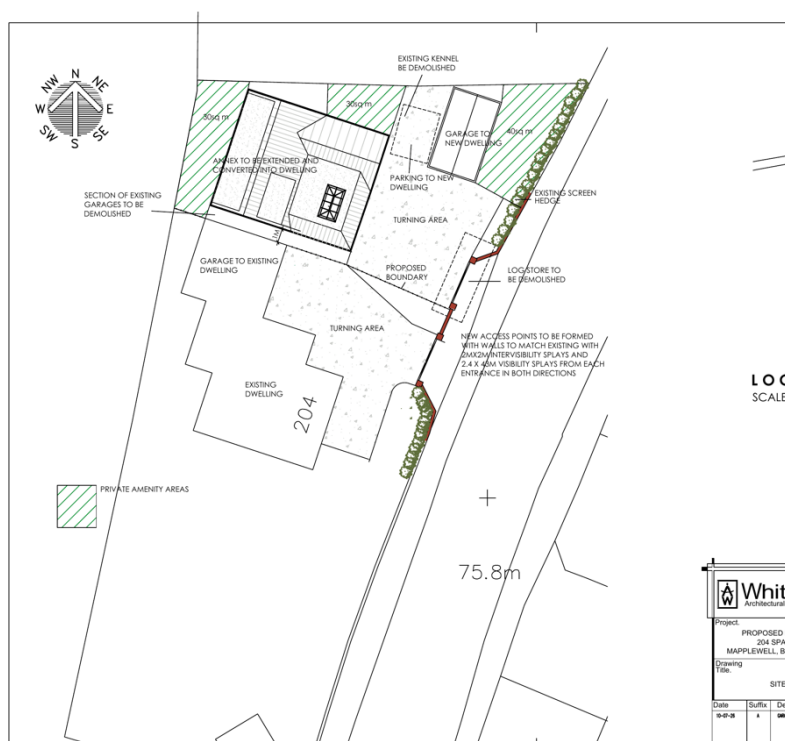




WHITE AGUS
ARCHITECTURAL SERVICES

DESIGN + ACCESS STATEMENT

Conversion and extension of
existing outbuildings / annex to
form an independent dwelling

204 Spark Lane
Mapplewell, Barnsley S75 6AF
Client: Mrs V. Brown
Project: 26-048
July 2026

SCHEME AT A GLANCE

- 1 new two-bedroom dwelling
- Reuse of existing annex / garage fabric
- Separate access, parking and forward egress
- Approx. 100 m² private amenity space
- Detached garage and retained host dwelling

01

EXECUTIVE SUMMARY

A proportionate design response based on reuse, domestic character and safe access

THE PROPOSAL

The application seeks permission to convert and extend the existing outbuildings and annex at 204 Spark Lane to form one independent two-bedroom dwelling, together with a separate vehicular access, off-street parking, turning space, a detached garage, boundary works and associated landscaping.

1

NEW DWELLING

2

BEDROOMS

≈100 m²

AMENITY SPACE

2.4 × 43 m

VISIBILITY SPLAYS

The scheme makes efficient use of an established residential site and gives a viable long-term use to existing ancillary accommodation. The design deliberately concentrates new built form around the existing annex and garage footprint, limiting demolition and avoiding a wholly freestanding dwelling within the open garden.

The host dwelling is retained as a separate family home with its own garage, access, parking and substantial garden. The proposed dwelling is provided with a clearly defined curtilage, approximately 100 square metres of private amenity space in aggregate, and a practical internal arrangement including a ground-floor bedroom and shower room.

A dedicated Highways Technical Note confirms that separate accesses can operate safely, 2.4 m by 43 m visibility splays can be achieved, vehicles can turn within the site and both dwellings can be left in a forward gear. The report concludes that the modest increase in traffic would not materially affect highway safety or network operation.

DESIGN OBJECTIVE

Create a distinctive but contextually compatible home, using the proportions and material language of the existing property while ensuring the converted building reads as a coherent dwelling.

PLANNING OBJECTIVE

Deliver a small-scale housing contribution through efficient reuse of built fabric, without unacceptable effects on the host dwelling, neighbours, local character or highway safety.

OVERALL CONCLUSION

The proposal is a well-considered, small-scale residential development that accords with the core principles of the National Planning Policy Framework, Barnsley Local Plan policies GD1, H4, H9, T4, D1, CC1 and CC2, and the Council's supplementary design and parking guidance.

