



Design and Access Statement

Seeking full planning permission
for 2 storey front (3 storey rear)
side extension at 33 Allendale
Road, Barnsley S75 1BL



Introduction

This Design and Access Statement, in line with DCLG Circular 01/2006 “Guidance on Changes to the Development Control System”, has been prepared to accompany a planning application for a 2 storey front (3 storey rear) side extension to the property 33 Allendale Road, Barnsley, S75 1BL.

The property is located within a well established residential area of Barnsley and is not in a conservation area.

A design has been created that will both respect the local character and enhance the existing street scene and the local area, all with respect to the policies of the Local Planning Authority.

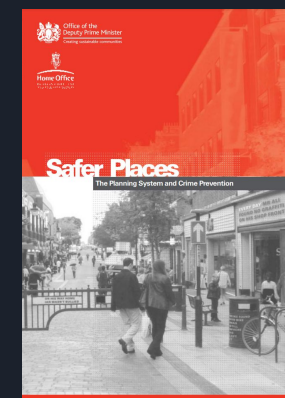
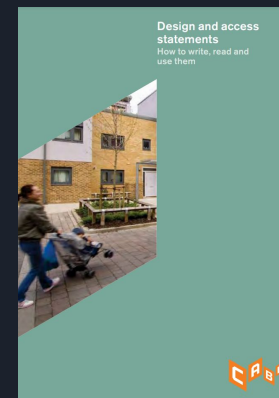
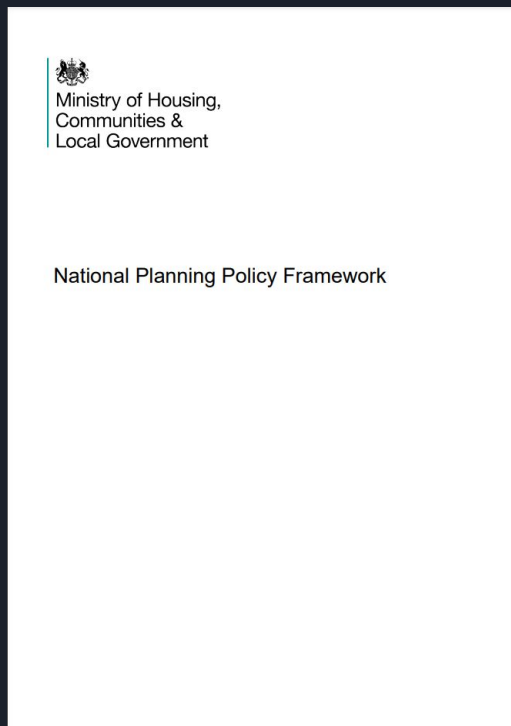


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Planning Policy Context

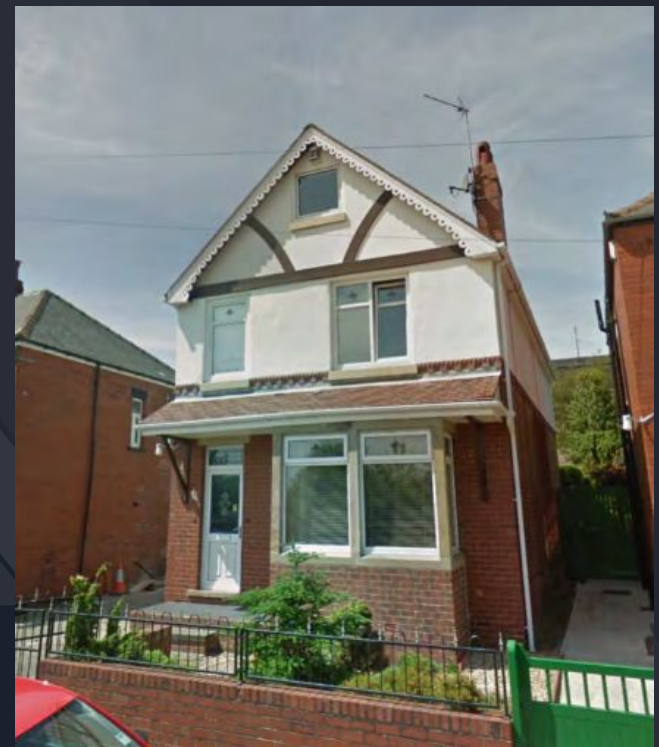
1. This proposed residential development has been formulated in light of the relevant design policies within the adopted Local Plan (Jan 2019) (which superseded the Core Strategy (2011)), BMBC's Supplementary Planning Documentation (May/Nov 2019) as well as advice from the 2021 National Planning Policy Framework
2. The planning policy background is fully explained in the Cover Letter submitted with this statement
3. This government guidance is supplemented by other documents, including but not limited to:
 - a. Building for Life 12: The sign of a good place to live (NTU 2015)
 - b. By Design - Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000)
 - c. By Design - Better Places to Live: A Companion Guide to PPG3 (DETR/CABE 2001)
 - d. Safer Places - The Planning System and Crime Prevention (ODPM 2004)
 - e. Design and Access Statements: How to write, read and use them (CABE 2006)
4. The accepted principles of urban design as stated in By Design (2000) include:
 - a. Character - a place with its own identity
 - b. Quality of Public Realm - a place with attractive and successful outdoor areas
 - c. Ease of Movement - a place that is easy to get to and move through
 - d. Legibility - a place that has a clear image, is easy to understand and clearly identifies its public and private space
 - e. Adaptability - a place that can change easily
 - f. Diversity - a place with variety and choice



