
Appeal Decision

Site visit made on 3 December 2013

by Jim Metcalf BSc DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 10 December 2013

Appeal Ref: APP/R4408/D/13/2207454

19 The Balk, Staincross, Barnsley, South Yorkshire, S75 6JJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Paul Brook against the decision of Barnsley Metropolitan Borough Council.
 - The application, Ref 2013/0760, was refused by notice dated 28 August 2013.
 - The development proposed is erection of a single storey garage.
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Decision

1. The appeal is dismissed.

Main issue

2. The main issue is the effect of the garage on the character and appearance of the street scene along The Balk.

Reasons

3. No 19 The Balk is a large detached property sat at the end of The Balk, a residential cul-de-sac characterised by individual style houses and bungalows set back from the street behind front gardens. The house has an integral garage, accessed through a gated entrance, and a hedge along the front, behind a low wall. At the side of the house there is a separate drive leading to a house that has been built in the rear garden of No 19 The Balk. Beyond the end of the cul-de-sac are open fields.
4. A well defined building line is evident on the side of the street containing No 19 The Balk, with the dwellings prominently positioned slightly above pavement level. Opposite, on the other side of the street the properties are sited below street level and have a more irregular relationship with the street.
5. The double garage, built of brick, would measure about 6.5 m by 6.0 m and be 3.5 m at the apex of the hipped roof. The main front wall of the house is about 9 m from the pavement and the plot is about 15 m wide. Consequently the garage would occupy a significant portion of the front garden, with the remainder used as forecourt. The existing integral garage would be converted to living space.
6. The Council have published a Supplementary Planning Document, 'House Extensions' (SPD). This explains that detached garages should relate sympathetically to the main dwelling in terms of their style, proportions and

external finishes and that in most cases it is not appropriate for a garage to be sited between the house and the road. This approach elaborates the general principle, established by Policy CSP29 of the Barnsley Core Strategy (CS) that all new development should be of a high standard of design.

7. The local street scene is generally open and spacious in character, enhanced by the presence of shrubs and trees, and provides an attractive and spacious backdrop for the dwellings. The garage would be close to the front wall/hedge and would be clearly seen, despite the hedge, as a prominent feature occupying a significant part of the front garden, and shielding part of the front elevation of the house from view. Although the position of No 19 The Balk, at the end of a cul-de-sac, means that there is no passing traffic or pedestrians this does not negate the presence that the garage would have in the street scene.
8. I note that there are other garages in the area that in some ways might be similar to that proposed at No 19 The Balk, including one at the other end of the street. However, I am not aware of the planning history and background to these garages. Nor do I regard them necessarily as examples of good design that do not detract from the street scene. In any event, I am obliged to consider the appeal case on its own merits and in the context of the policy approach adopted by the Council. I also noted the contemporary design of the new house opposite the appeal site.
9. However, these other situations do not outweigh my conclusion that the site is not one where a garage as proposed could appropriately be sited between the house and the road. The garage would feature prominently as an incongruous and intrusive element in a front garden where there is a well established and obvious building line. As a result the garage would significantly detract from the character and appearance of the street scene along The Balk, contrary to CS Policy CSP29 and SPD, where it refers to outbuildings and annexes.

Jim Metcalf

INSPECTOR