02

SITE + CONTEXT

Understanding the existing site is the starting point for the design



Figure 1: Site location on the western side of Spark Lane.

The application site forms the residential curtilage of 204 Spark Lane, on the western side of the road within an established residential area of Mapplewell. The plot is long and generous, with the principal dwelling positioned towards the central frontage and a range of connected garage and annex accommodation to its northern side.

Spark Lane is a two-way residential road characterised by frontage development, direct private accesses and low-to-moderate traffic flows. The existing property is served by a single vehicular access and benefits from extensive hardstanding, garage accommodation and established screening along parts of the frontage.



Figure 2: Existing elevations - the annex and garage range is visually and physically connected to the host dwelling.

KEY OPPORTUNITIES

Reuse substantial existing built fabric; provide a smaller independent home; retain the principal dwelling; use the deep plot to accommodate parking, turning and meaningful private amenity; preserve mature frontage screening where compatible with visibility.

KEY CONSTRAINTS

Safeguard the setting and garden of the host dwelling; establish a clear public/private boundary; avoid close overlooking; provide safe independent access; maintain visibility; ensure the converted outbuilding has a domestic rather than utilitarian appearance.

PLANNING POLICY
FRAMEWORK

The development plan is the starting point, supported by current national policy and adopted guidance

The statutory development plan comprises the Barnsley Local Plan, adopted on 3 January 2019. The Council’s 2022 review concluded that the Plan remained fit for purpose. National policy is contained in the National Planning Policy Framework (December 2024, amended 7 February 2025).

	KEY TEST	DESIGN RESPONSE
NPPF 11, 124, 129	Apply the presumption in favour of sustainable development and support efficient use of land for homes while maintaining character, setting and healthy living conditions.	The proposal reuses existing buildings within an established residential curtilage and creates one additional home without extensive land take.
NPPF 115-117	Secure safe and suitable access, appropriate parking design and acceptable highway effects.	The dedicated highways assessment demonstrates compliant visibility, parking, turning and forward-gear egress.
NPPF 131, 135, 139	Secure high-quality, attractive, functional, inclusive and locally responsive design.	The massing, roof forms, materials, curtilage and access arrangements have been composed as a coherent domestic scheme.
Local Plan GD1	Avoid significant harm to amenity; provide compatible development, landscaping and adequate access.	The host and proposed dwellings have separate curtilages, access, parking and amenity, with established screening retained where possible.
Local Plan H4	Allow residential development on small non-allocated sites, including conversions, where other policies are met.	The proposal is a single dwelling created principally through conversion and extension of existing buildings.
Local Plan H9	Protect the setting and remaining garden of existing larger dwellings.	The principal house remains intact, with a substantial garden and its own access and garage. New development is focused on existing ancillary buildings rather than open garden.
Local Plan T4	Provide safe, secure and convenient access and movement for all transport users.	Separate accesses, visibility splays and swept-path analysis confirm safe everyday operation.
Local Plan D1	Respect local character and deliver high-quality place making, materials, landscaping and clear public/private space.	The proposal retains a domestic scale, uses a coordinated palette and creates legible boundaries and entrances.
Local Plan CC1 / CC2	Reduce resource and energy use and promote sustainable construction.	Retention and conversion reduce demolition and embodied carbon; detailed energy performance will be secured through current Building Regulations.

SUPPLEMENTARY GUIDANCE

The Design of Housing Development SPD supports conversions where internal space, garden provision, separation, parking and visual amenity are satisfactory. It identifies a minimum 50 m² garden expectation for a two-bedroom house and one parking space for a one- or two-bedroom dwelling. The submitted layout materially exceeds the garden benchmark and provides parking plus a garage.