1. Site Assessment

- The dwelling is located at 33 Allendale Road, Barnsley
- The property is bound on three sides by existing residential properties, with the final side being the principal elevation defined by Allendale Road
- It is a 15 minute walk from Barnsley Town Centre and 17 minutes from Asda Superstore on Canal Way, Barnsley
- The existing property is a 1930's Georgian style red brick detached property with a varied roof design including front hips, side gable and original flat roofed garage
- This established residential area has a mixture of bungalows, both single storey and dormer, and 2 storey dwellings, of varied architectural designs and material palettes. There is no overriding architectural style in the local area
- The existing property is split level with the cellar providing rear access to the gardens of the property
- The site is located within a Flood Zone 1 area and a copy of the Environment Agency Flood Mapping Report has been submitted in support of this application





Existing Property
Styles & Aerial View

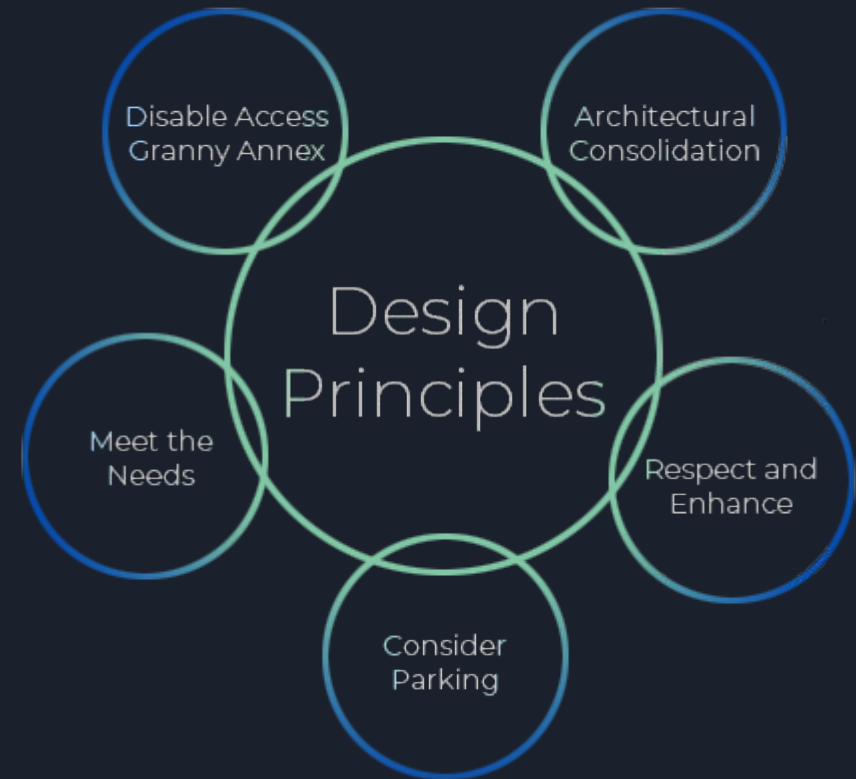


Existing Property Styles

2. Design Process

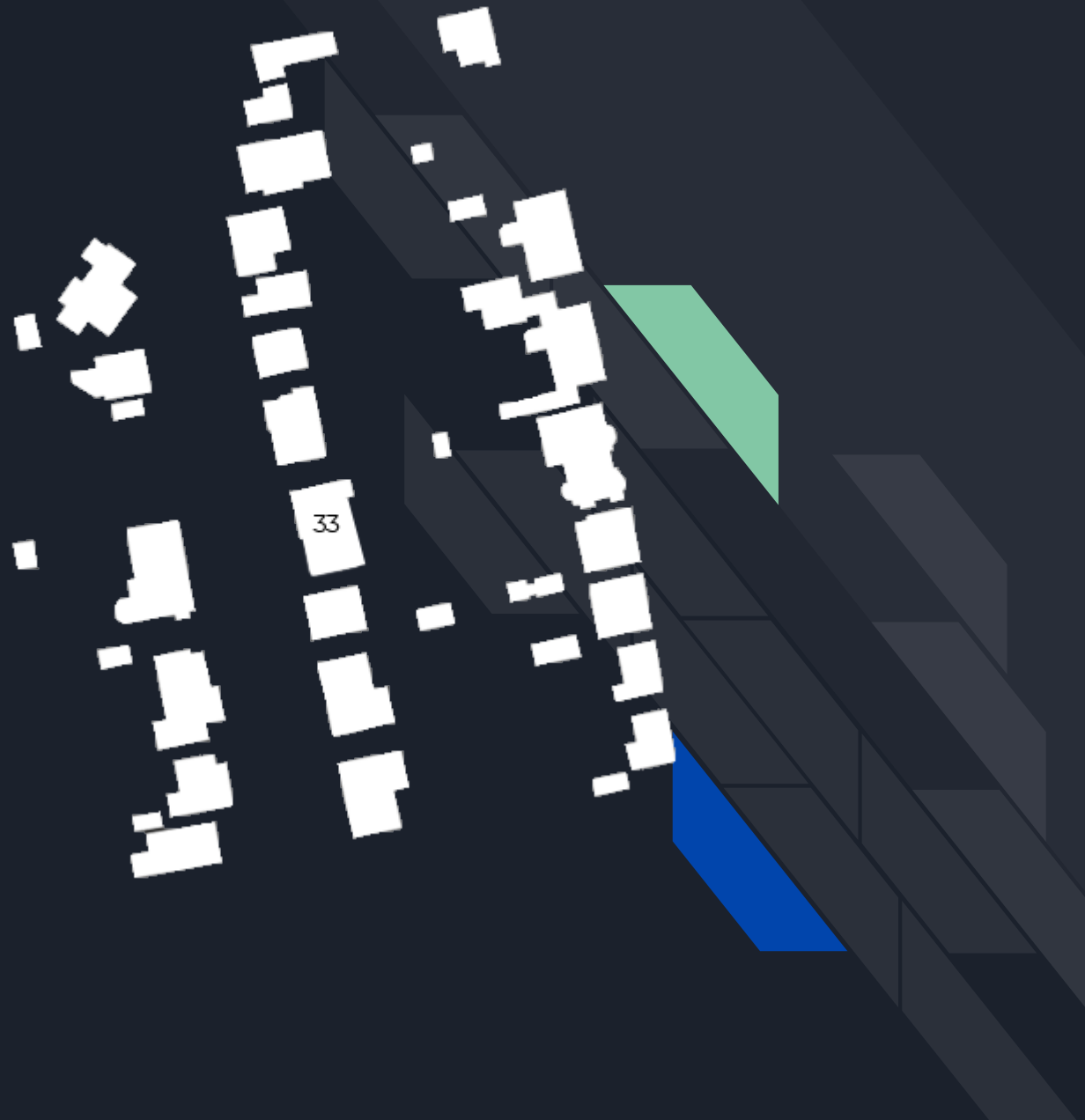
The design has been based around the following principles:

- Adapt the existing property to provide a joined and accessible, disable-friendly “Granny Annex” for an at-risk, in-need family member
- Improve parking arrangements within the grounds of the property
- Adapt the existing property to add two similar sized bedrooms for a growing family
- Ensure the design and material palette respect and enhance the existing property
- Ensure the style used is compatible with the local vernacular

