



BARNSLEY ROAD, DENBY DALE

Design & Access Statement





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VIEW FROM CUMBERWORTH LANE, DENBY DALE

1.1 Overview

THIS DESIGN AND ACCESS STATEMENT (DAS) HAS BEEN PREPARED BY PARKER PEEL ARCHITECTURAL ON BEHALF OF NEWETT HOMES TO EXPLAIN THE PROPOSED RESIDENTIAL DEVELOPMENT OF LAND OFF BARNSLEY ROAD, DENBY DALE.

PURPOSE OF THE DOCUMENT
The Design and Access Statement (DAS) is one of a suite of documents that has been submitted in support of a full planning application for residential development of 40 dwellings with associated access.

The DAS has regard for the need to balance design guidance with planning policy requirements and documents the evolution of the design process that has been undertaken in preparation of the site proposals associated with this planning application.

The DAS should be read in conjunction with the other documents which together form the planning application package.



1.2 Purpose of the Design & Access Statement

The structure of the document has been informed by general best practice within the industry as well as the guidance from the Commission on Architecture the Built Environment (CABE) ‘Design and Access Statements: how to write, read and use them’. Despite CABE no longer being an active body, their guidance notes are still seen as industry leading and therefore relevant for this application.

It covers both the design principles and concepts that have been applied to the development and how issues relating to access to the development have been dealt with.

The following issues are addressed:

- The design principles and concepts that have been applied to the development.
- The steps taken to appraise the context of the development and how the design of the development takes that context into account
- The policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account.
- What, if any, consultation has been undertaken on issues relating to access to

the development, and what account has been taken of the outcome of any such consultation.

- How any specific issues which might affect access to the development have been addressed.
- That the proposals are based on a considered approach to masterplan design.

The statement sets out the design principles and concepts and provides a detailed narrative in relation to how the scheme addresses them in the following areas;

AMOUNT
Explains and justifies the amount of development proposed. Explains how the proposals respond to the physical, economic and social context of the application site and surrounding areas.

LAYOUT
Explanation of the parameters setting out the way in which buildings, routes and spaces should be placed and orientated in relation to each other, including an explanation of how proposals will create safe and sustainable places and address crime prevention issues.

SCALE
Explanation and justification of the parameters for the height, width and length of buildings in relation to their surroundings.

APPEARANCE
Explanation and justification of the principles behind the intended appearance of the proposals, and explanation of how these principles will inform the final design of the scheme.

LANDSCAPE
Explanation and justification of the principles that will inform the future treatment of spaces in terms of hard and soft landscaping, and brief explanation of how the landscape will be maintained.

ACCESS
Approaches to access and issues of access, both social and physical.

BUILDING FOR A HEALTHY LIFE
Building for a Healthy Life principles are highlighted in feature boxes, aligning relevant sections of the assessment with BHL’s twelve key considerations including movement, nature, public spaces, homes and buildings, and resources.

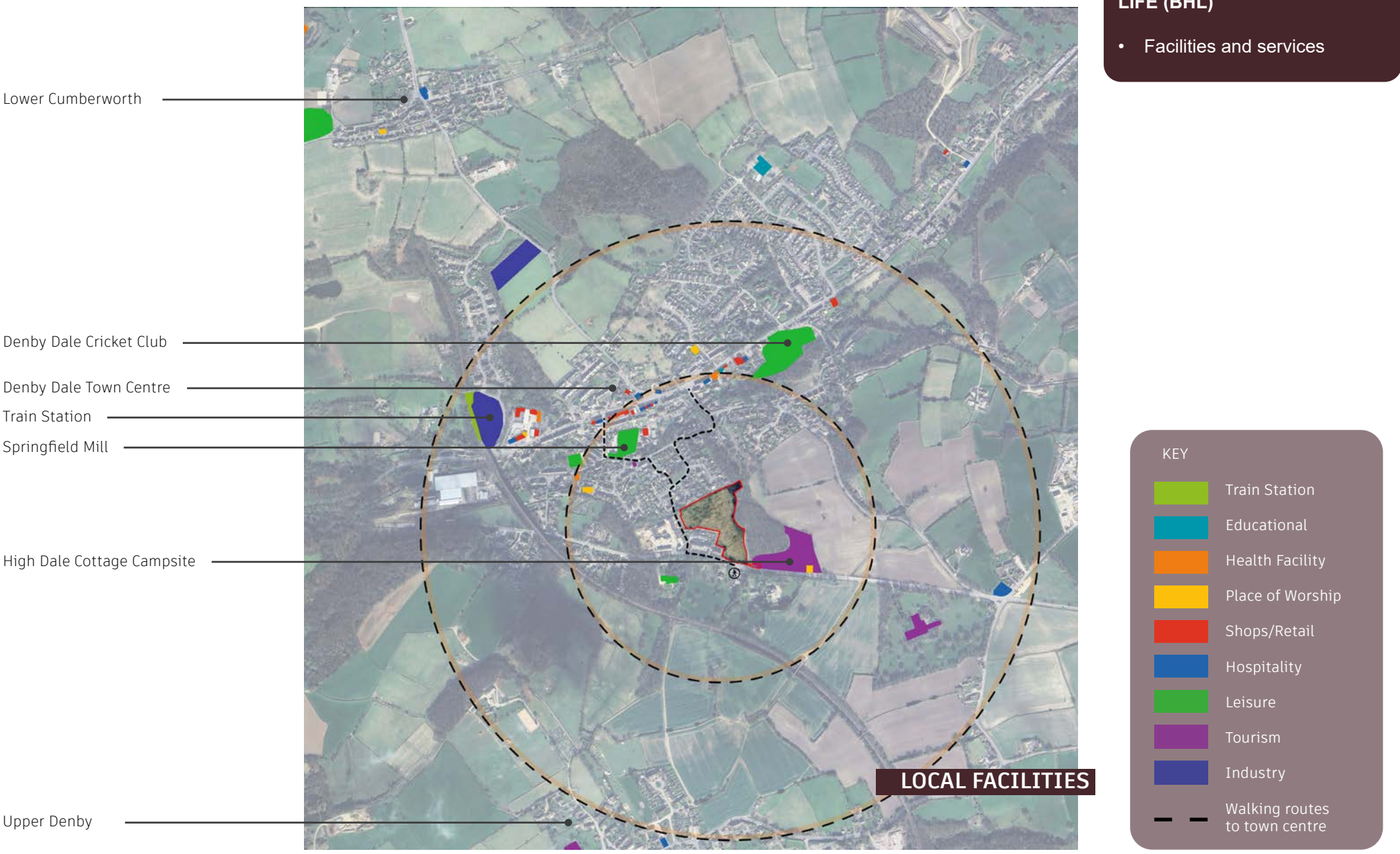
1.3 Site Location

The site is situated along Barnsley Road in Denby Dale, a well-established village located within the borough of Kirklees in West Yorkshire. The settlement sits within a semi-rural landscape, with the neighbouring villages of Upper Denby and Lower Denby to the west, and Scissett and Clayton West to the east.

The town of Huddersfield lies approximately 9 miles to the northwest, while Barnsley is located around 10 miles to the southeast. Wakefield and Sheffield are also within easy reach, being roughly 12 and 17 miles away, respectively.

Denby Dale is surrounded by gently undulating countryside, with a mix of open farmland, woodland, and traditional stone-built settlements contributing to the area’s rural character. The surrounding landscape is typical of the eastern edge of the Pennines, offering scenic views and a peaceful setting, while still being within close proximity to major urban centres.

The village benefits from strong transport connections. Denby Dale railway station, located on the Penistone Line, provides regular services to Huddersfield and Sheffield, linking residents to wider national rail networks. Road access is also convenient, with the nearby A636 and A637 connecting to the M1 motorway, offering routes north to Leeds and south to Sheffield and beyond.