04

DESIGN EVOLUTION + PRINCIPLES

A reuse-led approach that responds to the host dwelling, the plot and the highway

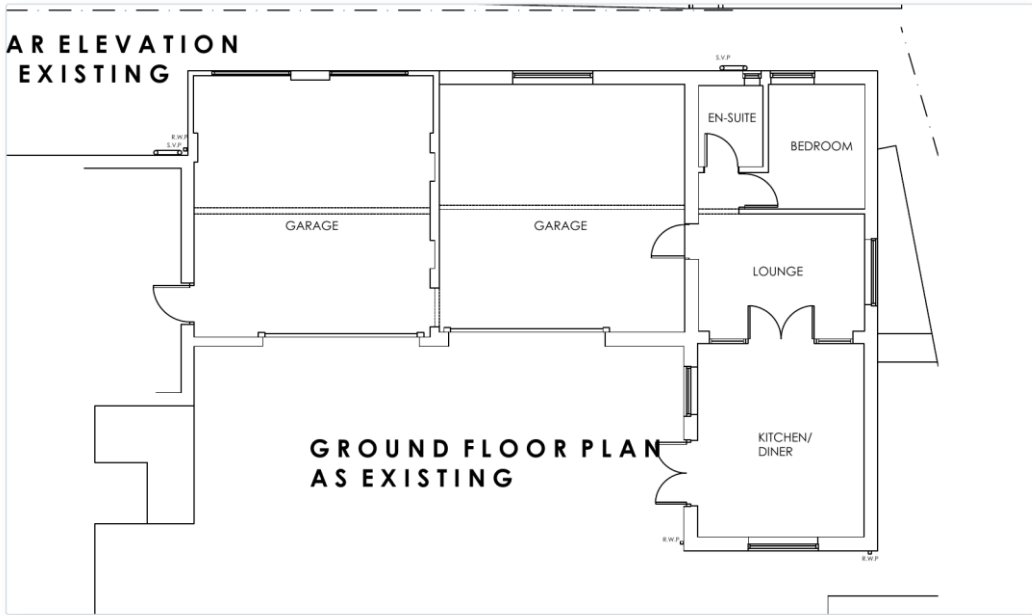


Figure 3: Existing ground-floor arrangement, including two garages and annex accommodation.

01	RETAIN + REUSE	Keep the viable annex and garage structure as the basis of the new home, reducing unnecessary demolition and preserving the established relationship of built form on the plot.
02	SELECTIVE DEMOLITION	Remove only the section of garage required to create functional separation, private curtilage and a coherent layout for both dwellings.
03	DOMESTIC IDENTITY	Extend and remodel the annex with a contained upper floor, pitched-roof elements, new fenestration and a consistent material palette so it reads as a home.
04	CLEAR CURTILAGES	Create a robust boundary between the dwellings, with dedicated access, parking, turning and garden areas for each property.
05	SAFE MOVEMENT	Design the frontage around visibility and tracking requirements, retaining screening outside critical splays and keeping low elements within them.
06	FLEXIBLE LIVING	Provide a two-bedroom layout with a bedroom and shower at ground level, enabling adaptable occupation and reducing reliance on the upper floor.

05

USE, AMOUNT + LAYOUT

One independent two-bedroom dwelling with clearly defined private and service space

