton Cheney Parish Council

6.2 No further responses have been received.

#### **7. Policy**

7.1 Core Strategy (2009):

- Policy 7: Key Rural Centres
- Policy 12: Rural Villages

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

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:

- 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 Guidance Point C1 of the NDG confirms that well-designed new development should respond positively to the features of the site itself and the surrounding context beyond including the existing built development and landscape character, amongst others. Guidance Point I1 of the NDG highlights that new developments should consider the composition of street scenes and individual buildings and their elements including the height, scale, massing and relationship between buildings, as well as views, vistas, landmarks, and landscaping, amongst others.

8.4 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 scale should help to create a memorable sense of place.

8.5 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.

8.6 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.

8.7 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.

8.8 The proposed garage adjoins an existing outbuilding, which is used as a swimming pool and incidental to the main dwelling. It is unclear whether this outbuilding was erected as part of the original design of the dwelling or was a later addition. If the latter, it was likely permitted under Class E of the GDPO previously. The design of said outbuilding matches the external materials of the existing dwelling. However, it is worth noting the addition of the garage outbuilding will create a long protrusion from the main dwelling which is unlikely to be considered sensitive design if it were in situated in a more exposed area within the curtilage (i.e. the front).

8.9 Pertinently to this application, The Good Design Guide states that rear extensions should be subordinate in height, width and depth to the main existing dwelling and should match roof pitch and detailing. As a result of the additional outbuilding and the design of the roof (being a 15-degree roof pitch) there would be differing roof pitches and heights to the rear. . As there is an existing dual-pitched roof with varying degree pitches and as the proposals are limitedly visible from the public realm this is considered to mitigate any design drawbacks.

8.10 The application site sits 10m from the Grade II\* listed St. James Church. As the proposals have limited prominence and are not visible from the highway this is not considered to impact the setting of the nearby Church.

8.11 Due to the open Western (rear) boundary of the property, the proposal will be visible from the surrounding countryside. However, its siting and the fact that it only extends the existing outbuilding depth means that it will not disrupt any viewpoints or intensify the appearance of overdevelopment. The proposed materials for the garage outbuilding include 'oak' wood, which contrasts minimally with the light red/orange brick of the main dwelling. Nevertheless, the natural tone of the oak is considered to complement the rural setting and mitigate any design drawbacks.

8.12 By virtue of its rear enclosure and minimal visibility from the highway, design, scale and limited prominence of the outbuilding, the proposal respects 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

8.13 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.

8.14 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.

8.15 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.

8.16 The Good Design Guide states that any single-storey extension should not breach 45-degrees from the middle of a neighbour's habitable window. As the proposed garage is masked by the existing outbuilding this will not be applicable for neighbouring No. 6A The Green. While the rear façade of the proposed outbuilding does breach 45-degrees for neighbouring No. 10 The Green, the large distance of the proposal (approximately 30m) from the rear façade of No. 10 is considered to result in minimal loss of light or amenity impact. No. 6 The Green (not to be confused with No. 6A) is further North and the sightline of the proposed outbuilding is broken by the existing outbuilding and various trees. Due to the garage's rear siting, any properties opposite the dwelling to the front will not be impacted by its siting. The property backs onto open countryside and so will not have any residential amenity impact to the rear.

8.17 The Good Design Guide states that development should not overlook neighbouring habitable rooms and gardens. As the proposals are to be used as a garage, are proposed as single-storeys and due to the positioning of the garage it is unlikely that the development will provide an opportunity to overlook or cause loss of privacy into the nearby rear gardens or habitable rooms.

8.18 As previously mentioned, the proposed outbuilding is proposed to be sited within 2m of the property boundary. However, this boundary sits adjacent to a public car park and this significantly mitigates any amenity impact of the proposed outbuilding.

8.19 The Good Design Guide states that any development near to the property boundary should avoid excessive bulk or height. As the eaves height is loosely in line with the height of the boundary treatment this is not considered to cause an overbearing impact on its Northern boundary. The 15-degree roof pitch is designed to benefit amenity impact on the boundary treatment.

8.20 Due to the large size of the plots, the existing outbuilding and the setback of the proposed garage, there is adequate distance between the proposal and the

side/rear facades of any nearby dwellings. The rear façade of No. 10 The Green is 30m away; the rear façade of No. 6A The Green is 24m away.

8.21 By virtue of its sensitive siting, positioning, scale and limited prominence is it not considered to have an impact on nearby residential amenity, and it is therefore in accordance with Policy DM10 of the SADMP and the Good Design Guide.

#### Impact upon Parking Provision and Highway Safety

8.22 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.

8.23 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.

8.24 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.

8.25 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 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.

8.27 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.

8.28 Any reduction below minimum standards will require robust justification.

8.29 The LHDG states that garages will not normally be counted as a parking space for the purpose of calculating parking provision for:

- The garage meets the minimum dimensions
- Planning conditions are imposed to control the use of the garage; or

- Restrictions are placed on converting the garage to a room that can be lived in.

8.30 In accordance with the LHDG single bay garages should have a minimum internal dimension of 3m in width by 6m in depth, with a minimum door width for 2.3m. This increases to 6m in width with a minimum door width of 4.2m for double garages. As the proposed garages meet the internal dimensions required this will support any off-street car parking demand.

8.31 It is considered that there is already adequate off-street parking for the dwelling and that the proposal does not create an unacceptable impact on highway safety or the road network. 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 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 received by the Local Planning Authority as follows:

- Application Form (received by the Local Planning Authority on 14.05.2025)
- Location and Block Plan 1392-04 (received by the Local Planning Authority on 17.07.2025)
- Proposed Floor Plans, Elevations, Drg No. 1392-02 Rev B (received by the Local Planning Authority on 14.05.2025)

**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).

### 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](mailto:building.control@blaby.gov.uk) or call 0116 272 7533.