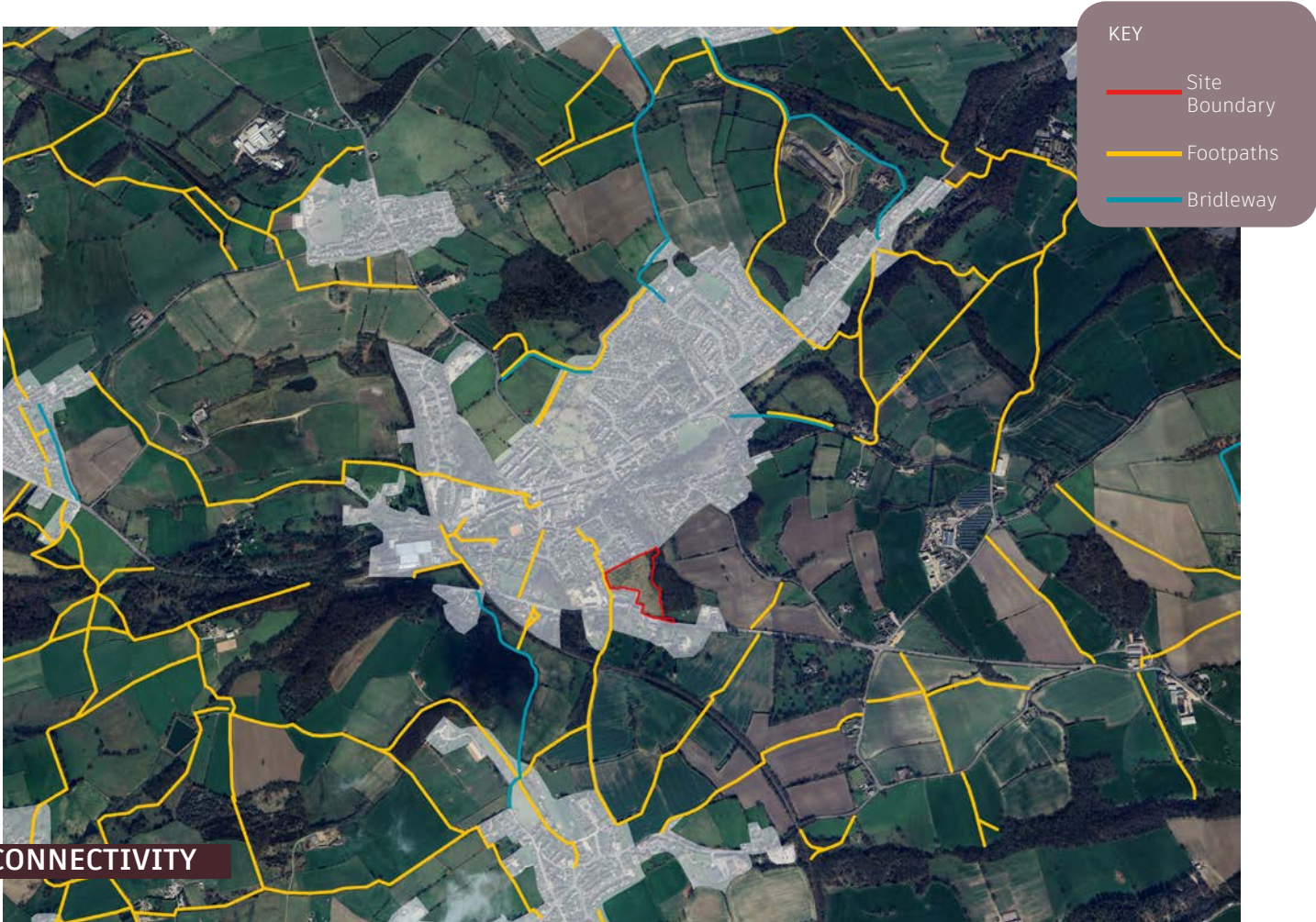
1.4 Access and Connectivity

Green spaces permeate the area of Denby Dale with open countryside surrounding it.

WIDER LINKS
The countryside surrounding the settlement provides opportunity for recreation with multiple footpaths and bridleways connecting into Denby Dale.

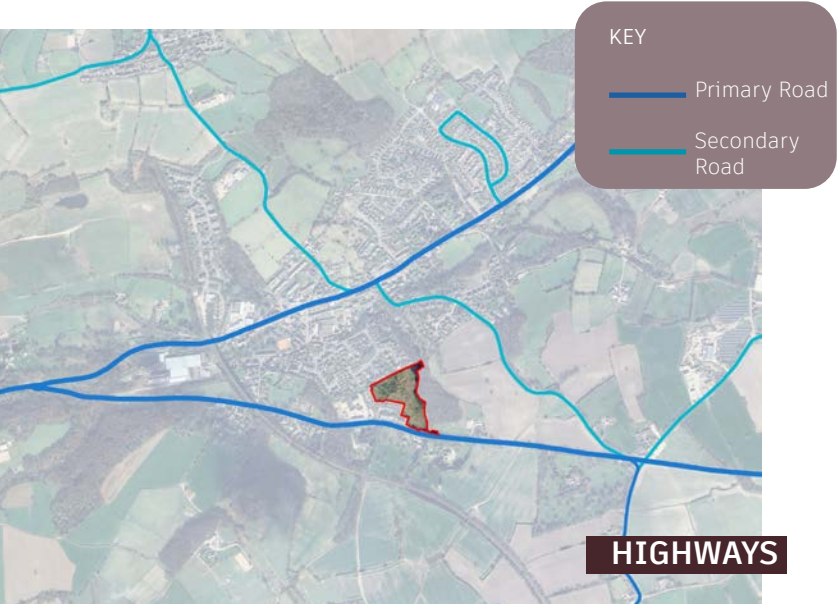
FOOTPATHS
1. Local Connections: Footpath links provide local connections to amenities, wider trails, and local parks.
2. Rural Routes: Several paths connect into the local surrounding countryside, allowing residents to explore scenic routes through fields and river banks.
3. Accessibility: Many footpaths are well maintained, making them accessible for families, individuals, and those with mobility challenges.

BRIDLEWAYS & CYCLE ROUTES
The surrounding area benefits from a comprehensive network of bridleways, footpaths, and cycle routes, offering access to the surrounding countryside. National Cycle Route 68, which forms part of the Pennine Cycleway, runs through Slaithwaite, enhancing sustainable travel and recreational opportunities within the village.



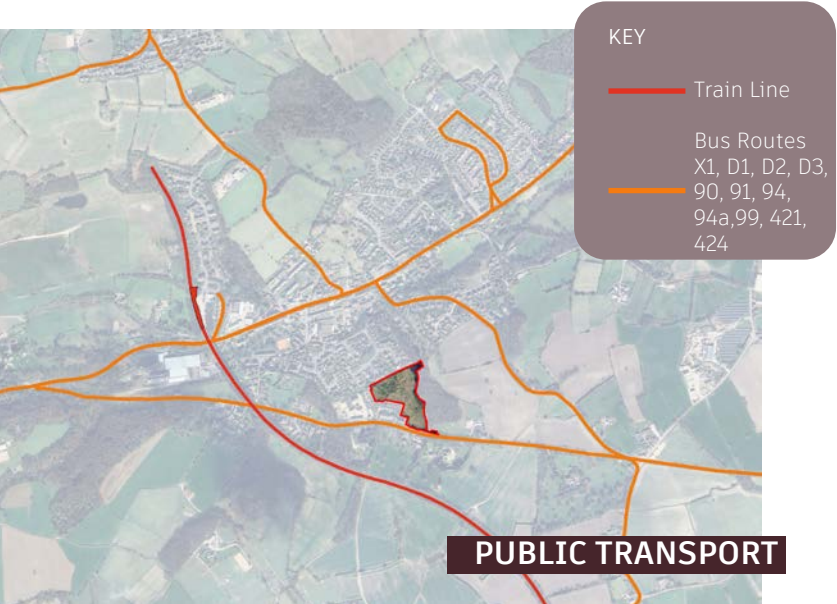
BUILDING FOR A HEALTHY LIFE (BHL)

- Walking, cycling and public transport



HIGHWAYS
The site benefits from potential highway connections to Barnsley Road, which is a primary route from Denby Dale to Barnsley to the south east while offering connections to Huddersfield to the north west. This provides direct access to the village amenities as well as the wider surrounding areas.

Junction 38 lies 7 miles to the east and provides access onto an arterial route of the M1, connecting to the north and south of the country.



PUBLIC TRANSPORT
There are multiple bus stops located along Barnsley Road and Wakefield Road. The bus services provides connections to Holmfirth, Huddersfield and Barnsley.

The train station offers connections to key transport hubs in the area, including Huddersfield, Barnsley, Sheffield, Wakefield, and Leeds.

1.5 Planning Policy

DESIGN GUIDANCE AND QUALITY

The Design and Access Statement has followed best practice urban design. It has embraced national and local documents that deal with ‘Good Design’ and ‘Placemaking’. The principal documents that have been used in terms of design context;

NATIONAL PLANNING POLICY FRAMEWORK (DECEMBER 2024)

The Government’s National Planning Policy Framework (the Framework) now forms the relevant policy guidance at the national level for the determination of all planning applications. The Framework is a material consideration which must be taken into account in all planning decisions.

The National Planning Policy Framework (NPPF) makes the planning system simple and accessible, protects the environment and promotes sustainable growth.

Paragraph 15 states:
“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for

local people to shape their surroundings.”
Section 12: achieving well designed places
Paragraph 131 outlines the Government’s commitment to the creation of high-quality, beautiful, and sustainable buildings and places. Good design is an underlining aspect of sustainable development, which inherently creates better places to live and work.

Paragraph 135 sets out planning policies and decisions should:

- a. “will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to

accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

MANUAL FOR STREETS (2007) & MANUAL FOR STREETS 2 ‘WIDER APPLICATION OF THE PRINCIPLES’ (2010)

Manual for Streets focuses on lightly trafficked and residential streets, setting out clear guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists. The key principles are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served.
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street.
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture.

- Design to keep vehicle speeds at or below 20mph on residential streets unless there are overriding reasons for accepting higher speeds.
- Use the minimum of highway design features necessary to make the streets work properly.

SECURED BY DESIGN

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. Secured by Design is a police initiative, which encourages the building industry to adopt minimum standards in designing safe and secure developments. This gives equal weight to the importance of environmental design and physical security. Research proves that schemes that meet Secured by Design standards are significantly less likely to suffer from vandalism or criminal attacks. A summary of the principles is below and further details appear in the design section of this statement.