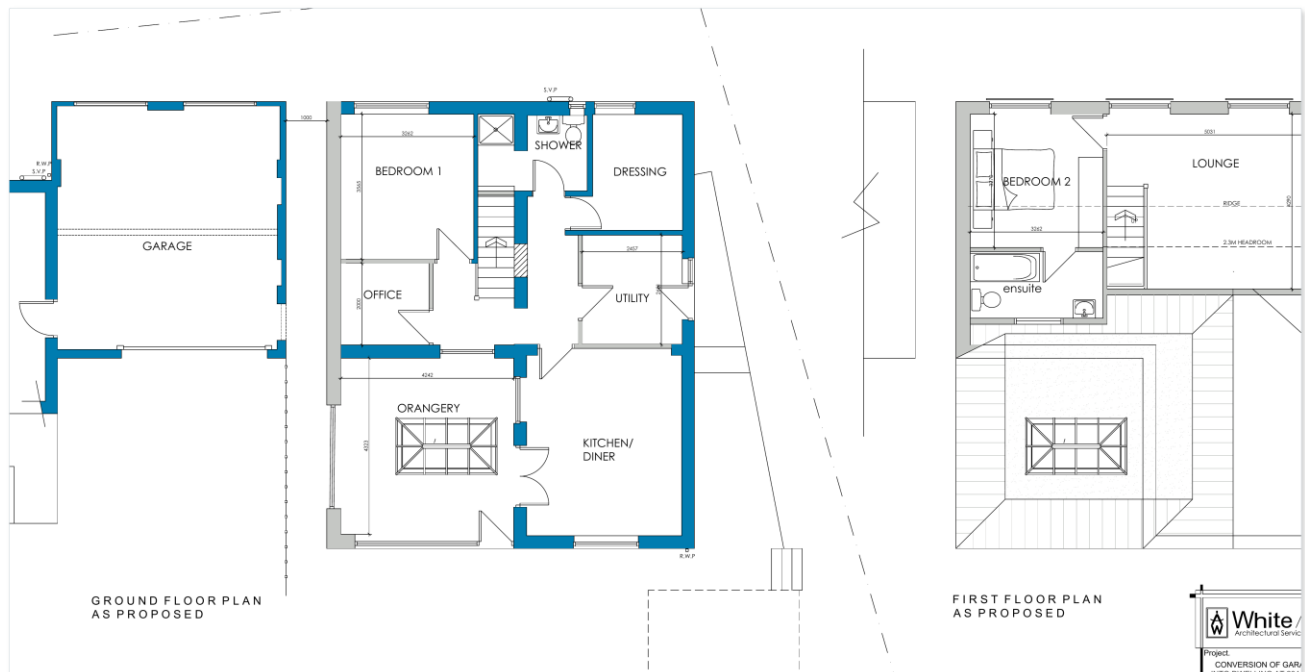


Figure 4: Proposed internal arrangement - ground-floor living and bedroom accommodation with a second bedroom and lounge at first floor.

C3

DWELLINGHOUSE

2

BEDROOMS

1

GROUND-FLOOR BEDROOM

1

DETACHED GARAGE

The proposal creates one independent dwellinghouse. At ground floor, the accommodation comprises a kitchen/dining room, orangery, utility room, bedroom 1, dressing room, shower room and an office. The upper floor provides bedroom 2 with an en-suite and a separate lounge. This arrangement produces distinct living, working and sleeping zones while retaining flexibility for changing household needs.

The internal plan has been designed around the existing structure, using retained walls and openings where practical. The stair is centrally located, circulation is compact and each principal room benefits from an external window. The ground-floor bedroom and shower room support inclusive and adaptable occupation, subject to detailed threshold, door-width and sanitary design at Building Regulations stage.

The site layout also retains a garage for the existing dwelling and introduces a separate detached garage for the new dwelling. The garage measures approximately 3.72 m by 6.20 m externally and is capable of accommodating a car alongside domestic storage or cycles.

PRIVATE AMENITY

The proposed site plan identifies three private amenity areas of approximately 30 m², 30 m² and 40 m², giving around 100 m² in aggregate. This comfortably exceeds the Council's 50 m² benchmark for a two-bedroom house and provides a varied mix of usable outdoor areas.

06

SCALE, MASSING +
APPEARANCE

A subordinate composition derived from the existing building and domestic context



Figure 5: Proposed elevations - the converted dwelling combines retained single-storey elements with a contained upper floor and pitched roof forms.

SCALE + MASSING

The proposal remains visually subordinate to the principal dwelling. New upper-floor accommodation is concentrated over the annex rather than extending across the full garage range. The articulated roof form, lower orangery and retained gable break down the composition and avoid a monolithic elevation.

ARCHITECTURAL TREATMENT

The submitted elevations show a coordinated combination of facing brickwork, horizontal cladding and tiled pitched roofs. Window groupings provide depth and rhythm, while the retained and new gables create a recognisably domestic form. Final colours and product details can be controlled by condition.

The front and rear elevations are treated as composed façades rather than simply adapted outbuildings. The upper element is set within the width of the proposed dwelling and the lower extensions step in height, helping the building sit comfortably alongside the host property. The arrangement responds to the varied roof forms already present at 204 Spark Lane.