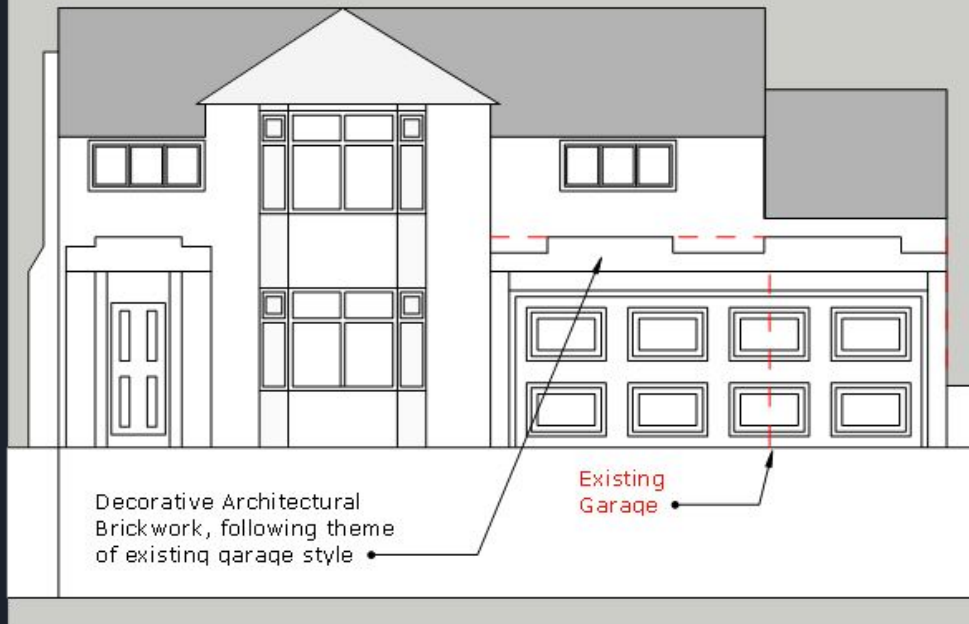


3. Layout, Scale and Massing

- The habitable floor area of the existing dwelling will increase by:
 - Granny Annex: 36m²
 - Two Bedrooms: 31m²
- The extension will be visible from Allendale road
- The Granny Annex will be at the same level as the existing lower storey with no overlooking aspect
- The garage windows to be obscured
- The overlooking rear bedroom egress window is 2.5m away from an existing overlooking window
- The adjacent ground figure diagram identifies the local form and urban grain
- The indicative floor plans and elevations have been shown on the following page for ease of reference
- Artistic renders to show scale of extension
- Façade calculation chart comparing surrounding properties