In achieving Secured by Design, the following principles should be considered and addressed:

- Natural surveillance: Public and semi-private areas should be visible from nearby buildings or from well used rights of way. Natural surveillance is to be strongly encouraged, but care is needed particularly in residential development to ensure that privacy is not infringed.
- Access and footpaths: Secluded access points and routes should be avoided; roads to groups of buildings should promote a sense of identity and ownership; location of planting should avoid the creation of hiding places; good visibility should be maintained along footpaths and routes.
- Environmental quality and sense of ownership: Provision of high quality landscape settings for new development to help create a sense of place and strengthen community identity. These spaces tend to be well used and offer fewer opportunities for crime.

NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and ‘Better places to Live By Design’, which all outline the importance of good urban design and provide advice for the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied.

- The core factors contributing to good urban design, which underpin all of the above best practice, include the following principles:
- Character - Somewhere with a sense of place and local distinction.
 - Legibility - a Place which is easy to understand and navigate.
 - Permeability - achieving a form of layout, which makes for efficient pedestrians and vehicular movement.
 - An articulated townscape - creating an interesting, locationally responsive townscape utilising building height, scale, and massing all of which should be human in scale.
 - Human Scale - the arrangement of building forms, which are easy for the

- human eye to read and provide a sense of scale and perspective.
- Security, natural surveillance - creating places, which are properly overlooked and make effective passive and active policing.
 - Detailing richness and interest - promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment.
 - Quality within the public realm - promoting routes and spaces, which are attractive, safe and uncluttered.
 - Continuity and enclosure - promoting the continuity of street frontage and the definition of public and private space.
 - Adaptability, robustness and sustainability - the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

LOCAL SUPPORTING PLANNING DOCUMENTS

This section sets out key local design policy and guidance which together with a detailed appraisal of the site and its surroundings will inform development proposals.

KIRKLEES LOCAL PLAN 2013-2031
The Local Plan acts as a strategic document for the Local Authority and outlines where and how development should occur. The document provides the opportunity for the Local Authority to establish a vision with clear objectives with relevant policies for Kirkless district up to 2031. The Local Plan includes the following policies considered of most relevance to the determination of this application:

- LP2: Place Shaping
- LP3: Location of New Development
- LP5: Masterplanning Sites
- LP7: Efficient and Effective Use of Land and Buildings
- LP11: Housing Mix and Affordable Housing
- LP20: Sustainable Travel
- LP21: Highway and Access
- LP22: Parking
- LP23: Core Walking and Cycling
- LP24: Design
- LP26: Renewable and Low Carbon Energy
- LP27: Flood Risk
- LP28: Drainage
- LP30: Biodiversity and Geodiversity

- LP31: Strategic Green Infrastructure Network
- LP32: Landscape
- LP35: Historic Environment
- LP47: Healthy, Active and Safe Lifestyles
- LP63: New Open Space

KIRKLEES HOUSEBUILDER DESIGN GUIDE SPD

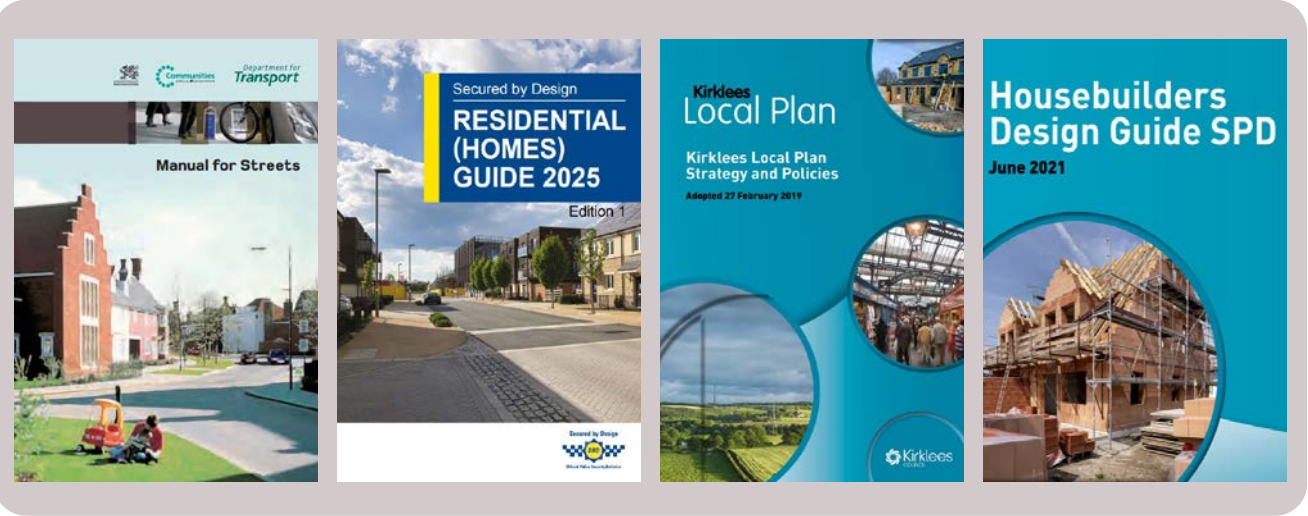
The Kirklees Housebuilders Design Guide SPD, adopted on 29 June 2021, is designed to support residential developers. Its purpose is to promote housing that is high quality, socially inclusive, and environmentally sustainable. The guide sets out how developers can work with the Council from the earliest stages of the planning process to help deliver well-designed, successful places.

ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS (SPDs)

In Kirklees, several Supplementary Planning Documents (SPDs) provide additional guidance to support the determination of planning applications. These include:

- Affordable Housing and Housing Mix SPD sets out requirements for the provision of affordable housing and achieving a balanced mix of dwelling types and sizes
- Open Space SPD outlines standards and expectations for the provision, quality, and accessibility of open space within new developments.
- Highway Design Guide SPD provides detailed guidance on the design and layout of highways and transport infrastructure to ensure safe and sustainable movement.

Together, these SPDs help ensure that new development meets local needs, delivers sustainable communities, and aligns with the objectives of the Local Plan.





AERIAL VIEW OF DENBY DALE

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- 2.2 Architectural Context
- 2.3 Understanding the Site
- 2.4 Site Photographs
- 2.5 Constraints and Opportunities

2

2.1 Historical Context

Denby Dale is a longstanding rural village in West Yorkshire, set within a gently undulating landscape on the eastern edge of the Pennines. Its location offers expansive views across the surrounding countryside and toward the Holme Valley. The village has origins dating back to at least the medieval period, with development centred around its historic core and key landmarks, including traditional stone buildings and the Grade II listed Springfield Mill, a reminder of its industrial past. The layout of the village reflects its gradual growth, with a clear pattern of development influenced by both agriculture and early textile manufacturing.

18TH AND 19TH CENTURY

During the 18th and 19th centuries, Denby Dale evolved from a predominantly agricultural settlement into a village shaped by both farming and the early woollen and textile industries. The construction of mills and associated workers' cottages brought modest growth, though the village retained a distinct rural character. Buildings from this period were typically constructed in local sandstone with slate roofs, forming a cohesive vernacular style. Scattered farmsteads, weavers' cottages, and stone terraces still define much of the village's historic

streetscape, contributing to its local identity and architectural continuity.

20TH CENTURY

The 20th century saw steady but considered expansion of the village, particularly after the Second World War. Residential development was primarily located on the edges of the historic core, often on infill plots or small estate-style developments that respected the village's scale and character. While newer buildings introduced more modern materials and designs, their massing and layout generally preserved the open and low-density feel of the village. The surrounding road infrastructure, including the nearby A636 and proximity to the M1 motorway, enhanced regional connectivity without compromising Denby Dale's rural setting. The continued presence of the Denby Dale railway station also supported sustainable growth while maintaining links to Huddersfield, Sheffield, and Leeds.