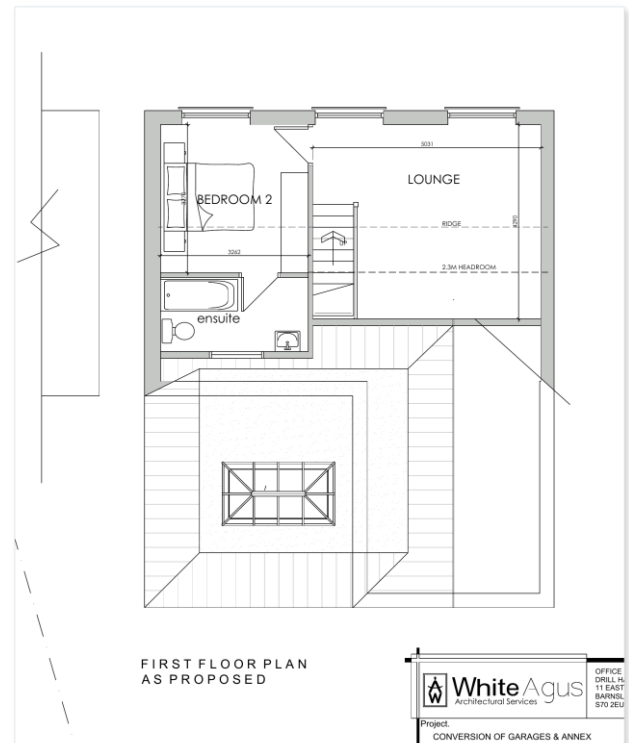
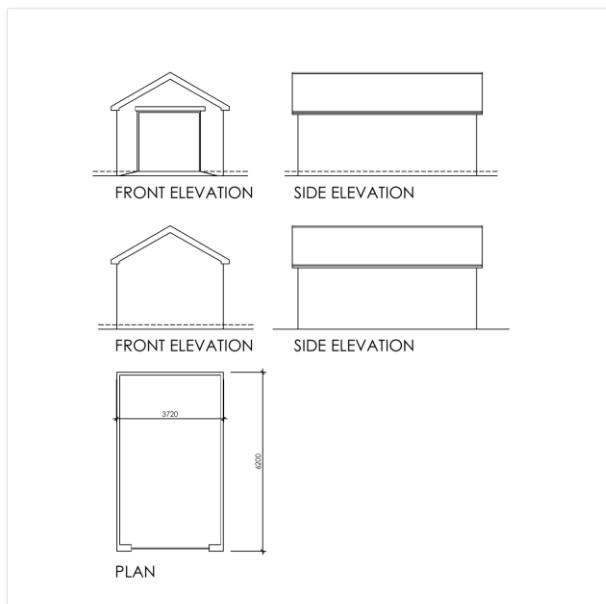


Figure 6: Simple pitched-roof garage and compact upper-floor accommodation.