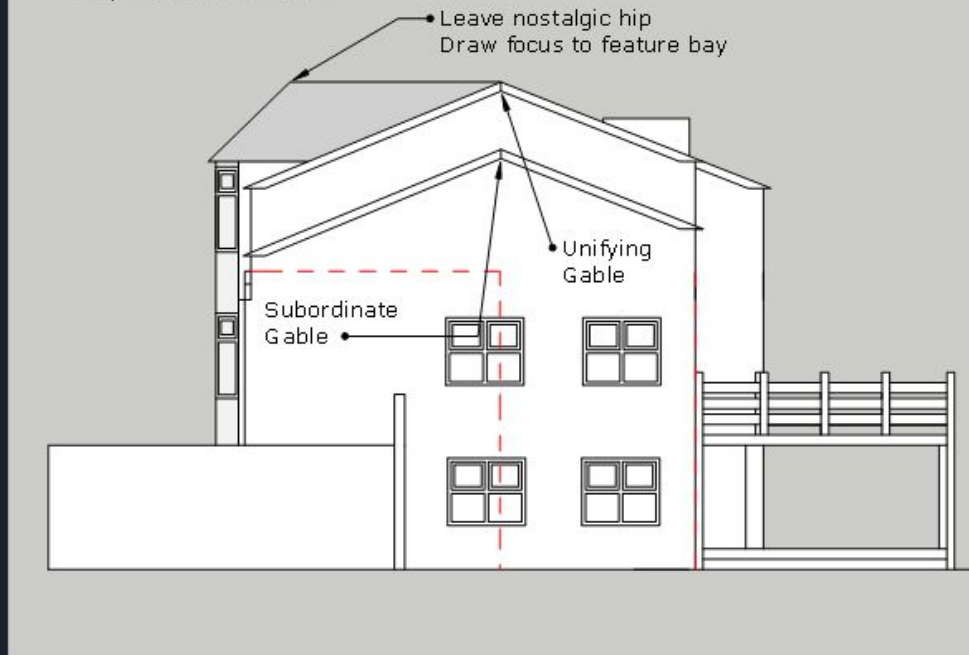
Proposed Front Elevation



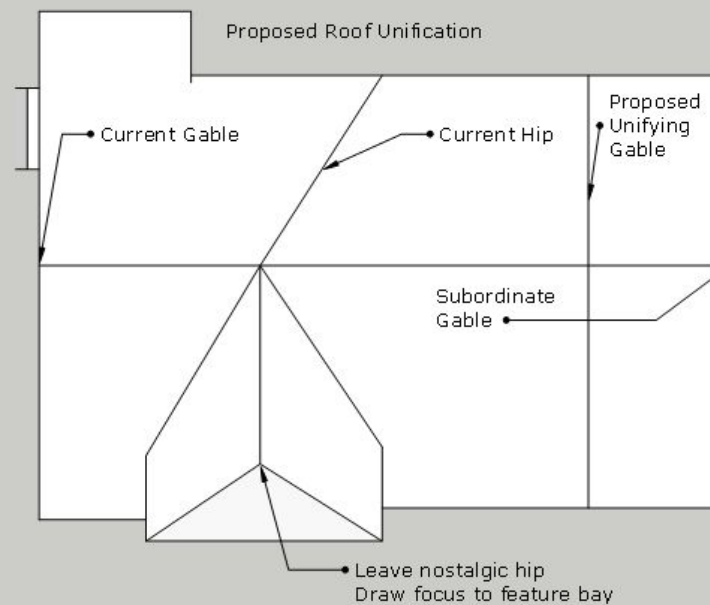
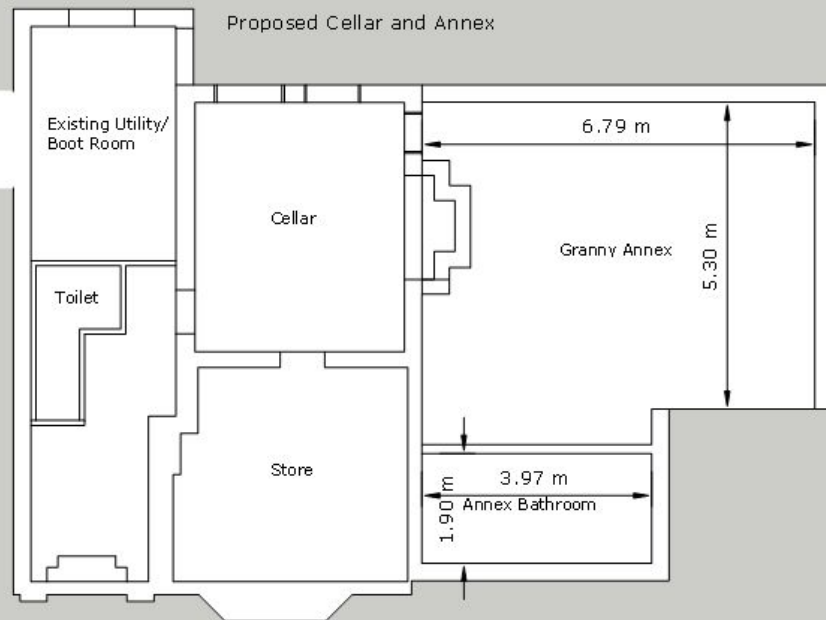
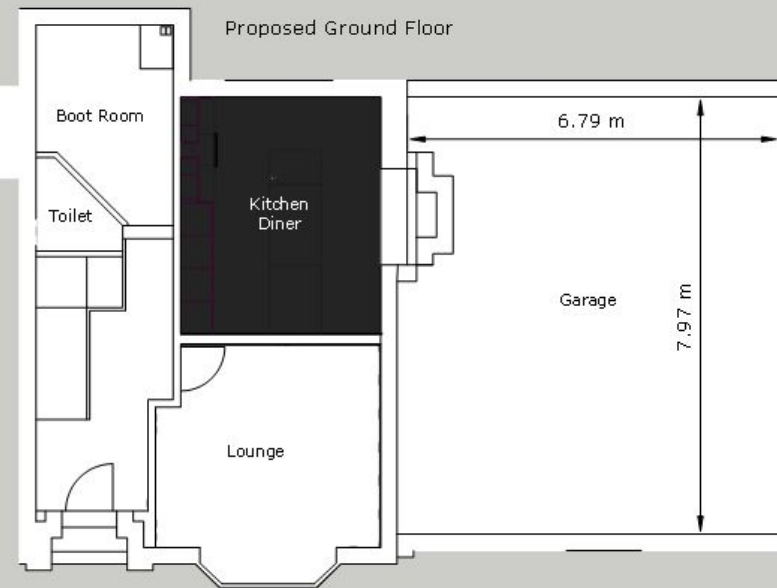
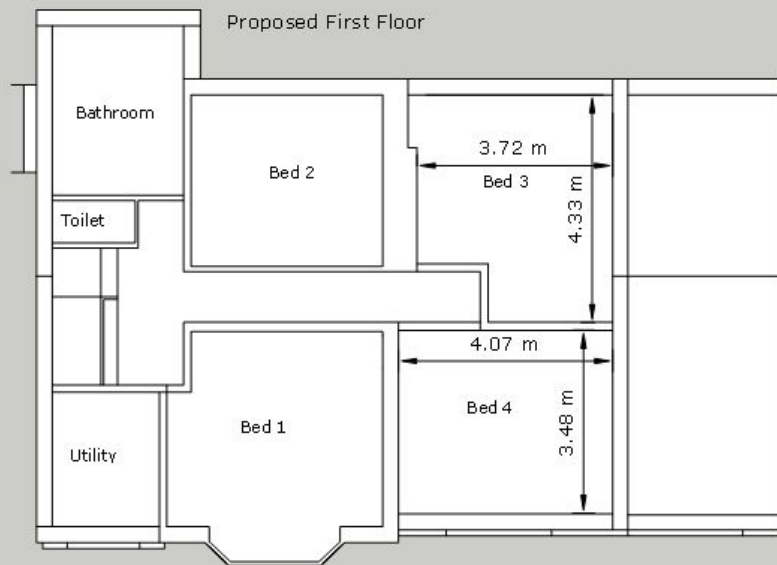
Proposed Rear Elevation



Proposed Side Elevation



Proposed Elevations



Proposed Floor Plans



Artistic Renders

Façade Calculation Charts

The adjacent two charts demonstrate the ratio of building width to plot width; expressed as a percentage of how much the principal elevation takes up of it's own plot width.

