

Consultation Response from KC, Highways Development Management (HDM)
2025/91731 - Land off Bankfield Drive, Holmbridge, Holmfirth, HD9 2PH
Discharge of details reserved by conditions 12 (pedestrian connection), 13 (cycle parking), 15 (collection of wastes), 21 (Remediation Strategy), 23 (external materials), 24 (windows and doors), 25 (electricity substations), 26 (boundary treatments), 27 (external lighting) on previous permission 2023/91212 for erection of 21 dwellings with access from Laithe Avenue
Date Responded: 12/09/25
Responding Officer: A Darwin
Responding Ref: HDC 3-26/3
RECOMMENDATION:

It is recommended that Conditions 12 & 13 are not discharged at this time.

HDM have been consulted regarding the discharge of condition application 2025/91731, relating to Conditions 12 (pedestrian connection) and 13 (cycle parking) of previous permission 2023/91212.

Conditions 12 (pedestrian connection)

Drawing 2405-03-005 PROW has been submitted to discharge condition 12, which shows a new 2.5m wide footpath connection linking the proposed estate road to PROW HOL91/20.

Whilst the proposed link is in accordance with the preliminary alignment previously agreed, the submitted drawing is lacking in detail and is not currently acceptable, with the following issues identified:

- It is expected that the pedestrian connection will be offered for adoption and form part of the Section 38 highway works. Therefore, satisfactory details need to be agreed with the Councils S38 Highway Design Team as part of the technical review process. The S38 Team have advised that these details have not yet been agreed, and that additional design information has been sought.
- There is a lack of level information along the boundaries of the proposed pedestrian connection and the adjacent land. Therefore, further details are required, which must confirm that the works will tie-in appropriately with the adjacent property boundaries and land levels (both existing and proposed), the existing PROW levels and the proposed estate road / footway.
- Notwithstanding the lack of detailed level information, it appears that there may be a significant level difference (over 1m) between the pedestrian connection and the rear garden of the proposed dwelling. Should this be the case, a new highway retaining structure may be necessary, which would be subject to approval by the Highway Authority (details also to be approved via planning condition 17). Ideally, the need for any highway retaining structure(s) should be designed out. However, these requirements should be discussed further with the Highway Authority once further design development has been undertaken and the levels are better understood.
- The proposed pedestrian connection includes a number of steps to ensure that a maximum ramp gradient of 1:12 is achieved. Whilst this is acceptable in principle, the location of the steps mid-way along the route are not ideal, as the steps may create a trip hazard given that it is anticipated that the route would be unlit. Therefore, it may be preferable to locate the steps closer to the proposed estate road, where street lighting will be present. That said, it is acknowledged that the location of the steps may be determined by the adjacent tie-in levels along the boundaries and the current step position may need to be retained.
- Only limited construction details have been provided. Therefore, further details are required, which need to comply with highway adoption standards. This includes full technical details of the path construction, including the steps (and associated features, including metal handrails and hazard warning paving), boundary treatments and levels (existing and proposed), together with all other associated features. A full package of level information, including long / cross sections is also required. It is noted that the boundary treatment details will also be subject to separate approval via the requirements of Condition 26.
- The submitted plan does not include details of the connection to the existing PROW. These details need to be provided, which demonstrate that a level connection will be available, and that a new 1.2m wide

gate will be provided (opening inwards to the new route) to replace the existing boundary wall (which should be made good), with the new gate conforming with BS5709-2018.

The applicant should agree the design and construction details of the pedestrian connection with the Councils S38 Team as part of the technical review process. Once this agreement has been reached, these details should be resubmitted to discharge condition 12.

It is also noted that the applicant needs to liaise with the Councils Public Rights of Way (PROW) Team to progress with the Highways Act Section 25 / S26 process, should the applicant be unable to offer the full extent of the new link for adoption via the Section 38 process (e.g. the final section of the link through the boundary wall adjacent to the existing PROW).

In light of the above, it is recommended that Condition 12 is not discharged, until satisfactory details have been submitted and agreed.

13 (cycle parking)

Drawing 2400-02-07 has been submitted to discharge Condition 13. However, the information is not currently acceptable for the following reasons:

- The drawing shows a shed with internal dimensions of 1.8x1.8m, which is insufficient to accommodate larger bikes. In accordance with LTN 1/20 (Table 11-2), a minimum length of 2m is required for floor standing cycle storage. Therefore, a larger shed is required. The shed should also be sufficiently sized to accommodate other essential items (e.g. garden tools/equipment) and include doors that will allow easy access to the cycle storage (e.g. the photo image shows a shed with wider doors than shown on the plan).
- Drawing 2400-02-07 includes a reference to drawing 2400-002-01 that it suggests indicate cycle store locations. However, this plan has not been submitted with this DoC application, and other submitted plans (e.g. 2021.01.003X and 2405-03-001A) show conflicting information that doesn't appear to correspond to the proposed cycle shed design. Therefore, a plan is required that shows the correct size/location of the cycle storage. The plans should also confirm the specific dwellings where cycle storage is intended within garages (i.e. where an additional shed may not be required).

In light of the above, it is recommended that Condition 13 is not discharged, until satisfactory details have been submitted and agreed.