07

LANDSCAPE, BOUNDARIES +
RESIDENTIAL AMENITY

Clear curtilages, generous garden provision and retained screening

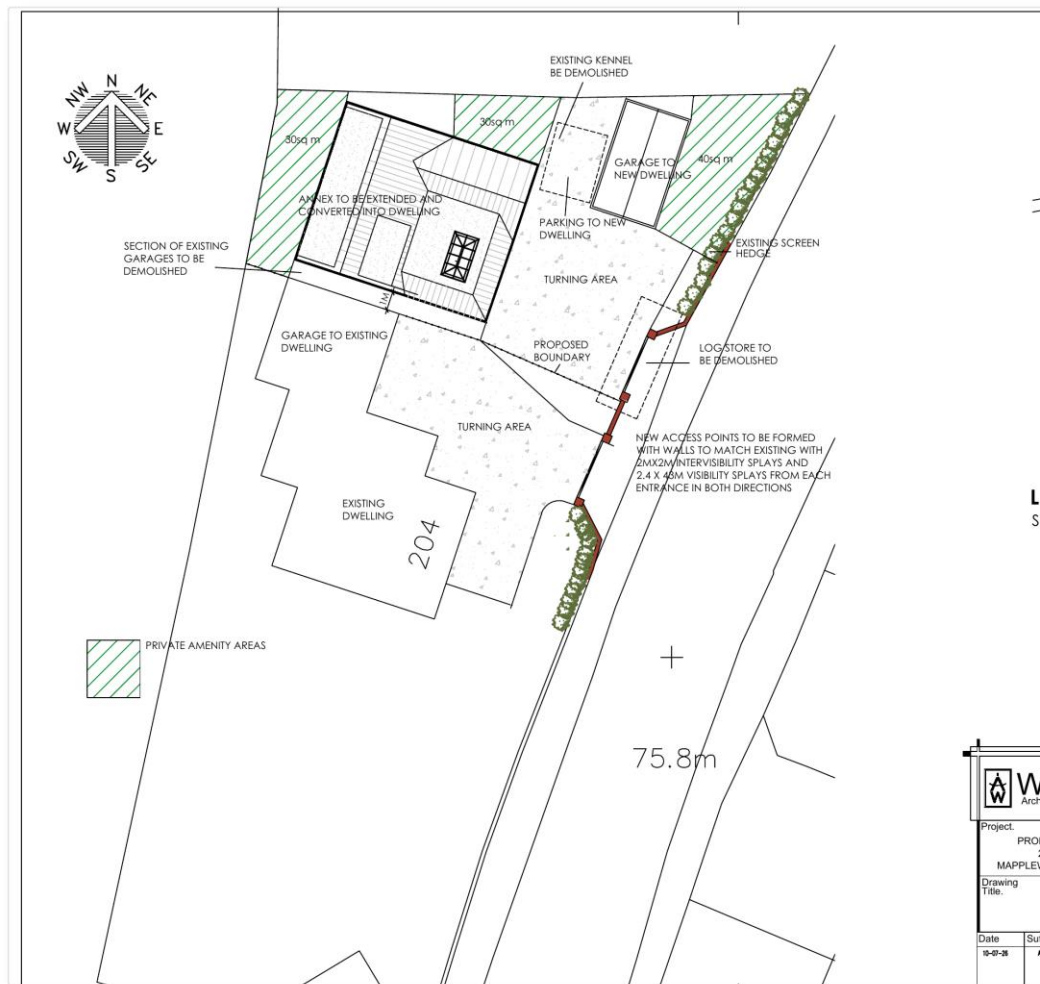


Figure 7: Proposed site plan showing separate curtilages, parking, turning, garages, private amenity areas and frontage access works.

The layout creates a clear distinction between the two properties. A new internal boundary defines the proposed dwelling's parking, turning and private garden while ensuring the existing house retains independent access, garage accommodation, hardstanding and a substantial residual garden.

The existing screen hedge along Spark Lane is retained where it does not conflict with access visibility. At the new openings, walls are to match the existing frontage treatment. Within the visibility envelopes, any wall, fence, hedge or planting will be maintained at a low level - approximately 600 mm above carriageway level - and tree canopies lifted where necessary.

- Approximately 100 m² of private amenity is provided for the new two-bedroom dwelling, distributed around the house to offer different aspects and practical outdoor use.
- The host dwelling retains a substantial garden and continues to read as the principal building within its own generous plot.
- The conversion-led siting avoids placing a wholly new detached dwelling deep within the open garden, thereby preserving the spacious character of the site.
- New boundary treatment provides privacy without creating an unduly enclosed or defensive frontage.
- The detached garage and private curtilage provide space for secure cycle storage, refuse and recycling without obstructing parking or turning.

POLICY H9 RESPONSE

To the extent that Local Plan policy H9 is engaged, the proposal safeguards the setting and continued function of the original dwelling. The main house is neither subdivided nor lost; it retains meaningful garden space, access and garaging. The new home is formed principally from existing ancillary buildings, so the proposal is materially different from introducing an unrelated dwelling within open garden land.