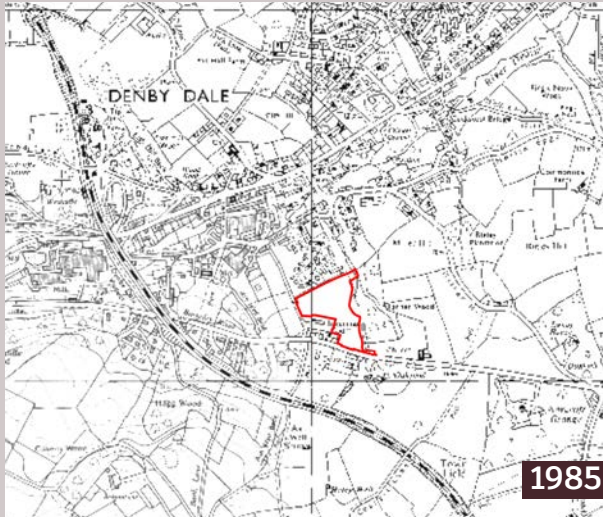
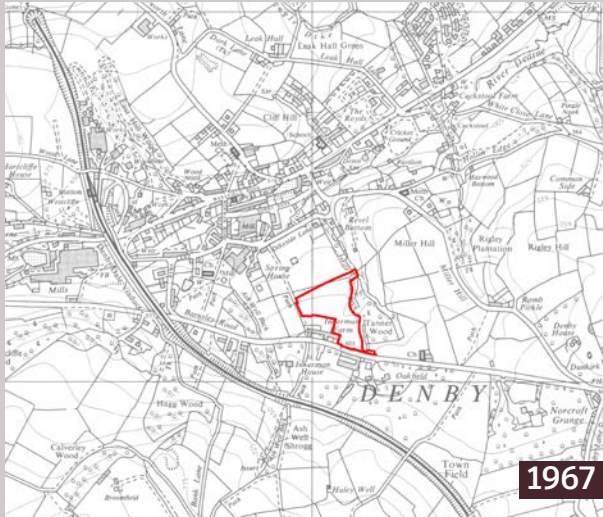
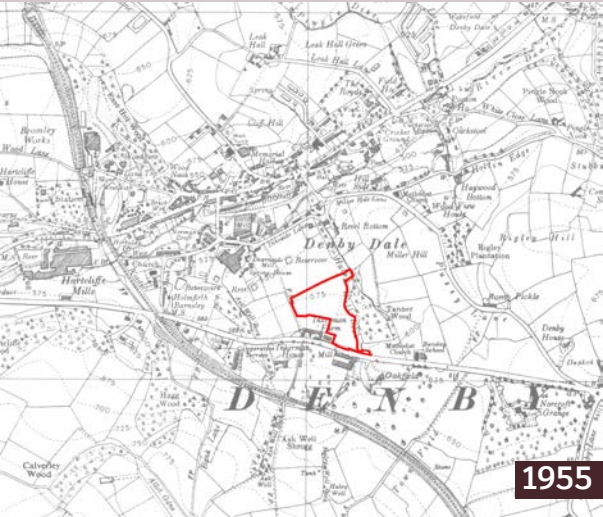
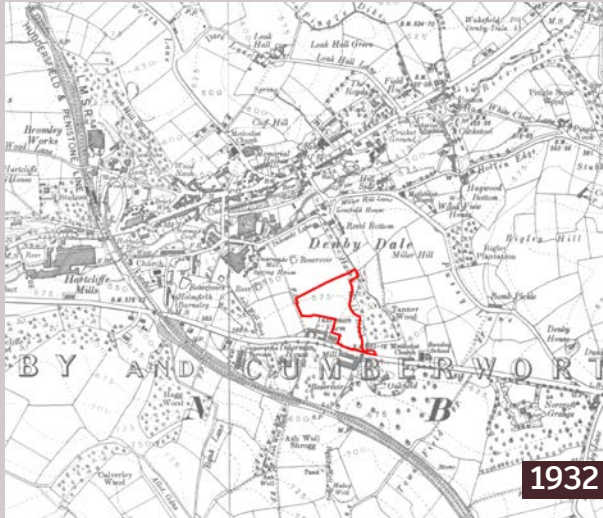
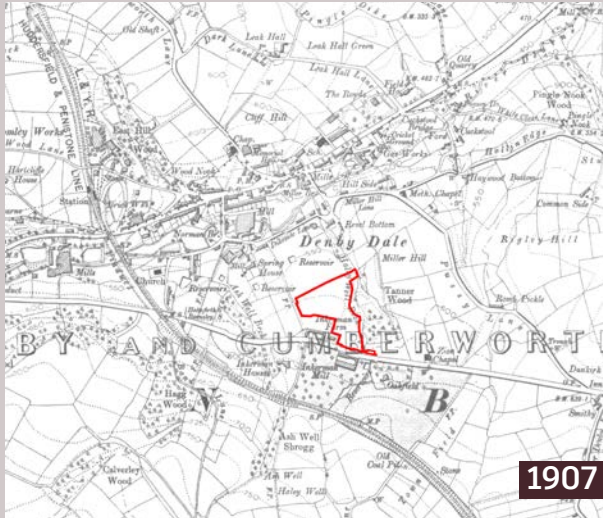
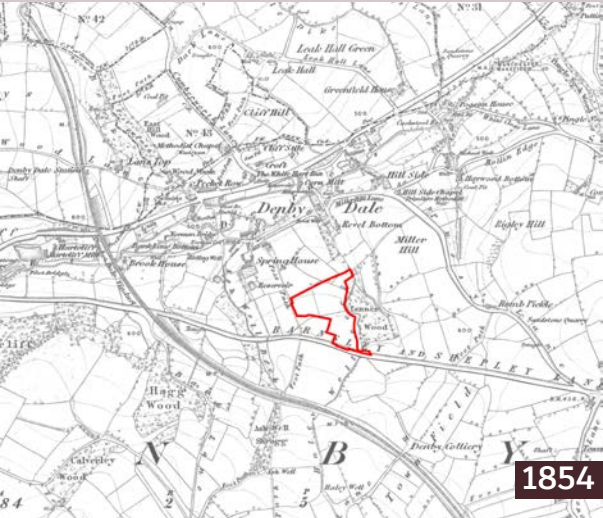
DENBY DALE CONTEXT

Denby Dale's wider setting is characterised by a richly textured rural landscape of fields, woodland, dry stone walls, and winding country lanes. The surrounding farmland is interspersed with smallholdings, farm

buildings, and natural features that reflect the village's strong agricultural roots. The nearby River Dearne and wooded hillsides provide ecological diversity, while longstanding field boundaries and native hedgerows reinforce the sense of a settled and traditional countryside. This rural backdrop not only contributes to the village's visual identity but also reinforces its sense of place and connection to the broader South Pennine landscape.

SURROUNDING CONTEXT

Denby Dale is part of a wider network of rural settlements in south Kirklees. Nearby villages such as Upper Denby, Skelmanthorpe, and Clayton West provide local services and contribute to a shared rural character. Larger towns including Huddersfield and Barnsley are easily accessible, offering a broader range of amenities and employment opportunities. The village benefits from strong road and rail links, supporting its role as a sustainable and well-connected rural community.



2.2 Architectural Context

The village retains a strong local identity, shaped by its historic development, use of local building materials, and distinctive Pennine vernacular. While Denby Dale does not currently have a designated Conservation Area, it contains a number of heritage assets that contribute to its character and historic interest. Notable features include:

- Springfield Mill. A Grade II listed former textile mill, central to the village's industrial heritage.
- Stone built cottages and farmsteads. Many of which date from the 18th and 19th centuries.
- Traditional dry stone walls and historic boundary features.

STREET PATTERN

The settlement pattern of Denby Dale has evolved organically over time, with a mix of linear and clustered development centred around key roads such as Barnsley Road, Wakefield Road, and Cumberworth Lane. Key characteristics of the village layout include:

- A mix of historic and modern development forming a cohesive settlement core
- Large garden plots, open spaces, and informal building lines contributing to a

low-density rural feel

- The presence of mature trees, hedgerows, and grass verges that soften the built form and enhance the village's green character

The streetscape remains largely rural in nature, with narrow roads bordered by stone boundary walls or hedging. Many of the older streets lack formal pavements, adding to the informal and historic character of the village.

BUILT FORM

Denby Dale features a varied built form that reflects its layered history and changing land uses over time. While some historic terraced housing remains particularly near Springfield Mill the village predominantly consists of detached and semi-detached dwellings arranged in an informal pattern. Development is generally low-rise, with most properties being one to two storeys in height. The older parts of the village are interspersed with later 20th century residential growth and more recent infill development, typically situated along the village periphery.

These newer areas tend to follow the established grain while remaining sympathetic in scale and massing.

Key detailing features include:

- Vertically proportioned sash or casement windows, often in timber or heritage style uPVC
- Stone lintels and sills, contributing to a restrained but robust appearance
- Simple porches, arched door heads.
- Stone chimney stacks that provide visual interest and variety across the roofscape.

