

Delegated Report

Planning Ref: 25/00956/HOU

Applicant: Mr and Mrs J Fisher

Ward: Barlestone, Nailstone and Osbaston



Hinckley & Bosworth
Borough Council

Site: 4 May Meadow Close, Barlestone

Proposal: Conversion of the existing garage into a habitable room, installation of a new window on the northwest elevation and construction of a garage outbuilding within the property curtilage.

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 convert an existing attached garage into a habitable space and erect a single-storey detached garage within the front garden of the host property, 4 May Meadow Close.

2.2. The dual-pitch roofed garage building is proposed to adjoin the existing driveway of the property, with a width of 4704mm, depth of 8327mm and base to ridge height of 3799mm. The proposed garage will be broadly positioned setback slightly (2.10m) from the side elevation of the main host dwelling with a modest separation distance of 1.7m from the principal elevation of the host dwelling.

2.3. New fenestration along the proposed detached garage includes an access door and a 1.1m wide standard casement window at its northeast elevation, along with two further casement windows at its southeast elevation. A standard vehicular-access garage door is proposed at its northwest elevation.

2.4. No alterations are proposed to the internal configurations of the main dwelling, albeit the removal of a standard 1.5m wide garage door and replacement with a standard casement window reflecting the width of the original garage. To offset the loss of light caused by the garage a 0.9m wide window is proposed at the northwest side elevation of the dwelling, serving a bedroom.

3. Description of the site and surrounding area

3.1. The host property is a two-bedroomed detached bungalow constructed in light brown brick. It forms part of a group of five bungalows of similar scale, massing, and design, and occupies the southernmost position at the end of the cul-de-sac. It sits adjacent to No. 9 Cuthberts Yard, another single-storey detached dwelling and No. 3 May Meadow Close, which is part of the same estate. The dwelling, regrettably, has a modest sized rear garden, at only 33m², although the proposals do not reduce this footprint.

3.2. The host property benefits from a gable, dual-pitch roof form, consistent with the nearby properties. It is a corner plot which is accessed by a hard surfaced driveway with space for three off-street parking spaces.

3.3. May Meadow Close is a cul-de-sac accessed via a narrow driveway and is well screened from the main highway. Whilst the street is generally uniform in the

materials used, there is a variety of house designs and layouts along its parent road, Newbold Road.

- 3.4. The site falls within the settlement boundary of Barlestone and is within a mineral consultation area.

4. Relevant planning history

76/00728/4M

- REPLACEMENT OF EXISTING WORKSHOP
- PER
- 29.06.1976

00/00820/FUL

- ERECTION OF CONSERVATORY
- PER
- 09.10.2000

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. No responses have been received.

6. Consultation

- 6.1 There have been no objections received from the following consultants:
- Barlestone Parish Council

7. Policy

- 7.1. Barlestone Parish Neighbourhood Development Plan 2020-2039 (Made June 2022)
- Policy H7: Design Standards
- 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 Parking Provision and 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 H7 of the Barlestone Neighbourhood Development Plan (BNDP, Made June 2022) states that states that proposals should respect the character and historic context of nearby existing development within the village. The proposed detached garage would use facing brown brick, matching the existing dwelling and therefore complies with this guidance. The conversion of the standard garage door to a standard wall-hung casement window would be consistently designed with the existing dwelling.

- 8.8 Both windows proposed along the principal and side elevations of the dwelling do not disrupt the established window pattern and remain consistent in design, materials and scale with existing fenestration.
- 8.9 The Council's Good Design Guide (2021) states that garages and car ports should generally be set back from the existing building so as not to dominate the street-scene. Given that the detached garage outbuilding is set back from the cul-de-sac and largely screened from the main highway, the proposal is in compliance. The footprint of the garage is not excessive in relation to the scale and dimensions of the host property, and therefore does not dominate the street scene.
- 8.10 In compliance with the Good Design Guide the proposed garage would be set back from the existing dwelling. It would still be visible from May Meadow Close, but this set back distance would ensure views are limited. The proposed garage is in close proximity to the side and rear property boundaries; however, similarly orientated garages can be observed in the immediate area (for example No. 1 May Meadow Close has a dual-pitched garage which is set back and towards the rear boundary). The proposed ridge height of 3.8m and eaves height of 2.5m is acceptable.
- 8.11 Overall, by virtue of the siting, scale and design of the proposed garage outbuilding and garage conversion, the proposals are compliant with the Good Design Guide, Policy DM10 of the SADMP and Policy H7 of the BNDP.

