



DESIGN AND ACCESS STATEMENT
Land off Cumberworth Lane,
Denby Dale
[September 2026]

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Introduction

This Design and Access Statement has been prepared by Keepmoat Homes in support of a Section 73 Planning Application for residential development on Land off Cumberworth Lane, Denby Dale.

The purpose of this Design and Access Statement is to show by illustration and text, how the development proposals align with the original planning approval.

This application seeks to vary condition 2 of planning approval 2023/62/92191/E subject to appeal reference APP/Z4718/W/25/3359129.

In February 2026, by way of appeal decision planning permission was granted for 'Residential development for 62 dwellings, grouting remedial works for ground stabilisation to facilitate construction of dwellings with associated hard and soft landscaping.'

Site Location

Denby Dale is a village in Kirklees in West Yorkshire, England. It is 8 miles north-west of Barnsley and 10 miles south-east of Huddersfield. It is close to the River Dearne which runs through the village.

The site location is located adjacent to the northern edge of the village. The site is mostly surrounded by residential areas located to the east, south and west, with the north presenting open agricultural land, as can be seen from the image adjacent.

With the site being located within a residential setting, the area is well connected with amenities and well served by public transport.



Site Location & Surrounding Context



Site Location & Wider Context

The site comprises the majority of site allocation HS144 (allocated for residential development in the adopted Kirklees Local Plan).

In February 2026, following a refusal of permission by Kirklees Council in July 2024, an appeal was allowed to grant planning permission for 'Erection of residential development for 62 dwellings including grouting remedial works for ground stabilisation to facilitate construction of dwellings with associated hard and soft landscaping.'

The approved layout can be seen adjacent.



The Proposal is for residential development of 62 homes and associated infrastructure. The scheme is supported by an evidence base of documents that have been prepared to support the development of the site.

The pattern of land use is derived from the evaluated constraints and opportunities and the development concepts and principles.

For a development to be truly permeable and legible it is important that all the spaces within the development are clearly defined as public or private. Ambiguous spaces which could be either can cause confusing spaces within developments.

There is added value for the residential dwellings to face public open space where possible. This creates an attractive outlook and a focal point for way-finding.

The nature of the scale of the development and its distinctive arrangement of dwellings ensures a legible, safe and convenient environment for residents and visitors.

The design provides a cohesive development whilst the streets have individual and differing characters of their own. Continuous building lines have been introduced as they provide definition to, and enclose of, the public realm and streetscene.

Feature buildings provide focal points and vista stops at key junctions within the development. All dwellings face onto the street with articulation of corners achieved by the use of distinctive materials and dual aspect units, ensuring all elevations make a positive contribution to the public realm and junctions.

The spaces between the front of the dwelling and footway have been designed to effectively mark the transition from the public to the private realm. The clear use of boundary treatments creates a legible layout with public frontages and private rear gardens, which safeguards the amenities of the proposed and existing residents.

The layout has been designed to accord with the Council's separation distances in order to create a quality environment for existing and future occupiers.

Parking is in curtilage for the majority of dwellings and follows the principles of manual for streets. Parking provision meets the requirements in terms of quantum and size.



Proposed Layout



The plan above highlights the key design principles of the original scheme that have been followed for this Section 73 planning application.

The proposed development offers a wide range of house types which will help meet the housing needs in the area and most importantly broaden the market base to enhance the diversity, affordability and scope of the housing on offer. The proposed mix includes minor changes from the approved mix, however still provides a range of house types and tenures to meet local needs.

The accompanying layout demonstrates how the site could comfortably allow 62 dwellings as part of this development.

This quantum has been based upon the creation of an informed scheme which considers all specialist technical requirements including ecology, highways and visual impact whilst also being compliant with Local Planning Policy. Further consideration has also been given to the ground and earthworks strategy which was a key element of the previous application and appeal.

The land under the applicant's ownership which is proposed to be developed equals 1.9 Hectares.

Based on the net area, the scheme achieves a density of 33 dwellings per hectare. Given the site's location, surrounding character and the application mix proposed it is considered that the density achieved is appropriate for this site.

