



Appeal Decision

Site visit made on 15 July 2019 by C McDonagh BA (Hons), MA

by Susan Ashworth BA (Hons) BPI MRTPI

an Inspector appointed by the Secretary of State

Decision date: 29 July 2019

Appeal Ref: APP/C2708/D/19/3228243

51 Broughton Road, Skipton, BD23 1TE

- 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 Kashif Mahmood against the decision of Craven District Council.
 - The application Ref 2019/20188/HH, dated 11 February 2019, was refused by notice dated 21 March 2019.
 - The development proposed is construction of a car port.
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Decision

1. The appeal is allowed and planning permission is granted for the construction of a car port at 51 Broughton Road, Skipton, BD23 1TE, in accordance with the terms of application Ref 2019/20188/HH, dated 11 February 2019 and subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: site location plan, drawing No. 100; and proposed plans and elevations, drawing no. 200A.
 - 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

Appeal Procedure

2. The site visit was undertaken by an Appeal Planning Officer whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.

Main Issue

3. The main issue for consideration in this appeal is the effect of the proposed car port on the character and appearance of the street scene.

Reasons for the recommendation

4. The appeal site comprises a two-storey, end-terrace dwelling with facing stonework to the ground floor, rendered first floor appearance and a blue slate

roof. The property appears to have been altered substantially in recent years when noting the site history, with the addition of two-storey side and single storey rear extensions and a vehicular access from Broughton Road (A6069). The main entrance to the house now fronts onto Marina Crescent rather than Broughton Road.

5. The A6069 is the main route into Skipton when approaching from the west. The area around the appeal site is primarily residential in nature, characterised by a mixture of single and two-storey dwellings of pebbledash appearance set both in streets running perpendicular to the road and rows of terraces fronting onto the roadside. Adjacent to the appeal site lies a small commercial development of individual mixed-use units, while a school is located opposite.
6. The development proposed involves the erection of a car port with a lean-to slate and timber clad roof, constructed using three supporting stone pillars. The port would be open on three sides, save for the pillars, and attached to the northern elevation facing Broughton Road.
7. The structure would be built from matching materials, and is of a suitable scale relative to the host property, given the eaves and overall height do not exceed that of the existing rear extension. Due to the range of works undertaken on the house in recent years, it forms a distinctive feature in the vicinity, standing out against the prevailing dark, pebbledash exterior walls of other dwellings with its cream render and facing stonework. The addition of the car port would not impact upon this and would complement this distinctiveness and character of the local area.
8. The Council argues this would be the only house to extend up to Broughton Road in the area. While that is true, No.51 is different in that other dwellings are orientated with front elevations facing the road and varying amounts of garden space maintaining an open feel set back from the road. The approved alterations have, in essence, switched the front elevation to face Marina Crescent, which has brought the appeal site in line with other houses on the same terrace and now makes it the only house on this stretch of the road not to front onto it. While it is a prominent elevation in the local area, the car port would maintain a sense of openness and compliment the host property. I would therefore conclude that the proposal would preserve the character and appearance of the street scene.
9. For these reasons the proposal would also accord with policy H20 of the Craven District (Outside the Yorkshire Dales National Park) Local Plan, which seeks, alongside other aims, to ensure scale, design, proportion and materials of extensions are such that they respect the original property and do not have an adverse effect on the street scene. The Council have also cited draft policy ENV3 of the emerging Craven District Council Local Plan (ELP) in the reason for refusal. However, the ELP has yet to go through independent examination and as such is not yet part of the development plan. As such this policy has been given limited weight in the decision-making process.

Conditions

10. The Council has suggested conditions in the event of the appeal being allowed which I have considered in the light of the guidance in the Planning Practice Guidance. In order to provide certainty and in the interests of proper planning I have imposed the standard time limit condition and specified the approved

plans. In order to safeguard the character and appearance of the area, a condition requiring that external materials match those of the existing dwelling and shown on the approved plans is reasonable and necessary.

Recommendation

11. For the reasons given above and having had regard to all other matters raised, I recommend that the appeal should be allowed subject to the conditions listed.

C McDonagh

APPEAL PLANNING OFFICER

Inspector's Decision

12. I have considered all the submitted evidence and the Appeal Planning Officer's report and on that basis the appeal is allowed.

S Ashworth

INSPECTOR