
2022/0340

Applicant: Mr Herbert Dunk

Proposed new entrance to Cockerham Lane elevation

Masonic Hall, Cockerham Lane, Barnsley,

Site Description

The application site relates to the Masonic Hall located on Cockerham Lane on the outskirts of Barnsley Town Centre. Cockerham Lane is located just off Huddersfield Road, which serves as the main road connecting Barnsley Town Centre and the North of the borough and surrounding areas. Huddersfield Road contains a variety of different use classes including residential and several other commercial services/uses. The Southern part of Cockerham Lane is somewhat similar in character yet is primarily residential. The building is located just outside of Huddersfield Road Conservation Area on the North-Western boundary of it and whilst the building is unlisted, it is historic, dating back to at least 1895. The building itself is two storey, constructed from stone with a rendered extension attached to the Eastern side. The frontage of the building faces South, away from Cockerham lane itself, with 2 x car parks to the front and rear (North).



Relevant Planning History

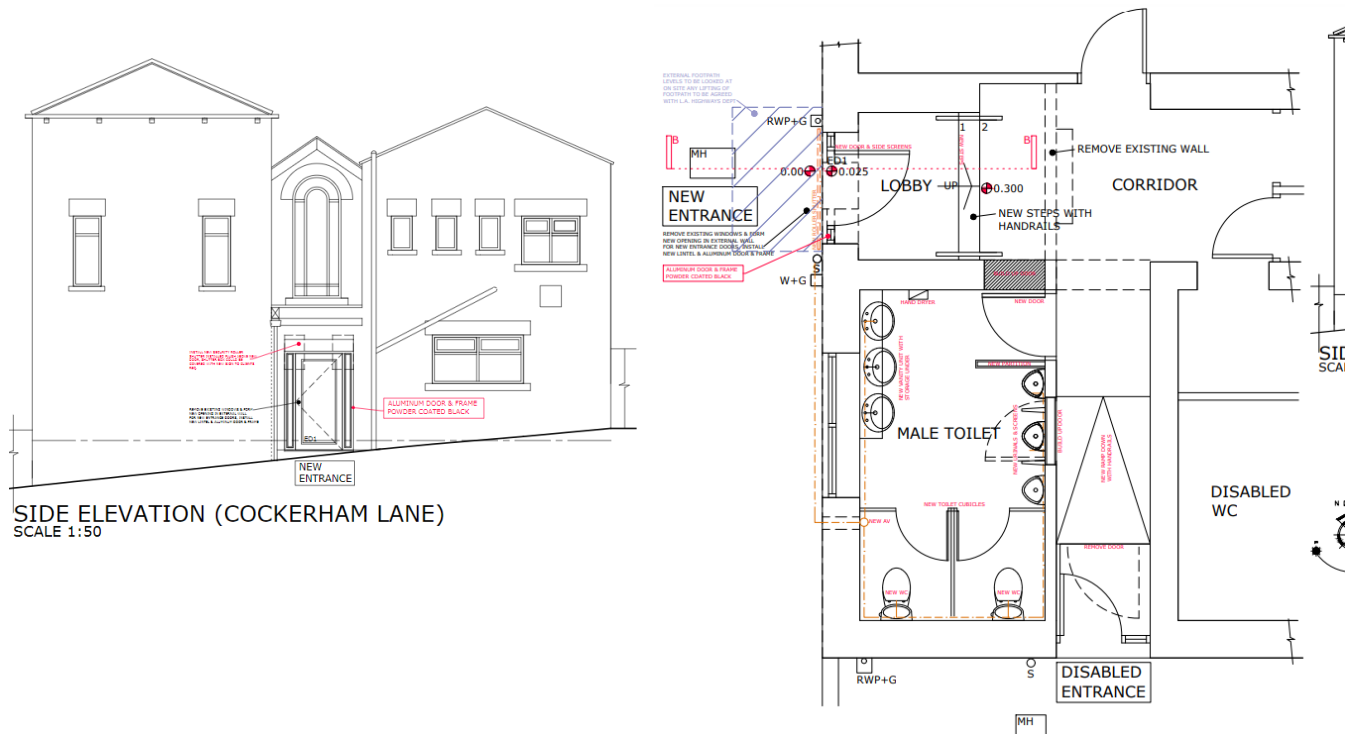
B/75/0279/BA – Proposed Fire Escape (Conservation Area Consent) (Historic)

Proposed Development

The applicant is seeking approval for the installation of an entrance door to the Western elevation – facing onto Cockerham Lane and other associated internal changes to the building. The new entrance door and

configuration is required as part of downstairs toilet refurbishment works to install a new entrance off the footpath at Cockerham Lane. These works provide better access into the building and also make the building more accessible for community groups etc. Further, a security shutter will also be installed above the new doors flush with the external wall leaf.