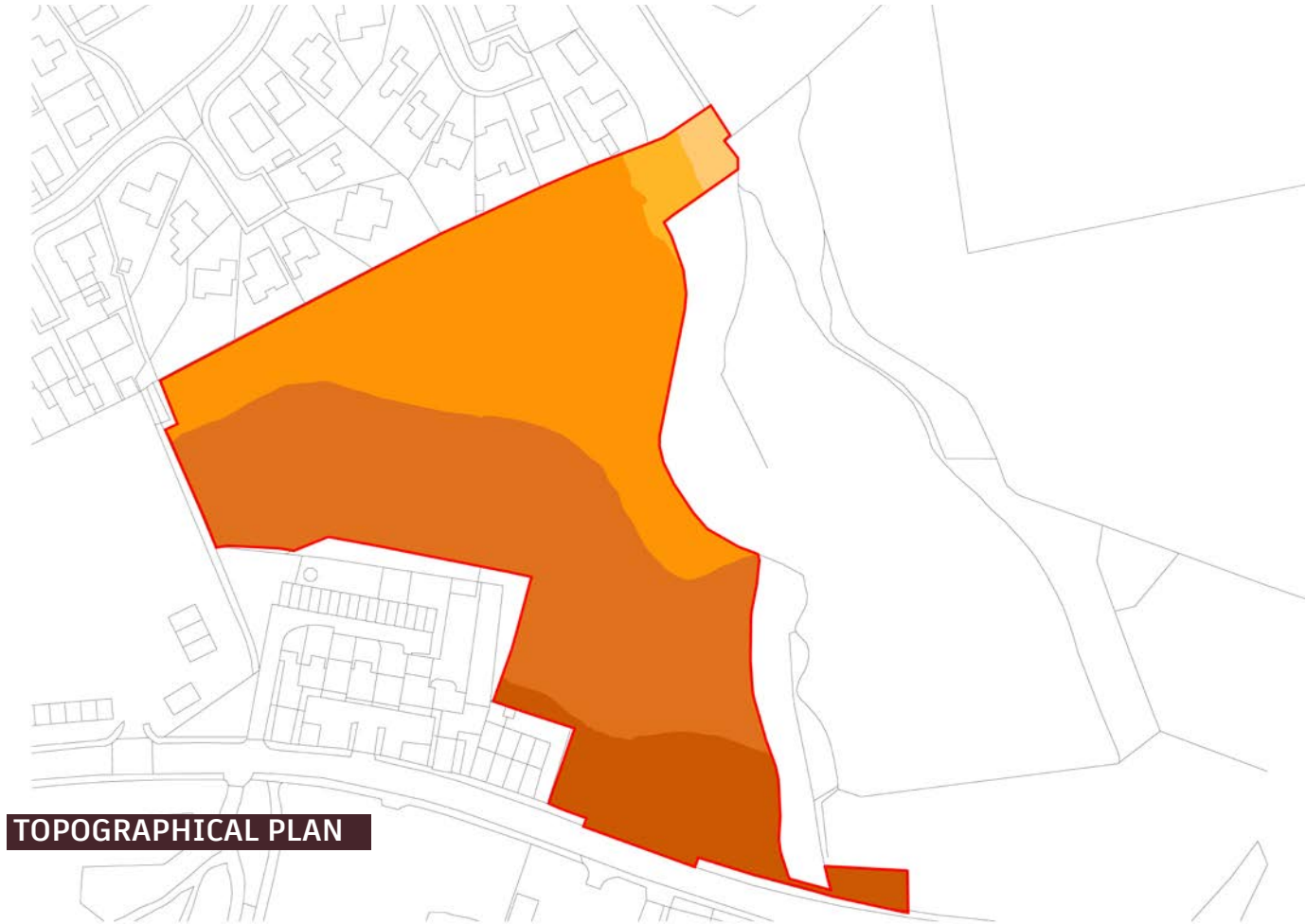
This consistent material palette and understated detailing give the village a unified character, even where architectural styles vary.



2.3 Understanding the Site

The application site is located within Denby Dale, a semi-rural village situated in the Kirklees district of West Yorkshire. The village is a small service hub for the local residents, and holds a strong historic association with the textile industry, while also benefiting from its strategic location along the Huddersfield–Sheffield rail line and proximity to the M1 corridor.

The site itself is positioned off Barnsley Road, and forms part of the transitional area between established residential neighbourhoods and the surrounding open countryside. The topography of the land falls from Barnsley Road towards the existing residential dwellings located along the northern boundary. This provides views towards the surrounding valley landscape, which is a key defining characteristic of Denby Dale.



BUILDING FOR A HEALTHY LIFE (BHL)

- Making the most of what's there
- Green and blue infrastructure

The immediate context is a mixture of traditional stone-built terraces, semi-detached homes, and more contemporary infill developments, reflecting the village's gradual expansion over time. The predominant building materials are natural stone and red brick, often with slate roofs, contributing to a cohesive and recognisable local character. Overall, the site represents a logical and sustainable opportunity for residential development, respecting the settlement's existing character while contributing positively to local housing needs.



2.4 Site Photographs

The following images provide a visual overview of the site, highlighting its existing conditions, context, and key features. These photographs support the design proposals by illustrating the surrounding environment, access points, and physical characteristics of the site.

A - Barnsley Road, runs east to west along the southern boundary, and provides a direct connection between the site and Denby Dale, as well as Barnsley to the southeast. The southern boundary abuts the highway footpath and is delineated by a stone wall, creating a well-defined edge. A new highway junction off Barnsley Road would be formed, to provide vehicular access.

B - The southwest corner along Barnsley Road adjoins existing residential dwellings, and provides a defined boundary to the site.

C - The western boundary adjoins the new residential development, with a public right of way running along it, providing access to the existing residential area to the north and to Denby Dale.



2.5 Constraints and Opportunities

The adjacent plan indicates key site features which must be considered at a strategic, settlement, and neighbourhood level.

This is derivative of the site analysis, which identifies site opportunities and constraints. Specifically considering topography, views, landscape features, access, and connectivity.

The site layout proposals seek to maximise the benefits afforded by the site opportunities and retain those features that best enhance the site.

Of equal importance, the design approach and principles seek to minimise the impact of identified constraints.

CONSTRAINTS

The sloping topography restricts the extent of developable land and will require a design approach that works with natural levels. An established woodland along the eastern boundary provides visual containment but requires a substantial standoff limiting development along the eastern boundary. A attenuation feature would be ideally located in the north east corner. Access is constrained to Barnsley Road, highlighting the need for safe pedestrian connections to the existing

path network. Adjoining residential areas require careful design to safeguard privacy and amenity.

OPPORTUNITIES

The site's natural assets present strong opportunities for integration. Woodland and green corridors can enhance biodiversity, provide recreation, and establish a clear landscape structure. The topography, while challenging, offers elevated views that can contribute to a distinctive development character. Strengthened pedestrian and cycle links can improve connectivity, while the overall site layout can adopt sustainable design principles that respect landform and maximise green infrastructure.

KEY

Site Boundary

Existing Trees/Landscape/Woodland

BUILDING FOR A HEALTHLY LIFE (BHL)

Making the most of what's there

Green and blue infrastructure



CONSTRAINTS AND OPPORTUNITIES



DENBY DALE VIADUCT VIEW FROM CHURCHFIELDS

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- 3.1 Planning History
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- 3.3 Consultation
- 3.4 Framework Plan

3.1 Planning History

The application site at Barnsley Road, Denby Dale has an established planning history, reflecting a process of design evolution and ongoing engagement with the Local Planning Authority and statutory consultees.

2023/91564 (FULL APPLICATION)

In 2023, a full application was submitted for the erection of 30 residential dwellings with access, landscaping, and associated works.

While the proposal was not taken forward to determination, it established the principle of residential development on this land. Key matters raised during consultation included the need to optimise site access from Barnsley Road, ensure adequate separation distances with existing dwellings, incorporate sustainable drainage, and deliver a policy-compliant level of affordable housing.

REVISED LAYOUT PROPOSALS (2021–2025)

The scheme has since undergone a series of refinements, reflected in multiple planning layout revisions between 2021 and 2025.

These amendments responded to technical input and community feedback, including:

- Centralising site access to improve visibility splays and highway safety
- Introducing visitor parking and street trees to improve residential amenity
- Adjusting the housing mix to provide a greater variety of house types, including 20% affordable homes, dispersed to avoid clustering
- Respecting back-to-back distance standards by repositioning plots where necessary
- Enhancing landscape buffers and increasing stand-off distances from woodland to protect root zones and accommodate retaining structures.

CURRENT PROPOSAL (2025 APPLICATION)

The present application represents the culmination of this iterative design process. The scheme now provides 30 dwellings, a balanced mix of market and affordable homes, sustainable infrastructure (including electric vehicle charging points), and carefully considered landscaping.

The road layout, open space provision, and boundary treatments directly respond to the comments and requirements raised in earlier consultations, ensuring a comprehensive and deliverable development.

SUMMARY

In summary, the planning history demonstrates a clear trajectory of design refinement, guided by local policy requirements, technical advice, and community considerations. The current proposal builds on the lessons of previous applications and pre-application feedback to deliver a well-integrated, sustainable residential neighbourhood.

3.2 Design Concept



This graphic demonstrates a defined green link running north to south along the eastern boundary and supported by secondary green linkages that permeate into the site. These green corridors will vary in character and support a range of uses.



The combination of the green linkages and the challenging site topography delineate the most appropriate locations for development parcels. A framework for the overall design theme will aim to comprise a sensitive development that nestles into the existing built form and screened by existing landscaped edges.

3.4 Framework Plan

The development has been carefully arranged to respect the natural topography of the site, as indicated by the contour lines, and to preserve the existing woodland edge along the eastern boundary. This woodland forms a strong green buffer, enhancing biodiversity and contributing to the setting of the scheme.

Primary vehicular access is taken from Barnsley Road (A635), with a clear internal street hierarchy designed to promote legibility and ease of movement. Pedestrian connections are strengthened by linking into the wider footpath network, including access points towards the north-west and south-west of the site. These connections help integrate the development into the surrounding community and encourage sustainable travel choices.

Trees and planting along the site edges soften the transition to neighbouring properties, ensuring privacy and a sensitive response to existing residential character.