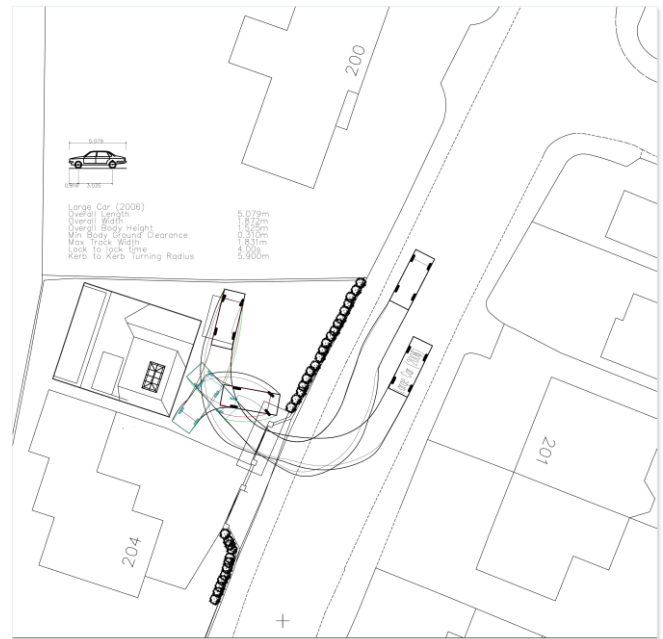
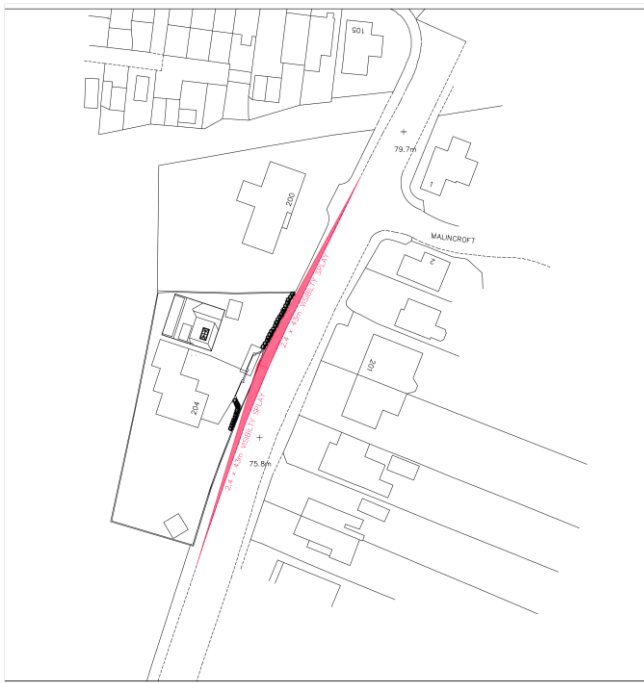
NEIGHBOUR AMENITY

The use remains residential and compatible with surrounding homes. The design concentrates new massing beside the existing dwelling, uses established screening and avoids introducing unusual noise or activity. Window placement, boundary treatment and the separation afforded by the plot are intended to preserve reasonable privacy, outlook and daylight for existing and future occupiers.

08**ACCESS, PARKING + MOVEMENT**

Independent accesses with demonstrated visibility and forward-gear egress

Dart Engineers Ltd prepared a Highways Technical Note and accompanying tracking and visibility drawings. The assessment applies Manual for Streets principles to the established residential character of Spark Lane and concludes that the proposal is acceptable from a highways perspective.



Figures 8 and 9: 2.4 m × 43 m visibility splays and swept-path tracking for a large passenger car.

2

INDEPENDENT ACCESSSES

43 m

VISIBILITY DISTANCE

5.079 m

TRACKED CAR LENGTH

Forward

GEAR EGRESS

- Visibility splays of 2.4 m by 43 m are demonstrated from both proposed accesses in both directions.

- The splays are achievable within the highway or land under the applicant's control and can be maintained throughout the development's lifetime.
- Separate off-street parking and turning areas are provided for each dwelling, reducing conflict between users.
- Swept-path analysis confirms that a large passenger car can enter, park, turn and leave in a forward gear.
- The new dwelling has parking plus a garage, exceeding the Council's minimum one-space standard for a one- or two-bedroom dwelling.
- The increase in vehicle movements from one additional dwelling is modest and is not expected to materially affect Spark Lane.

HIGHWAY SAFETY CONCLUSION

The technical evidence demonstrates safe and suitable access for all everyday residential movements. There is no unacceptable highway safety impact and the residual effect on the local road network is not severe.

09

INCLUSIVE DESIGN, SAFETY + SUSTAINABILITY

A practical home with adaptable accommodation and a low-impact reuse strategy

INCLUSIVE ACCESS

A direct route is provided from the parking area to the dwelling entrance. The ground floor includes a bedroom and shower room, allowing essential accommodation to be used without reliance on stairs. Detailed levels, thresholds, door widths and sanitary arrangements will comply with the applicable Building Regulations.

DESIGNING OUT CRIME

The scheme creates distinct ownership boundaries, short and legible access routes and natural surveillance from habitable rooms. Parking is contained within the private curtilage rather than in isolated communal areas. External lighting can be designed to provide safety without glare or unnecessary light spill.

REUSE FIRST

The principal sustainability benefit is the retention and conversion of existing annex and garage fabric. This reduces demolition waste, limits the quantity of new structural materials and makes more efficient use of land already associated with residential development.

FABRIC

Existing walls and foundations retained where technically suitable; insulation and airtightness upgraded through the detailed design.