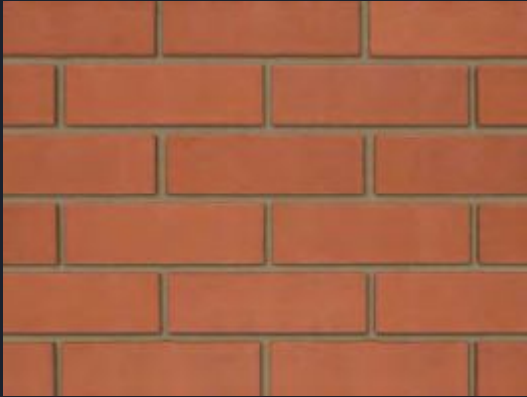
33 Allendale road has the lowest ratio of façade on the entire street.

With the new proposed extensions, 33 Allendale road is brought much closer to the street's façade ratio average.

Existing Sizes			
House #	Plot Width (m)	Prop. Width (m)	Façade Fill %
33 Allendale	18.45	11.33	61%
45 Allendale	12.5	8.6	69%
31 Allendale	11.22	7.88	70%
40 Carrington	9.1	6.72	74%
42 Carrington	9.1	6.72	74%
32 Allendale	20	15.25	76%
41 Allendale	8.97	6.83	76%
27 Allendale	8.47	6.7	79%
28 Allendale	9.45	7.43	79%
29 Allendale	8.48	6.71	79%
30 Allendale	9.45	7.44	79%
35 Allendale	7.12	5.66	79%
37 Allendale	7.12	5.66	79%
36 Carrington	10.87	8.75	80%
26 Allendale	11.88	9.78	82%
43 Allendale	7.37	6.05	82%
23 Allendale	14.14	12.72	90%
38 Carrington	17.93	16.59	93%

Proposed Extension			
House #	Plot Width (m)	Prop. Width (m)	Façade Fill %
45 Allendale	12.5	8.6	69%
31 Allendale	11.22	7.88	70%
40 Carrington	9.1	6.72	74%
42 Carrington	9.1	6.72	74%
32 Allendale	20	15.25	76%
41 Allendale	8.97	6.83	76%
33 Allendale	18.45	14.14	77%
27 Allendale	8.47	6.7	79%
28 Allendale	9.45	7.43	79%
29 Allendale	8.48	6.71	79%
30 Allendale	9.45	7.44	79%
35 Allendale	7.12	5.66	79%
37 Allendale	7.12	5.66	79%
36 Carrington	10.87	8.75	80%
26 Allendale	11.88	9.78	82%
43 Allendale	7.37	6.05	82%
23 Allendale	14.14	12.72	90%
38 Carrington	17.93	16.59	93%

4. Materials



Smooth Red Brick -
Ibstock Ravenhead Smooth



Plain Concrete Tile -
Russell Traditional Plain Tile;
Cottage Red



PVCu Windows &
Doors in keeping with
the existing dwelling



Traditional Panelled Up-and-Over
Garage Door (Electric);
Colour TBD

5. Access



- The property curtilage currently has direct vehicular and pedestrian access from Allendale Road
- These access points are to remain and widened to allow access to new garage
- The annex will have both internal and external entrances suitable for an ailing, yet still independent, family member
- The new garage will have access suitable for residents
- The front entrance to the existing dwelling remains unchanged
- The number of parking spaces will be in accordance with BMBC policies
- Barnsley Town Centre, and all local public transport hubs, are a short fifteen minute walk from the property.

6. Building for Life

Building for Life (BfL)

BfL12 comprises of 12 easy to understand questions that are designed to be used as a way of structuring discussions about a proposed development. There are four questions in each of the three chapters:

- Integrating into the neighbourhood
- Creating a place
- Street and home

Based on a simple 'traffic light' system (red, amber and green) it is recommended that proposed new developments aim to:

- Secure as many 'greens' as possible,
- Minimise the number of 'ambers' and;
- Avoid 'reds'.

The more 'greens' that are achieved, the better a development will be. A red light gives warning that a particular aspect of a proposed development needs to be reconsidered

The following assessment is an informal one and as such is subject to future design and strategy variations.

The full list of questions are listed opposite.

Integrating into the neighbourhood

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Street & home

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Building for Life

INTEGRATING INTO THE NEIGHBOURHOOD		
1	Does the scheme integrate well into its surroundings?	
2	Does the development provide, or is close to, community facilities?	
3	Does the development have easy access to public transport?	
4	Does the development have a mix of housing types and tenure that suit the local requirements?	n/a

CREATING A PLACE		
5	Does the scheme create a place with a locally inspired or otherwise distinctive character?	
6	Does the scheme take advantage of topography and other landscape features?	
7	Are buildings designed and positioned with landscaping to define and enhance streets?	n/a
8	Is the scheme designed to make it easy to find your way around?	