DENBY DALE VIADUCT VIEW FROM CHURCHFIELDS



VIEW TOWARDS HOLY TRINITY CHURCH, DENBY DALE

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- 4.8 Sustainability

4.1 The Layout

This section presents the design proposal, developed through a rigorous and iterative process of assessment, analysis, and evaluation, as outlined earlier in this Design and Access Statement. The proposal reflects a careful consideration of the site’s opportunities, constraints, and context, ensuring that each aspect of the scheme is well-justified and thoughtfully integrated.

The purpose of this document is to clearly communicate the rationale behind the design proposals, demonstrating how the scheme responds to both the site-specific characteristics and the wider planning and community context. Extensive site analysis, including topographical surveys, environmental assessments, and contextual studies, has informed the development strategy, providing a robust and evidence-based framework for design decisions.

The adjacent plan illustrates the proposed site layout submitted as part of this application. The scheme, delivered by Newett Homes, comprises 40 new dwellings strategically arranged to respond sensitively to the site’s natural topography, existing vegetation, and other defining features. The layout prioritises a harmonious integration with the surrounding

landscape, providing natural vistas, effective drainage, and a harmonious arrangement of spaces that serve both functional and aesthetic purposes.

The site layout promotes a coherent and legible streetscape, with well-defined frontages, active public realms, and a clear hierarchy of streets and open spaces. These elements work together to foster a sense of safety, and identity, encouraging interaction among residents while respecting the privacy and amenity of individual homes.

Overall, the proposal represents a considered balance between respect for local character, landscape sensitivity, and the delivery of a high-quality, functional, and sustainable residential environment. By integrating traditional architectural cues with contemporary design principles, the development offers a resilient, adaptable, and appealing neighbourhood that responds thoughtfully to the needs of both current and future residents.



- BUILDING FOR A HEALTHY LIFE (BHL)**
- Natural connections
 - Easy to find your way around
 - Homes for everyone
 - Cycle and car parking
 - Green and blue Infrastructure
 - A memorable place

SITE LAYOUT

4.1.1 Street Typology

MOVEMENT

The proposed development will help meet the local need for new housing. It will make sure of existing vehicular, pedestrian, and cycle connections to support sustainable travel choices for future residents. In addition, its location offers convenient access to the M1, without travel through Denby Dale.

STREET TYPOLOGY

The access strategy establishes a clear street hierarchy, a primary road runs through the site and ends with a turning area, while smaller shared driveways branch off, each serving between 2 and 5 homes and linking back to the primary road. This approach delivers a permeable, well-connected layout that prioritises walking, cycling and public transport, with low vehicle speeds creating a safe, legible and sustainable network that links to the wider village.

PARKING

In accordance with the council's guidance on parking standards for new development, there will be suitable provision for each dwelling. The proposed car parking areas will be designed in a way that pedestrian and cyclist safety and convenience have absolute priority.



4.1.2 Scale and Massing

Careful consideration has been given to how the proposed two-storey dwellings relate to the surrounding built environment and the broader site context.

Ensuring a harmonious relationship with existing buildings is fundamental to creating a cohesive and well-integrated place. The consistent two-storey height of the new homes has been deliberately chosen to complement the scale of neighbouring properties and help the development sit comfortably within its setting.

KEY

1 Storey

2 Storey



4.1.3 Mix and Density

The proposed development comprises 40 dwellings, providing a varied mix of dwelling types and sizes that meet the needs of a diverse local community. The housing mix includes a combination of smaller and larger units, ensuring accommodation suitable for a range of household sizes and life stages.

The density has been thoughtfully considered to optimise the use of the site without compromising the quality of the living environment. This approach enables efficient land use while maintaining appropriate spacing, privacy, and amenity for residents.

By delivering a well-considered mix and moderate density, the development supports the creation of a sustainable, inclusive neighbourhood and respecting the existing urban grain.

KEY

1 Bedroom

3 Bedroom

4 Bedroom

5 Bedroom



4.1.4 Affordable Housing

There is a requirement for 20% affordable housing within this development to meet local housing needs. Based on a total of 40 dwellings, this equates to 8 affordable homes.

The affordable provision is made up of a quarterhouse block containing 4 apartments, alongside 4 two-bedroom dwellings. The location and tenure breakdown of these units is shown on the adjacent plan.

All affordable homes will be tenure-blind, sharing the same architectural design, materials, and finishes as the open market units to ensure a cohesive and integrated appearance across the development.

KEY

Affordable Housing



4.1.5 Levels Strategy

The levels strategy for the proposed residential development has been carefully considered to achieve a sensitive relationship with the existing site topography, adjacent properties, and surrounding landscape. The approach aims to provide a coherent and accessible layout that minimises earthworks while ensuring functional and visually balanced streets and spaces.

Existing ground levels have informed the positioning and design of building platforms, road gradients, and garden areas. The strategy seeks to follow the natural contours of the site wherever possible, reducing the need for extensive engineering works and maintaining the site's inherent character. Where changes in level occur, these are managed through subtle grading, low retaining features, or landscaping interventions to soften transitions and maintain a consistent streetscape.



4.2 Materials Strategy

A considered palette of materials is used across the development to establish a distinctive and cohesive character. Concrete roof tiles are featured prominently throughout, providing a high-quality and durable roofing solution.

All plots across the development are finished in reconstituted stone, providing a consistent and harmonious appearance throughout the site. Subtle variation in tone and texture helps create visual interest, while key entrance plots are carefully detailed to support a strong sense of arrival.

KEY

Reconstituted Stone

Concrete Roof Tiles



4.2.1 Architectural Appearance

A detailed analysis of Denby Dale’s local character reveals a range of architectural styles underpinned by a consistent and traditional material palette. This offers a strong foundation from which to inform the design of the proposed development.

The aim is to deliver a well-integrated and visually cohesive scheme that complements its surroundings while providing a high-quality living environment for residents and the wider community.

The proposed material palette for the development includes:

- Reconstituted stone to ensure consistency and visual harmony across the site
- Concrete roof tiles, drawing on traditional roofing materials found throughout the village



4.3 Streetscenes



STREETSCENE A-A



STREETSCENE B-B

The following streetscenes demonstrate how the varied dwelling types combine to create a coherent and attractive streetscape. They show the relationship between built form, scale and character across the site, and how a consistent design approach unifies the overall scheme.



KEY PLAN

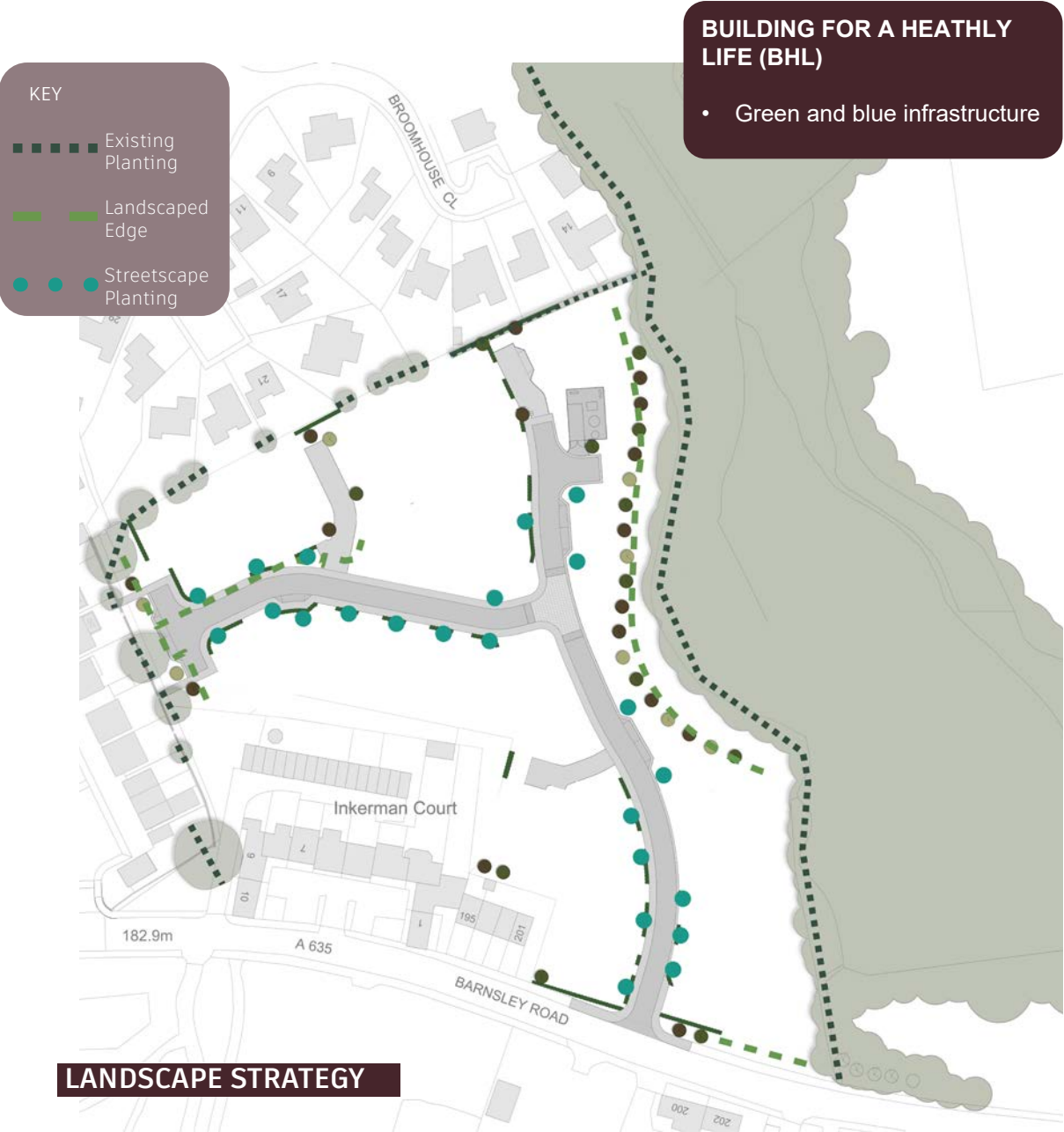
4.4 Landscape Strategy

The landscape strategy and site assessment have directly informed the detailed design, ensuring a context-sensitive approach that reflects the character of Denby Dale and its setting.