ENERGY

The dwelling will meet current Building Regulations for energy performance, ventilation and overheating. Low-carbon technologies can be integrated without altering the planning concept.

WATER

Water-efficient fittings and responsible surface-water management will be incorporated at technical design stage. Permeable external surfacing should be used where ground conditions permit.

TRANSPORT

Secure cycle storage can be accommodated in the garage, and electric-vehicle charging provision will be delivered in accordance with the applicable Building Regulations.

LANDSCAPE

Existing hedge screening is retained wherever compatible with visibility, with opportunities for supplementary planting within the private amenity areas.

LONGEVITY

A flexible two-bedroom arrangement, ground-floor bedroom and durable material palette support long-term occupation and reduce the need for early adaptation.

These measures are proportionate to a single-dwelling conversion and extension. They provide a credible route to reduce operational energy, embodied impact and car-related emissions while maintaining a straightforward, deliverable scheme.

10

PLANNING ASSESSMENT + CONCLUSION

A well-designed and sustainable small-scale housing proposal

The proposal delivers one additional home through the careful conversion and extension of existing ancillary buildings. It is an efficient use of land and built fabric within an established residential setting, and it avoids the greater visual and environmental impact of a wholly new freestanding dwelling.

The design retains the host dwelling as a substantial family home, safeguards its functional garden and garaging, and gives both properties independent curtilages. The new two-bedroom dwelling has a coherent internal plan, a strong domestic identity, generous private amenity provision and practical parking and storage.

The access strategy is supported by specialist technical evidence. Compliant visibility splays, appropriate parking and turning, and forward-gear egress have been demonstrated. The additional traffic generated by one dwelling is modest and would not result in an unacceptable highway safety impact.

FINDING

REASON

oment	SUPPORTED	Small-scale residential conversion is supported by policy H4, subject to amenity tests.
er	SUPPORTED	Subordinate massing, articulated roof forms and a coordinated palette respond to the host property.
	SUPPORTED	The principal house remains intact with substantial garden, access and development focuses on existing ancillary buildings.
y	SUPPORTED	Generous private amenity, clear boundaries and residential conditions acceptable living conditions.
	SUPPORTED	Specialist evidence demonstrates visibility, tracking, parking, turning and egress.
	SUPPORTED	Reuse of existing fabric and a compact adaptable layout reduce embodied and embodied impact.
	PLANNING BALANCE The proposal is consistent with the development plan when read as a whole and with the NPPF, efficient land use, safe access, high-quality design and sustainable development. Planning permission should therefore be granted, subject to appropriate conditions relating to materials, visibility maintenance, construction, landscaping and any necessary technical details.	

APPLICATION DOCUMENTS + REFERENCES

Documents reviewed in preparing this statement

This statement should be read alongside the submitted drawings and specialist highway evidence. Where dimensions or technical details are shown on the drawings, the drawings take precedence over illustrative extracts reproduced in this document.

REFERENCE	DOCUMENT	AUTHOR	DATE
26-048-01B	Plans and Elevations as Proposed	White Agus	June 2026
26-048-02	Plans and Elevations as Existing	White Agus	June 2026
26-048-03A	Site Plan	White Agus	July 2026
26-048-04	Proposed Garage	White Agus	July 2026
26638 Technical Note	Highways Technical Note	Dart Engineers Ltd	July 2026
26638-DR-C-0800 P1	Vehicle Swept Path Tracking	Dart Engineers Ltd	July 2026
26638-DR-C-0801 P1	Visibility Layout	Dart Engineers Ltd	July 2026

POLICY + GUIDANCE REFERENCES

- National Planning Policy Framework, December 2024 (amended 7 February 2025), Ministry of Housing, Communities and Local Government.
- Barnsley Local Plan, adopted 3 January 2019: policies GD1, H4, H9, T4, D1, CC1 and CC2.
- Barnsley Metropolitan Borough Council, Design of Housing Development Supplementary Planning Document, adopted 27 July 2023.
- Barnsley Metropolitan Borough Council, Parking Supplementary Planning Document.
- Barnsley Metropolitan Borough Council, Sustainable Construction and Climate Change Adaptation Supplementary Planning Document, adopted 27 July 2023.
- Department for Transport, Manual for Streets; Chartered Institution of Highways and Transportation, Manual for Streets 2.

PREPARED BY

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