All proposed dwellings are two-storey in height which reflects the general character of the local area. Some dwellings having a room in the roof with no changes in the roof design.

20% of housing will be provided as affordable housing, in line with the Local Authority’s Policy with a mix of one, two, three and four bedroom properties.

All houses meet the National Described Space Standards.

House Type	Application Application No.	Approved Application Mix	Proposed Application No.	Proposed Application Mix
1 Bedroom	3	5%	8	13%
2 Bedroom	12	19%	13	21%
3 Bedroom	24	39%	36	58%
4 Bedroom	23	37%	5	8%
Total	62	100%	62	100%

Appearance is the aspects of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. In the case of a space, its landscape also influences its appearance.

An assessment of the local vernacular has been undertaken and is documented earlier within this Design and Access Statement.

The vernacular is generally mixed; materials range from natural and art stone, red and buff brick to white render with detailing under red or grey roofs. The proposed external appearance will be treated to match both the local vernacular and the materials utilised within the surrounding development and the use of good quality artstone to the elevations.

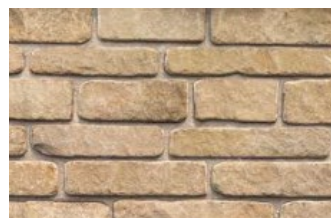
Roof finishes are proposed to reflect the local vernacular. The use of high quality grey slate tiles throughout the development will help to form a visual link between the differing house types and visually tie the scheme to the existing development. Rainwater goods and brick eave details shall be in keeping with the surroundings. Windows will utilise grey UPVC, with Black composite doors and black rainwater pipes.

The design ethos for this site was to use high quality, complementary elevations that relate well to each other within the site and provide simple and well proportioned elevations. The development proposals are inspired by the use of materials and proportionality rather than any architectural period. We believe that it would be inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” these details.

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.

Features to the properties which are found within the wider locality include heads and cills, brick details to the eaves, which we are proposing on this site. Cuts into the roof provides variation and interest, canopies provided to the front doors and single bays provide articulation.

Proposed material palette



Artstone



Grey slate roof tile



Elevation showing materials palette



Example street scene

This section of the Statement will address access issues to the site, including the following aspects:

- **Policy** – justification of the relevant national, regional and local planning policies.
- **Site Circumstances** – how any specific issues, which might affect access to the development, have been addressed.
- **Vehicular and transport links** - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

POLICY

At a national level, National Planning Policy Framework (August 2026) includes transport policies which play an important role in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.115).

Policy TR6 (a) requires that “development proposals that are likely to generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.” TR6(2) states that a key tool will be a Travel Plan which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

Policy TR4 (Street design, access and parking) states:

"1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

- a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;
- b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;
- c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

- i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
- ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
- iii. Avoid unnecessary street clutter.

d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

2. The principles set out in national design guidance should be used to inform how this policy is applied.

MANUAL FOR STREETS, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement. MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

SITE CIRCUMSTANCES

Vehicular and pedestrian access for all vehicles to the site will be taken directly off Cumberworth Lane via a new site access and internal road network which will be constructed to highway adoption standards.

EXTERNAL ACCESS

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone. The principles of an inclusive environment will be:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

APPROACH TO BUILDING

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself.

Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

ENTRANCES

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc.

Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

BIN STORAGE AND COLLECTION

The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed.

As noted within the key, Bin Collection Points (BCP) are identified to the end of private drives to allow adequate storage on collection days.

The dwellings on the site all have access to their garden to allow bins / recycling to be stored safely in rear gardens.

The layout provides space to ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.

Landscape design strategy

Careful consideration has been given to the landscape design, providing landscaped streets and planting which defines private and public spaces. The chosen species will be native to this part of the country and will blend into the local landscape.

Landscape and the public realm

The landscape proposals seek to retain and enhance the existing landscape resources where possible, whilst creating an attractive and high-quality landscape that offers diverse wildlife habitats and recreational opportunities.