The proposals incorporate a range of measures to mitigate landscape effects and provide a high-quality, integrated scheme that strengthens the site’s relationship with its surroundings and contributes positively to the local environment.

LANDSCAPE STRATEGY SUMMARISED

Existing trees and hedgerow boundaries on the site will be retained and, where appropriate, enhanced to reinforce the local character. The ancient woodland along the eastern boundary demarcates and characterises the rural edge of Denby Dale. Together with the proposed development, these natural features ensure a natural sensitive transition between the village and the surrounding countryside.



The Green Infrastructure Strategy establishes a multifunctional network of open spaces, and ecological areas that extend throughout the site, seamlessly connecting to the surrounding countryside and existing open spaces. This integrated network supports biodiversity, recreation, and movement, while enhancing the overall landscape character.

GREEN INFRASTRUCTURE OBJECTIVES

- Create a connected green network that supports recreation, biodiversity, and links to the wider landscape.
- Promote walking and cycling through safe, direct, and accessible routes
- Use native planting to reflect the rural character and enhance ecological value.
- Retain existing trees and hedgerows wherever possible to preserve landscape continuity.



4.5 Landscape Masterplan

The proposed landscape masterplan for the residential development establishes a robust green framework in response to the site's edge-of-settlement context and its relationship with the adjoining woodland to the east. This approach creates an attractive, well-structured setting that enhances local character, reinforces landscape connectivity and provides a high-quality living environment.

Low-level planting, including native hedgerows, ornamental shrubs and perennials, softens dwelling frontages and provides a clear yet subtle transition between public streets and private gardens. Front boundary treatments are designed to maintain natural surveillance while reinforcing the rural village character.

Tree planting is carefully distributed throughout the layout, particularly along the primary access road, within front gardens and at key nodal spaces, to break up areas of frontage parking and create a varied, visually engaging streetscape. This planting provides seasonal interest, shade and biodiversity value, while reinforcing the hierarchy of routes through the development.

Wherever possible, existing vegetation, including established trees and hedgerows along the site boundaries, is retained and integrated into the landscape structure. The eastern boundary, which adjoins the edge of the woodland, is enhanced with supplementary native planting to strengthen ecological corridors and create a robust green buffer. This buffer planting provides visual containment, supports biodiversity and ensures an appropriate transition between the built environment and the surrounding landscape.

Additional planting throughout the development reinforces the landscape structure, enhances the legibility of the layout and contributes to a cohesive and attractive public realm. Pedestrian routes are framed by planting to improve walkability and create a pleasant environment for movement throughout the site.

Together, these landscape features form a coherent, legible and sustainable development that reflects the local character. The strategy promotes ecological enhancement, strengthens the site's natural boundaries and establishes an integrated green framework that will mature over time, providing long-term environmental and community benefits.



BUILDING FOR A HEALTHLY LIFE (BHL)

- Natural connections
- Green and blue Infrastructure
- A memorable place

KEY	
	Site Application Boundary (refer to legal drawing)
	Blue Line Boundary (refer to legal drawing)
	Proposed Heavy Standard native trees (refer to softworks schedule - DR-8717-04)
	Front Gardens - Turf (refer to softworks schedule - DR-8717-04)
	Rear Gardens - bare rotavated earth (refer to softworks schedule - DR-8717-04)
	Species rich grassland - EM2 Standard General Purp (refer to softworks schedule - DR-8717-04)
	Native scrub (refer to softworks schedule - DR-8717-04)
	Existing woodland / Hedgerow retained and en (refer to Ecology reports)
	Ornamental pollinator friendly planting (refer to softworks schedule - DR-8717-04)
	Mixed, species rich, native hedgerow (refer to softworks schedule - DR-8717-04)
	Ornamental hedgerow (refer to softworks schedule - DR-8717-04)

4.5.1 Boundary Treatments

Clear delineation between public and private spaces is essential to creating safe, attractive, and well-functioning environments. As such, boundary treatments play a crucial role in the overall design, helping to define and reinforce the character and use of different areas across the site.

The adjacent plan illustrates the layout and distribution of the various boundary treatments proposed.

KEY

2m Stone Masonry Wall

1.8m Stone Wall with Timber Fence

1.8m Close Boarded Fence

0.45m Knee Rail



4.6 Drainage Strategy

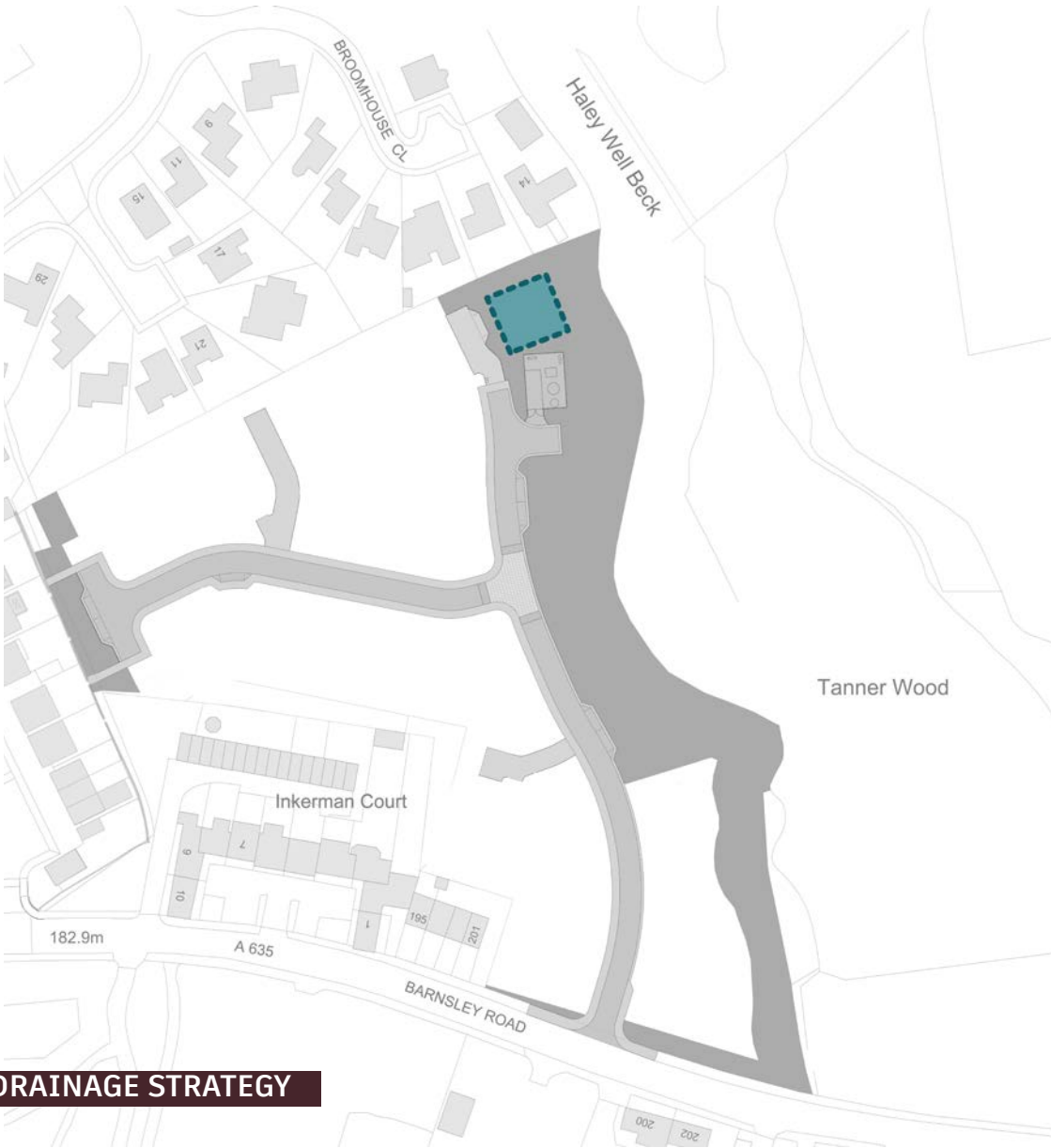
The primary drainage strategy for the site is based on the installation of an attenuation tank to control surface water runoff, in line with the requirements of local and national planning policies.