Impact upon residential amenity

- 8.12 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.
- 8.13 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.
- 8.14 Policy H7 of the BNDP states that states the proposal should not result in an unacceptable loss of amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise.
- 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. The Good Design Guide states that a principal window should ideally not be less than 8m from the blank side of a single storey neighbouring building.
- 8.16 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. The property

has approximately 33m² of private enclosed garden space. The proposal does not include the addition of a bedroom and does not reduce this already modest rear garden space and is therefore not contrary to this guidance.

- 8.17 Given the neighbouring No. 9 Cuthberts Yard already has a detached garage which already provides some shadowing/loss of light and both dwellings benefit from south-facing orientations, which would be seen to receive adequate sunlight throughout the day, loss of light caused by the detached garage would be minimal at best.
- 8.18 With regard to fenestration, the proposed casement windows along the garage elevations face the rear property boundary (which faces allotments) and the host dwelling itself. No element of the garage fenestration faces a neighbouring property and does not therefore result in loss of privacy. The proposed window which replaces the garage door faces the side elevation of No. 9 Cuthberts Yard, and this maintains a 15m separation distance, separated by hard boundary treatment.
- 8.19 The proposed garage is sited opposite a principal habitable window to a bedroom and living of the application dwelling, at a separation distance of less than 8m, thus contrary to the GDG. To mitigate this, a new window is proposed at the side elevation serving the bedroom. This window will not directly face any neighbouring habitable space and does not result in loss of privacy. The garage is sited slightly set back from this window, allowing a clearance of 0.96m and still allows some natural light in. Although the proposed garage would result in some loss of light for the application dwelling's living room space, there are two existing south-east facing windows serving the living room, providing a good level of natural light.
- 8.20 By virtue of the garage siting and positioning, it would not cause any unacceptable loss of light, privacy or cause adverse overdominance to the neighbouring dwelling to the north of the site. The garage conversion window opening would provide little further amenity harm for neighbouring properties.
- 8.21 On balance, the development would not cause any unacceptable residential amenity impacts and complies with Policy DM10 of the SADMP, Policy H7 of the BNDP and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.2. 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.
- 8.3. 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.

- 8.4. 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.
- 8.5. 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).
- 8.6. Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.7. 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. Any reduction below minimum standards will require robust justification. The application property has 2 bedrooms and therefore should provide two off-street parking spaces. A parking plan has been submitted which details one existing off-street parking space on the existing driveway, forward of the original attached garage. This driveway would be retained as part of the proposals.
- 8.8. Figure 44 (Dimensions) of the LHDG requires minimum parking sizes to be 2.4m in width by 5.5m in depth, and an additional 0.5m in width is required the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side. This width increases to 1m if the parking space is bounded on both sides. Tandem parking spaces should be provided with a depth of 6m per space (i.e., a depth of 12m is required for two tandem parking spaces.)
- 8.9. 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.
- 8.10. 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. The garage proposed has an internal depth of approximately 7.8m by 4.3m which complies with the dimensions of the LHDG and would be therefore replaces the existing garage with one off-street parking space.

- 8.11. By virtue of the above, it is considered that there would be 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 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 (received by the Local Planning Authority on 06/10/25)
 - Proposed Elevations – Drg Nos. 25/012/04A, 25/012/05 and 25/012/06 (received by the Local Planning Authority on 09/01/26)

- Proposed Floor Plans – Drg No. 25/012/02B (received by the Local Planning Authority on 09/01/26)
- Proposed Garage elevations and floor plan – Drg No. 25/012/01 (received by the Local Planning Authority on 13/10/25)

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).

3. The external materials used in the construction of the development hereby permitted shall match, in type, colour, and texture, those used in the existing building unless otherwise agreed in writing by the Local Planning Authority.

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).

11.2 Notes to applicant

1. Development Low Risk Area - Standing Advice

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Standing Advice valid from 1st January 2025 until 31st December 2026

2. 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.