The layout has been designed to respect the existing landscape, topography and ecology of the site.

Plot frontages

Plot boundaries are reinforced with evergreen and deciduous hedge planting to the front of plots, between plots, along exposed side gables and screen walls to clearly de-fine private space, whilst adding value; softening the street scene, creating visual and sensory interest, and improving the air quality and microclimate. A combination of low maintenance shrub planting and mown lawns to units which have front gardens creates a high-quality landscape with seasonal interest.

A detailed landscape package will be included as part of the condition discharge submission package.



Proposed Open Space Plan

The proposal presented in this document will generate a new place that aims to meet the needs of a new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well-being.

The accommodation layouts are efficient designs which will provide good levels of natural light and ventilation and will relate well to the site layout. The properties will be constructed to achieve current Building Regulations Standards and exceed them where possible.

Electric vehicle charging points will be provided by the location of a 3-pin plug in garages or external to the property if there is no garage.

Garages can be used to store cycles, as well as every property having an accessible and secure rear garden that could also be used for cycle storage.

There are also opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following is a series of guiding principles for sustainable design and construction. These have been explored as part of the detailed design process:

- Arranging buildings to maximise solar gain and light penetration.
- Designing the internal layout of homes to provide for modern living.
- Buildings designed to allow for flexible living.
- Provide opportunities and space for home-based working and office space within new homes.
- Maximising storage space within the building and individual plots, with appropriate space for recycling, refuse, and cycle storage.
- The use of efficient appliances, heating systems, energy controls, improved insulation and glazing.
- The potential use of recycled construction materials and aggregates, and the preference for using environmentally friendly and more sustainable materials and products.
- The conservation of natural resources on site.
- Controlling water demand through best practice approaches such as low flow showers and baths, dual flush toilets, efficient taps, and water efficient white goods.

Existing biodiversity assets will be preserved wherever possible including those trees indicated as being retained. New planting within the site will use native species and of local provenance that will encourage wildlife.

Where hedgerows are included within the detailed design, these will be protected and supplemented with new planting where appropriate to ensure the biodiversity value of these features is maximized.

A Site Waste Management Plan will be produced to identify potential waste streams prior to development so they can be effectively managed, therefore reducing waste.

The design of all dwellings will need to accommodate space for separate external bins for the recycling of materials to accord with the Council's policy on refuse disposal and recycling.



As part of the parent planning permission, to which this Section 73 Variation relates, a Desk Top Archaeological Assessment was carried out by On-Site Archaeology (dated May 2022).

There has been no physical change or historical activity on the site in the last 4 years, and therefore the conclusions of this report and the relevant conditions in relation to below ground archaeology remain valid and applicable going forward.

In relation to heritage matters, the former report concluded the following:

"...this assessment has shown only 19th and 20th century heritage assets within the search area. These all relate to the industrial past of Denby Dale as a textile producer. The only Listed Building that may be impacted by this development is the Wesleyan Methodist Chapel located to the west of the site. A heritage assessment undertaken by request of Kirkless Council ahead of implementation of their Local Plan split the current site into three separate areas of significance based upon the setting of the Methodist Chapel and the possible location of the deserted medieval settlement."

Two recent developments adjacent to the south of the current site were recently granted planning permission (2017/62/93798/E and 2019/93906). The former of these two developments received no archaeological consultation and the other received consultation from WYAAS deeming no archaeological work was required."

The proposed revised development involves minor changes to the layout and housetypes. However, the alternation to the appropsed scheme are minimal and there are no fundamental changes to the character, vernacular and materials of the new scheme. On this basis it is considered that there are no material changes o the impact of the scheme on local heritage assets.



Heritage Assessment Areas within the site (Farrell and Clark Architects, 2015)



This Design and Access Statement has demonstrated how the design of the site accords with relevant national and local planning policy and design best practice in relation to full planning applications (notwithstanding this application is a Section 73 Variation of Condition application).

The proposed new Site Layout follows all the same principles as the approved drawing, as can be seen below.



Approved Layout



Proposed Layout

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