This approach mitigates the risk of localised flooding and reduces pressure on the existing drainage infrastructure. The design has been informed by a detailed site-specific drainage assessment, which considers the topography, soil permeability, and anticipated runoff rates from the proposed development.

By utilising an attenuation tank, the development ensures that post-development runoff rates will not exceed existing greenfield runoff rates, thereby avoiding an increase in flood risk downstream. The tank will be constructed in a location that is easily accessible for maintenance, ensuring long-term functionality. All drainage works will comply with Sustainable Drainage Systems (SuDS) principles, promoting both environmental protection and community safety.

KEY

Attenuation Feature



4.7 Highways

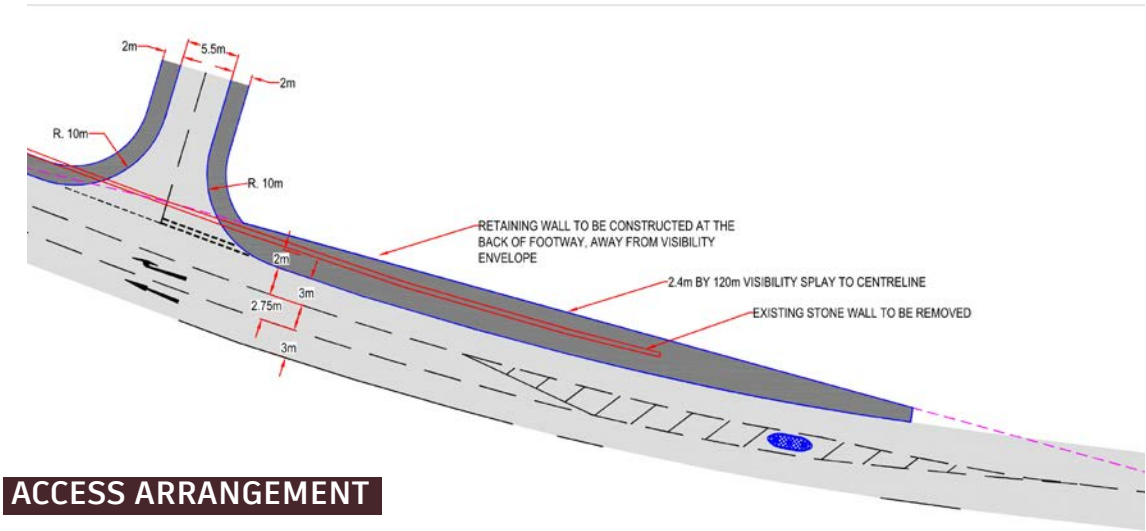
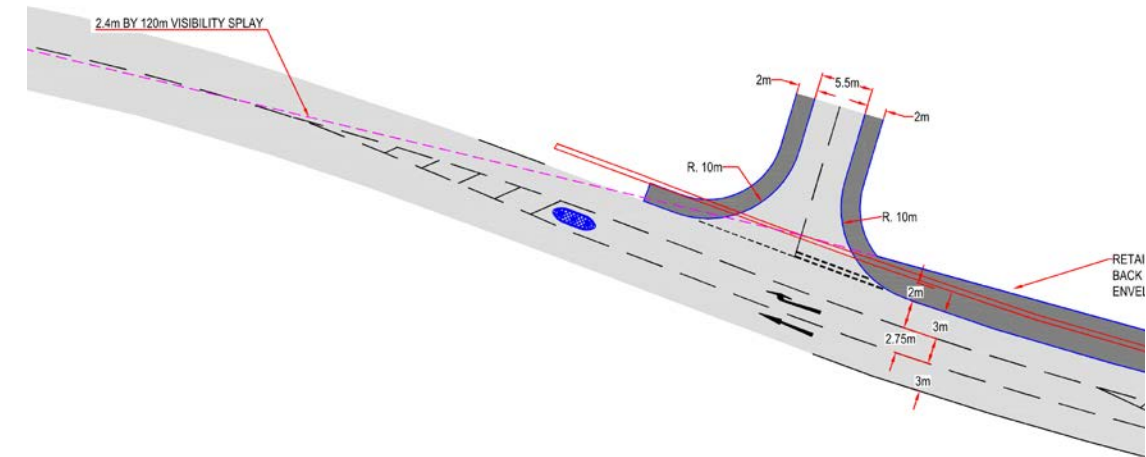
ACCESS

Vehicular access to the site is proposed from Barnsley Road, Denby Dale, as illustrated in drawing AMA/21154/SK014.

The access will comprise a 5.5m wide carriageway with 2m wide footways provided on either side to accommodate pedestrian movement. Junction radii of 10m have been incorporated to allow safe turning movements for all vehicles.

Visibility splays of 2.4m x 120m can be achieved in both directions, meeting the necessary standards and ensuring that vehicles can emerge safely onto Barnsley Road. To facilitate this, the existing stone wall along the site frontage will be removed, with a new retaining wall constructed at the rear of the proposed footway so as not to compromise the visibility envelope.

The arrangement therefore delivers a safe, legible and accessible point of entry to the site for both vehicles and pedestrians, in accordance with adopted design guidance.



ACCESS ARRANGEMENT

4.8 Sustainability

DESIGN AND LAYOUT

A high standard of design will guide the development, ensuring that new streets and open spaces are carefully planned and maintained to encourage environmental respect, community use, safety, and long-term sustainability. Buildings will comply with UK energy regulations, focusing on conserving heat through efficient fabric and layouts, while also being oriented to capture solar gain and supported by passive shading and cooling techniques. Measures will be introduced to limit pollution, including thoughtful lighting and ventilation strategies that enhance comfort and reduce light and noise impacts. During construction, embodied energy will be minimised by responsibly sourcing materials, reducing waste, and prioritising the re-use and recycling of resources.

TRANSPORT AND MOVEMENT

The proposed development will be connected to the surrounding areas by a range of modes, including walking and cycling. Sustainable transport such as walking and cycling has been given priority in the proposed development, with the layout providing legible and direct routes following desire lines. Links to existing public rights of way have been incorporated into the proposals.

ECOLOGY

The ecological strategy will protect and enhance the biodiversity of existing habitats and ecology. The planting proposed will select appropriate locally occurring native trees and shrubs.

WATER

The use of water efficient fittings and water efficient appliances will ensure that water demand is reduced below average existing rates.

SUSTAINABLE DRAINAGE

The use of Sustainable Drainage Systems (SuDS) will help reduce the volume and low rate of surface water run-off from the site. The drainage strategy will employ storage methods such as the tank in order to attenuate flow, remove pollutants, and ensure that runoff to existing watercourses is restricted according to the existing hydrology of the application site. All SuDS elements will be sized to accommodate increased flows from potential future climate change.

WASTE AND RESOURCES

Ample segregated waste storage space will be provided. External storage for recycled waste will be well considered and integrated

into the design of the dwelling plot. On-site composting of appropriate kitchen and garden waste will be encouraged. During construction full consideration will be given to minimising waste and promoting re-use and recycling of materials. Waste will be managed and the proportion sent to landfill minimised through efficient design, waste segregation, reuse and recycling. Appropriate steps will be taken to protect the quality of groundwater and watercourses from run-off.



SECTION CONTENT

5.1 Conclusion



HOLY TRINITY CHURCH, DENBY DALE

5.1 Conclusion

This proposal represents a well-considered and locally responsive residential development that reflects the character of Denby Dale. The design approach has been informed by a detailed appraisal of the local context, including prevailing architectural styles, settlement patterns, and materiality. The use of reconstituted stone throughout the development, and roofing material ensures a strong visual connection to the surrounding built environment, helping to reinforce local identity and character.

The layout responds sensitively to the site topography, with dwellings arranged to follow the natural contours of the land. This has reduced the need for extensive engineering works or cut-and-fill interventions, supporting a more sustainable and landscape-led design solution. Variation in rooflines and stepped building forms also contribute to a more sympathetic visual impact when viewed from within and beyond the site.

The development has been designed to deliver a coherent and legible layout, with clearly defined public and private spaces, strong frontage to the street, and a focus on pedestrian connectivity and permeability. Boundary treatments, landscaping, and

open space provision have been carefully integrated to ensure the scheme supports both functional needs and long-term placemaking objectives.

In summary, the proposals provide a sustainable and contextually appropriate development that makes efficient use of the site, addresses local housing needs, and delivers a positive contribution to the character and quality of Denby Dale. The design accords with both national and local planning policy objectives and represents a well-integrated addition to the local area.

SUMMARY

The site offers a suitable and sustainable location for new housing within the district. The proposals outlined in this Design and Access Statement aim to deliver a high-quality development that integrates seamlessly with its surroundings and enhances the local character.



PHOTOREALISTIC ILLUSTRATION OF THE PROPOSED LAYOUT

PARKER PEEL
ARCHITECTURAL