STREET AND HOME		
9	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	n/a
10	Is resident and visitor parking sufficient and well integrated so that it doesn't dominate the street?	
11	Will public and private spaces be clearly designed to be attractive, well managed and safe?	
12	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	

7. Privacy & Community Engagement

Prior to submitting our original proposal, residents within the community were contacted and asked about the potential build. We had lots of positive feedback, but one concern that was raised was by the rear neighbour at 38 Carrington Avenue. Although an adolescent privacy screen had already been planted we agreed to reinforce this with some further evergreens to the most southerly point of the plot. You can see in the images adjacent the 10 month maturity of the privacy screen. Further cultivation will result in a very pleasant and natural privacy screen.

It is 33.6m from the proposed extension to the closest habitable room.



8. Notable Design Choices

Many of the design choices are lifted directly from the Supplementary Planning Document: House Extensions and Other Domestic (May 2019) and direct quotes will be used for ease of reference.

This section covers design choices relating to:

- Roof Design
- Upper Storey Design
- Annex Design
- Finish Detailing



Roof Design

The design of the roof started with reconnaissance of existing dwellings on, and around, Allendale Road.



Roof Design Cont.

As you can see from the photos and the adjacent chart the dwellings of Allendale road have either Hipped roofs, or Pitched & Gabled roofs. The only outlier on the entire street is 33 Allendale Road. Despite being originally constructed in this way it is in our opinion that this mismatch makes 33 Allendale Road incongruous to the Allendale street scene and does indeed stand out when surveying the street paying attention to the roofs. With the following design we seek to marry 33 Allendale Road to the rest of the dwellings on the street by unifying the roof style, making it more harmonious with the surrounding properties.

Property Roof Type(s)	
House #	Roof Type(s)
23 Allendale	Hipped
24 Allendale	Hipped
25 Allendale	Hipped
26 Allendale	Hipped + Flat Roof Extension
27 Allendale	Hipped
28 Allendale	Gabled
29 Allendale	Hipped
30 Allendale	Gabled
31 Allendale	Hipped
32 Allendale	Hipped + Flat Roof Extension
33 Allendale	Hipped, Gabled & Flat Roof
35 Allendale	Hipped
37 Allendale	Hipped
40 Allendale	Gabled
41 Allendale	Gabled
42 Allendale	Gabled
43 Allendale	Gabled
45 Allendale	Gabled
47 Allendale	Gabled

Roof Design Cont.



By utilising a gable on the proposed first floor extension we seek to balance the host property and draw focus to the newly centred feature bay. Retaining the hipped section over the bay pays homage to the original design and helps to reinforce the prominence of, and draw focus to, the bay feature. Whilst the set back exists for the proposed extension, the ridge line and the left and right principal eaves will have a level sightline when viewed from the street as per 6.12 fig 6.12 of the SPD House Extensions.

The roof over the ground floor extension has been subordinated substantially so as not overly elongate the fenestration of the building. This is as per 6.11 fig. 6.9 of the SPD:HE.

In summary:

- To unify the roof of 33 with the rest of the street, there has been a liberal interpretation of 6.10 SPD:HE, by copying the opposite side of the dwellings roof to the extension
- The first floor extension is set back from the front of the host property 6.14 SPD:HE and the side boundary by 3.9m in accordance with 8.22 SPD:HE
- The ground floor subordinate roof follows the principles set out in 6.10 and 6.11 fig 6.9 SPD:HE

Upper Storey Design

Whilst, pragmatically, the upper storey was initially considered to add two bedrooms, from a design and street scene perspective we use this extension to create balance in the dwelling and bring it closer in massing to the other buildings on the street. This shifts focus to the full height bay, turning it into the central feature of the property. We explored having a feature colour to the centrally focussed bay through the use of slate facing tiles or pvc cladding, but ultimately part of the uniqueness of the dwelling comes from the domination of the red palette in choice of building materials. This uniqueness should be maintained and emphasized so the idea was quickly shelved.

The extension does not project beyond the front or rear elevations of the property and only extends 1m beyond the rear building line of the dwelling to the South. The entirety of the extension sits below the 45° line and so it is unlikely to cause detrimental levels of overshadowing or overbearing to the neighbouring dwelling.

In summary:

- The four general principles for extensions have all been met or exceeded:
 - It is of a scale and design which harmonises with the existing building
 - We have demonstrated that there will be no adverse effect on the amenity of neighbouring properties



- We feel we have not only maintained, but reinforced the character of the street scene with this design
- And without projecting beyond the front and rear elevations it will not interfere with highway safety.
- The sideways projection does not unbalance the host property 8.23 SPD:HE
- As demonstrated in slide 7 all neighbours have had their views aired in an informal fashion 9.2 SPD:HE
- Matching windows, eave/ridge sightlines and materials to further harmonise with the existing property, 6.12 to 6.21 SPD:HE