The proposal has been slightly amended after feedback was received from the Conservation Officer. The changes are primarily in relation to the design of the door, external materials, the side screens and confirming of screening/signage on the roller shutter. The door will be aluminium in black powder coated paint, with 2 x vertically-orientated side screens to either side.



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy, saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

Local Plan

The Local Plan (adopted January 2019), alongside the Joint Waste Plan and relevant neighbourhood plans, form the statutory development plan for Barnsley. It establishes policies and proposals for the development and use of land up to the year 2033 and will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. The Local Plan supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). In reference to this application, the following policies are relevant:

SD1: Presumption in favour of Sustainable Development – When considering development proposals, The Local Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

LG2: The Location of Growth – Priority will be given the development in the following locations:

- Urban Barnsley
- Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and
- Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

D1: High Quality Design and Place Making – Development is expected to be of a high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Poll1: Pollution Control and Protection – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

HE1: The Historic Environment – The Council will positively encourage developments which help in the management, conservation, understanding and enjoyment of Barnsley’s Historic Environment, especially for those assets which are at risk.

NPPF

The National Planning Policy Framework sets out the Government’s planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, the policies above are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings. They also reflect the advice in paragraph 124 (general design considerations) and paragraph 130, which state that ‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions’.

SPDs/SPGs

SPD ‘Parking’ provides parking requirements for all types of development.

Other material considerations

South Yorkshire Residential Design Guide - 2011

Consultations

Conservation Officer – Whilst the building is both unlisted and just outside the Huddersfield Road Conservation Area, the building is of a robust and characterful style typical of buildings constructed in the Later 19th Century. As we are dealing with a building in the setting of the conservation area, I will confine my comments solely to the impact of the new doorway in the front elevation. I accept the building appears to have had a variety of alterations to the front roadside elevation. These include what appear to be two infilled openings (one possibly having been a door) within the left-hand bay and the higher-level portrait windows in the central bay below the arched window and a landscape window in the right-hand bay. Despite this, the building retains its robust slightly vernacular quality and is clearly an asset of civic value by virtue of its

appearance and its use. The newly proposed door is located symmetrically below the arched window in the central bay and in terms of the elevation harmonises fairly well. Consequently, I support the principle but feel the design requires some clarification. The elevation suggests the door will be an aluminium PPC item with two vertical sidelights. This echoes the arrangement of the arched window above, but I would definitely advise this should be black and not white which will elevate the quality and appearance. Moreover, the elevation suggests the two vertical slim sidelights but on plan the door appears to be hinged tight to the masonry reveal omitting the left-hand sidelight. As such this needs clarifying (perhaps relates to required width for DDA) but the glazing to the right and left of the door look handsome and should be retained if possible. Finally, I note the roller shutter which could look very ugly and should definitely be disguised somehow – perhaps via a subtle sign as suggested.

Highways DC – Initially sought further clarification on the note on the plan which indicates that there will be a lifting of the existing footpath adjacent to the new entrance. Upon receipt of a plan which removed this note, no objection was raised.

Ward Councillors – No comments

Representations

Neighbour notification letters were sent to neighbouring properties and a site notice was placed nearby; no comments were received.

Assessment

Principle of Development

The site is located approximately 1m to the North of Barnsley Town Centre and is to support the existing use of the building without changing its character or extending the building. The proposed development is for the addition of a new entrance door to the Western elevation, facing onto Cockerham Lane which is required to allow for a downstairs configuration to allow for disabled access and 2 x toilet cubicles. The development makes the building more accessible and is not largescale to significantly changes how the building would relate or impact the local area and is considered to be acceptable in principle.

Visual Amenity and Impact on the Historic Environment

The proposed changes are relatively minor to the external appearance of the building, without extending it or changing its shape. However, include the addition of an entrance door onto the Cockerham Lane entrance which is the most visible elevation on the building as it faces directly onto the street and there are also fleeting views into the site from nearby Huddersfield Road. Additionally, the building is located just outside of the Huddersfield Road Conservation Area with the building itself being historic, visible on O/S maps from 1895. As such, the proposed development has an impact on the setting of the Conservation Area and greater emphasis on high quality design is necessary to be in compliance with Local Plan Policy HE1 alongside Local Plan Policy D1.

