

Delegated Report

Planning Reference: 25/00755/HOU
Applicant(s): Mr Craig Brooker
Ward: Newbold Verdon with Desford and Peckleton



Hinckley & Bosworth
Borough Council

Application Site: 1 Lindridge Court, Desford

Proposal: Conversion of existing garage to habitable space and erection of a detached single-bay garage outbuilding within the property curtilage

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 full planning permission for the erection of a single-bay external dual-pitched garage outbuilding sited forward of the existing dwelling and within the property curtilage and the conversion of an existing integrated double-bay garage into a habitable space.
- 2.2. The single-bay garage is proposed to measure approximately 6.4m in length and 3.4m in width, with a footprint of 23m² and ridge height of 5.062m (5062mm). The structure is proposed to be located adjacent to a shared driveway and is bounded by defined soft property boundary treatment, sited to the left (or south) of the application dwelling perpendicular to the main dwelling. The garage is of a simple rectangular form and is integrated within the curtilage of the dwelling, providing ancillary parking.
- 2.3. The garage outbuilding is proposed to be finished in matching brick, with a dual-pitched grey slate roof in keeping with the finish of the main host dwelling. A single-bay garage door with top hung windows is proposed at the front elevation of the garage facing the side elevation and front garden of the main dwelling. Permeable brick paving is also proposed to front the proposed detached garage.
- 2.4. The existing integrated double-bay garage is proposed to be converted into an open-plan kitchen and dining space with separate utility and plant rooms with associated fenestration – three 1.8m wide windows (two at the front elevation and one at the rear elevation) and a pre-existing rear elevation door serving the utility and plant room.

- 2.5. Proposed fenestration along the detached garage includes a side access door at ground-floor level at the west elevation, and two 0.9m rooflights on the north facing pitch of the roof.

3. Description of the Site and the Surrounding Area

- 3.1. The application dwelling is a two storey, detached property within the newly constructed development, Lindridge Court, and within the settlement boundary of Desford.
- 3.2. The dwelling has a cross-gabled roof with an integrated single-storey gabled section incorporating the double integrated garage. The property plot is L-shaped with a turfed garden to the rear and a smaller grassed garden to the front, which is typical of the designs of the dwellings within the development. The development is set back along an unclassified road access from the public highway (Newbold Road), but is not gated nor secluded from public access. The corner dwelling (No. 4 Lindridge Court), which sits opposite and set forward from the application dwelling replaced the local asset 'The Red Lion' public house on the corner.
- 3.3. The application site sits perpendicularly to neighbouring Nos. 30 and 32 Newbold Road (which sit slightly higher topographically), opposite Nos. 2, 3 and 4 Lindridge Court and perpendicular to No. 29 Newbold Road (Hill House).
- 3.4. Desford is a quiet village and civil parish with a rich history in coal mining. Its entirety is bounded by settlement status and much of the western section is within the designated Desford Conservation Area. Any development within Desford is also guided by the Desford Neighbourhood Plan (made 2021).
- 3.5. Along with its Conservation area status, there are a number of locally and statutorily listed buildings of significant heritage value, particularly situated along Newbold Road, which adjoins Lindridge Court.

4. Relevant Planning History

- 4.1 There is no relevant planning history associated with this property.

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:

- Desford Parish Council

6.2 There have been no objections raised from the following consultants:

- Leicestershire County Council Highways
- Leicestershire County Council Ecology
- Hinckley and Bosworth Local Authority Conservation Officer (provided prior to a reduction in footprint, altering the garage from a double-bay garage to a single-bay garage)- These comments are incorporated into the body of the report below

6.3 No further responses have been received.

7. Policy

7.1 Core Strategy (2009):

- No relevant policies

7.2 Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):

- Policy DM10: Development and Design
- Policy DM11: Protecting and Enhancing the Historic Environment
- Policy DM12: Heritage Assets
- 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 Desford Neighbourhood Development Plan (Made 2021):

- Policy H7: Housing Design
- Policy ENV 5: Local Heritage Assets

7.5 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 historical significance of nearby statutorily listed buildings and local heritage assets

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 Policy H7(c) OF THE Desford Neighbourhood Development Plan states '*All new housing should continue to reflect the character and historic context of existing*

developments within the Parish and incorporate a diversity of materials.’. Policy H7(a) of the Desford Neighbourhood Development Plan states ‘New development should enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area. Care should be taken to ensure that the development does not disrupt the visual amenities of the street scene and impact negatively on any significant wider landscape views;’.