Annex Design

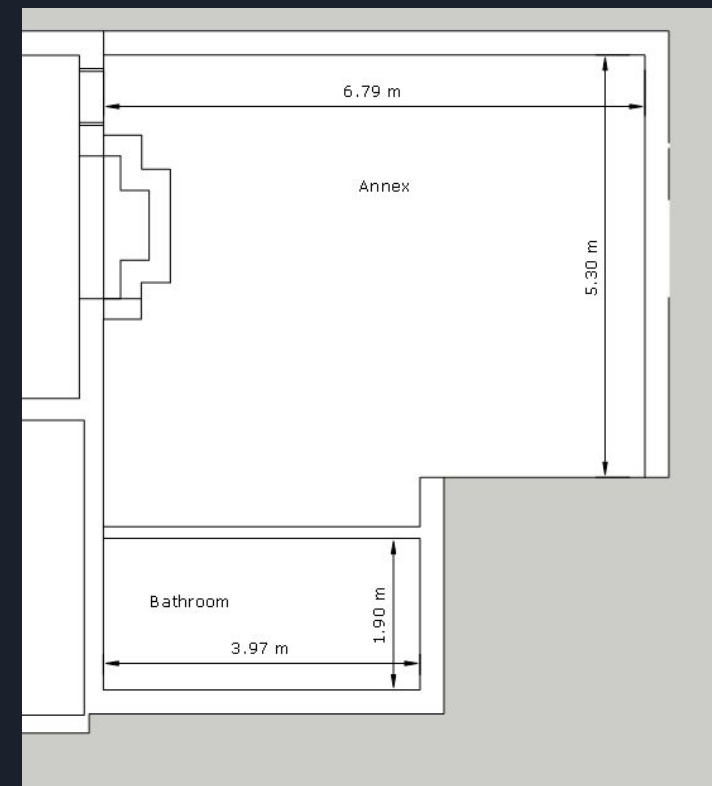
Because of the “basement” nature of the annex, there is only limited space to have natural light so in this design we maximised the light by having french doors as the main (independent) access with floor to ceiling fixed windows next to it. The side windows are more for ventilation than light as they are oriented towards the garden wall.

The recipient of the annex wants the space to be as open plan as possible. Whilst no funding or grant is being sought the sections 8.43 and 8.44 of the SPD:HE were consulted during the design phase.

The scale and massing of the annex is based on the proposed occupants current living space.

There is a secondary entrance to the annex from inside the host dwelling’s cellar for use in emergencies.

Fire and fire escapes were of particular concern as both egresses from the property are at the eastern side of proposed extension, so by design, there is no kitchen/kitchenette and the occupant of the annex will share meals/kitchen space with the host dwelling.

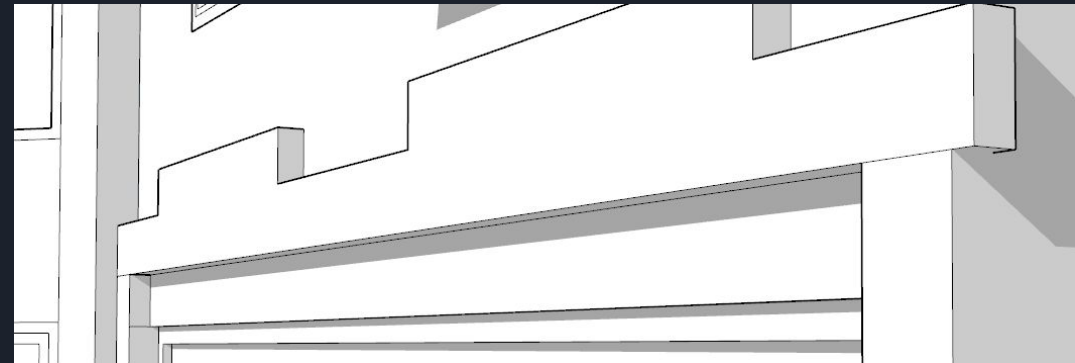


Finish Detailing

Despite its flaws, there are many aspects of the existing dwelling that should be retained or revised and reimagined to preserve and highlight the heritage and distinctiveness of the property.

The original existing garage has wonderful brick detailing, including an almost castellated form of corbelling. We seek to duplicate this as much as possible on the proposed garage.

As an alternative we would seek to mimic the brick and stone detailing around the front door which is similar but not quite as spectacular as the existing garage detailing. This would further harmonise the design with the existing property, helping to maintain and reinforce the current feel of the street scene.



9. Conclusion

This Design and Access Statement demonstrates that the proposed two storey front (three storey rear) extension is suitable for this setting and that the site and area analysis has been considered in preparing the final design. It has been designed to respect and unify the architectural style and appearance of the existing dwelling. The lower ground floor annex is shown to be designed specifically for an ailing family member with wonderfully green views of the landscaping to the rear garden. The use of materials sympathetic to the local area will enhance the naturalness of the proposed extension. The property has extensive public transport routes within a 15 minute walk and shops, schools, post offices within a 10 minute walk. The current level of off street parking to the dwelling has been maintained. Privacy concerns within the community have been addressed and roofline design choices have been justified. It is therefore requested that planning permission be granted for this proposal.