The new entrance door is located at the midpoint of the Cockerham Lane elevation – with an equal distance to the front and rear elevations – which somewhat completes this elevation visually whilst retaining the general symmetry on this elevation. The design of the door is considered to be standard, slightly raised from the road given the slight slope of Cockerham Lane with 2 vertically orientated side panels on either side of the door. The door is also slightly recessed into the elevation/opening by 0.05m, somewhat mimicking the first-floor window on this elevation. The Conservation Officer has been consulted on the proposal and did not object to the scheme but requested some minor detail changes to the proposal, as well as seeking clarification on the following elements – raising the following comments:

1. Aluminum PPC should be black and not white,
2. Need some overall clarification on the sidelights,
3. The glazing to the right and left of the door,
4. Roller shutter does not contribute positively to the development and area but can be sufficiently screened by signage.

Upon receipt of an amended plan clarifying the above details, with additional annotation on to the plan alongside a cross-section which confirmed the internal layout of the new entrance door, the Conservation Officer did not raise any concern stating that the plans were exactly as had been discussed via email and

telephone. The above and other necessary details have been confirmed on the plan and suitable conditions will ensure that the development must be built in strict accordance with the approved plans and details. More specifically, it is the intention of the roller shutter to be fitted flush to the wall above the new entrance door and can be screened by new signage – as shown on section B-B on the amended plan (Rev. B). This would fall under a separate advertisement consent and is not technically covered under this permission, but there is a clear note on the plan with the roller shutter being fitted flush which forms the basis for it to be suitably screened by a sign. This aspect will be covered via an informative note on any forthcoming decision notice.

The overall impact on the character of the building is considered to be fairly minor as it does not extend the building or alter its shape in any way. The entrance door is to make the building more accessible for all which is a very important consideration and will bring public benefits as a whole. Whilst the building is historic and directly adjacent to the Conservation Area, it is considered that the design has clearly taken into account the overall design, shape and character of the existing building and does not alter it significantly. Likewise, the impact on the adjacent conservation area is considered to be nominal, with no negative contribution to its setting. The proposed development does not detrimentally impact the setting of the Conservation Area and retains the original character of the building. The proposed development is considered to be in compliance with Local Plan Policies D1 and HE1 and is acceptable in terms of visual amenity and the impact on the Historic Environment.

Residential Amenity

There are residential properties nearby including flats on several properties on Huddersfield Road – which the door faces onto the rear elevation of – however, it does not change the overall use of the building and is to be used as a new entrance rather than serving a door where activities, meetings or socialization will take place. Cockerham Lane and the surrounding area is mostly residential with the nearest properties being located to the West of the site on Cockerham Avenue which share the Northern boundary line with the site. However, the door faces away from these properties (South) and it is considered that the development will have little impact on the nearby residents' amenity on Cockerham Avenue. That being said, it will slightly change how the building is used as it will create a new entrance into the site, rather than just using the South Entrance which is more enclosed within the site. This will perhaps lead to a slight increase in noise to the neighbouring properties as users of the site will be accessing from a different point, however this increase will be negligible.

In terms of the properties on Cockerham Lane and Huddersfield Road, the nearest is 35a Huddersfield Road which has a separation distance of c.17m from the proposed door to the rear elevation of the nearby residential plot. The new entrance door will face directly onto this rear elevation but as mentioned above, the door will serve effectively as a new entrance and does not serve a habitable room whereby potential issues in terms of overlooking/loss of privacy would arise. The impact on this property, and others on Huddersfield Road, is also considered negligible with the existing use of the site largely remaining unchanged. The door also does not lead to the extension of the building, any other physical alteration and does not change how it would be used, including opening hours which are remaining unchanged. The proposed development is in compliance with Local Plan Policy GD1: General Development and is considered to be acceptable in terms of residential amenity.

Highways Safety

Highways DC initially sought clarification on an annotation on the original set of plans which stated that the footpath levels are 'to be looked at on site and any lifting of the footpath be agreed with the Local Authority Highways department'. Colleagues in Highways questioned this, and the agent submitted an amended plan removing the notes with regards to the lifting of the existing footpath and the new entrance. Upon receipt of the amended plan, no objection was raised to the development. The proposed development has very little impact on the highway, parking provision or on highways safety and is considered to be acceptable in terms of highway safety.

Recommendation

Approve subject to conditions