- 8.9 Following amendments which have reduced the scale of the garage, the detached garage outbuilding, measuring 3.6m by 6.4m, is considered to be subordinate in scale and massing to the main dwelling. Its roof pitch has been designed to match that of the host property and, with a ridge height of 5.062m, sits at a lower topographical level than the neighbouring dwellings to the southwest (Nos. 30 and 32 Newbold Road), which helps to significantly mitigate the visual impact of the introduction of an additional roof in this area. From the main highway, views of the garage outbuilding are partially softened by deciduous vegetation and further screened by an existing electrical substation, which helps to reduce its visibility and mitigate any potential design concerns from public view. As a result, it is considered that the additional outbuilding in this location, with regard to its dimensions, respects the local area and is consistent with the main dwelling.
- 8.10 There are no further extensions to the main dwelling integrated garage conversion and therefore only the associated fenestration proposed (three additional windows) is to be assessed for design considerations.
- 8.11 The window design and fenestration rhythm (of both the garage outbuilding and garage conversion) are consistent with the existing dwelling. As a result, the proposal is considered to complement the character of the main dwelling, in terms of detailing and fenestration. Additionally, the proposed materials for the detached garage outbuilding - brown brick and a grey slate roof - are consistent with those of the main dwelling (which given the age of the host dwelling, should be straightforward to match).
- 8.12 By virtue of its softened visibility from the highway, its design, scale and limited, the proposal respects the character of the existing dwelling and surrounding area and is in accordance with Policy DM10 of the SADMP, Policy H7 of the Desford Neighbourhood Plan 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 development should not overlook neighbouring habitable rooms and gardens. As the proposals are to be used as a garage/store, proposed as single-storey in massing and given the positioning of the garage the development will not provide an opportunity to overlook or cause loss of privacy for nearby rear gardens or habitable rooms.
- 8.17 The proposed outbuilding is proposed to be sited within 2.5m of the property boundary. This boundary sits adjacent to the neighbouring terraced dwelling (No. 30 Newbold Road) to the west, unclassified road access to the east and an electrical sub-station to the south. There would therefore be no loss of light to dwellings to the east and south.
- 8.18 The Good Design Guide states that any development near to the property boundary should avoid excessive bulk or height. The proposed garage is sited adjacent shared boundary with No.30 Newbold Road and would protrude beyond its rear elevation. There is currently a close boarded fence therefore only the upper portion of the garage would cause additional impacts. The proposed garage would not breach the 45° guideline from the rear of No.30 and as it is sited on lower ground levels the sense of overdominance is mitigated satisfactorily. Further reduction to the roof height have been considered, but given this impact is seen to be minimal and any further alteration (reduction) in roof pitch would result in an agglomeration of roof pitches within the conservation area, it would therefore, then impact the design of the area detrimentally and the roof's 'bulk' suffices.
- 8.19 Given the direction of the sun's path, from east to west, the dual-pitched roof will cause minimal loss of light for neighbouring dwellings to the west (possibly in the late afternoon) however, given the topography of the site, this is insufficient to warrant refusal.
- 8.20 The proposed windows at the rear elevation of the garage conversion would not result in loss of privacy for neighbouring dwellings due to their positioning facing the property boundary. The proposed windows at the front elevation of the garage conversion would not result in loss of privacy for any neighbouring dwellings due to the separation distance of approximately 25m maintained from opposite dwellings.
- 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 garage meets the internal dimensions required for a single garage this will support any off-street parking demand.
- 8.31 The net removal of a single-bay garage is off-set with the addition of an off-street external parking space, perpendicular to the two already provided. There are no additional bedrooms proposed as part of this application and therefore no further parking demand is created.

- 8.32 As a parking plan has been provided to support the application, detailing sufficient (three) off-street parking for the dwelling, it is considered 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.

Design and impact upon the historical significance of nearby statutorily listed buildings and local heritage assets

- 8.33 Policy DM11 of the SADMP states that all development proposals which have the potential to affect heritage assets or its setting will be required to demonstrate an understanding of the significance of the heritage asset and its impact of the proposal on the significance of the asset and its setting, including measures to minimise or avoid these impacts.
- 8.34 Policy DM12 of the SADMP states that all development proposals affecting heritage assets and their setting will be expected to secure their continued protection or enhancement, contribute to the distinctiveness of the areas in which they are located and contribute to the wider vibrancy of the borough.
- 8.35 Policy H7(a) of the Desford Neighbourhood Development Plan states '*New development should enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area. Care should be taken to ensure that the development does not disrupt the visual amenities of the street scene and impact negatively on any significant wider landscape views;*'.
- 8.36 Policy ENV 5 of the Desford Neighbourhood Development Plan states '*Development proposals that affect an identified building or structure of local significance (as listed here) or its setting will be required to preserve and enhance the significance and setting of that heritage asset. Any benefits arising from a development proposal, or a change of use requiring planning approval, will need to be balanced against the scale of harm or loss and their significance as heritage assets.*'.
- 8.37 No. 1 Lindridge Court is located within the Desford Conservation Area which is an area of special historic and architectural interest. It is a modern detached dwelling which forms part of the wider residential development located on the former car park to the historic Red Lion public house, which has also been converted to a dwelling. The residential development post-dates the most recent Desford Conservation Area Appraisal (DCAA) (2010), where the car park site was identified as a potential development area.
- 8.38 The conservation area boundary was drawn to include the former Red Lion and the terrace of traditional cottages immediately to the west of the site, so given this physical context whilst the plot within which no.1 Lindridge Court is situated falls within the extent of the conservation area, its defined boundary is not based on any precedence such as the site forming the original historic extent of the public house curtilage. No 1. Lindridge Court does not follow the generally small scale of traditional properties in the conservation area and is clearly a modern addition within it.

However, due to its siting away from the principle conservation area street scene on Lindridge Lane / Newbold Road and partial screening offered by the presence of boundary vegetation and the position of the traditional cottages to the west, it is considered that the dwelling is a neutral element within the conservation area.

- 8.39 Alterations to the external elevations of the dwelling resulting from the garage conversion are limited to the removal of the garage doors on the front elevation and their replacement with windows and brickwork below of a style and appearance to match the existing elevation, thus maintaining the appearance of the dwelling and having no adverse impact upon the character and appearance of the conservation area.
- 8.40 The proposed double garage has a simple rectangular plan form with a dual pitched roof. It would be constructed of facing brick and roof tiles that match the existing dwelling. Timber effect double garage doors and roof lights are proposed for the northern elevation, facing away from the conservation area street scene. In my opinion the garage is of a modest scale and appropriate appearance. Due to its location and orientation, at most the upper section of the pitched roof would only be visible from the wider conservation area street scene, so it is considered that the garage would have no adverse impact upon the character and appearance of the conservation area.
- 8.41 In this case, the Grade II listed 'Malthouse Cottages' (List entry: 1074080) is approximately 73m in distance from the application site, however does not have direct intervisibility of any aspect of the proposals. There are a number of locally recognised heritage assets along Newbold Road, however, for the above reasons the proposal would not impact the significance of these assets.

To conclude the proposals would have a neutral impact upon the character and appearance of the Desford Conservation Area and would preserve its significance. Consequently, the proposal complies with Policies DM11 and DM12 of the Site Allocations and Development Management Policies DPD, section 16 of the NPPF, and the statutory duty of Section 72 of the Planning (Listed Buildings and Conservations Areas) Act 1990.

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 07.08.2025)
- Proposed Drawings- Drg. No. 1340.CB.25.003 Rev A (received by the Local Planning Authority on 07.08.2025)
- Garage and Proposed Site Plan– Drg. No. 1340.CB.25.004 Rev. D (received by the Local Planning Authority on 10.10.2025)

Reason: To ensure a satisfactory form of development in accordance with Policies DM1, DM10, DM11 and DM12 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. No trees or shrubs within the application site shall be removed, pruned, or otherwise altered without the prior written approval of the Local Planning

Authority. As the site lies within a designated Conservation Area, all existing trees are protected. Any proposed works to trees, including removal or alteration, must be subject to a separate application for Tree Works under the relevant legislation.

Reason: To preserve the character and appearance of the Conservation Area in line with Policies DM10, DM11 and DM12 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.