KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended)

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR CONSENT, AGREEMENT OR APPROVAL REQUIRED BY CONDITION

Reference No:	**2025/44/91731/W**
Site Address:	Land off Bankfield Drive, Holmbridge, Holmfirth, HD9 2PH
Description:	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) and 27 (external lighting) of previous permission 2023/91212 for erection of 21 dwellings with access from Laithe Avenue
Recommending Officer:	Liz Chippendale / Ellie Thornhill

DECISION – Discharge of Conditions – Split Decision

I hereby authorise the split decision of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Victor Grayson

AUTHORISED OFFICER

Date: 19/03/2026

Reference: 2025/91731

Site address: Land off Bankfield Drive, Holmbridge, Holmfirth, HD9 2PH

Description: 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) and 27 (external lighting) of previous permission 2023/91212 for erection of 21 dwellings with access from Laithe Avenue

Public representations

No representations were received.

<u>Condition 12 (pedestrian connection)</u>

> *12. Prior to development commencing on the superstructure of any dwelling hereby approved, a scheme detailing the proposed pedestrian connection between the development's internal road and public footpath HOL/91/20 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of gradients, any steps, surface treatments (and subsurface build-up), any handrails, boundary treatments (including gates) and safety measures. No more than 10 dwellings of the development hereby approved shall be first occupied until the connection has been completed in accordance with the approved plans and details or unless otherwise agreed in writing by the Local Planning Authority.*
> ***Reason**: In the interests of creating a walkable and well-connected neighbourhood, encouraging and enabling active travel and the use of sustainable modes of transport, and to achieve a satisfactory layout in accordance with Policies LP20, LP21 and LP47 of the Kirklees Local Plan.*

In support of condition 12 the following documents have been submitted:

- Site plan (ref: 2405-03-001 Rev B)
- PROW details (ref: 21043-138 Rev A)
- PROW layout (ref: 2405-03-005)

<u>Consultation Response</u>

<u>KC Highways Development Management</u>

> Initial comments dated 12/09/2025:
>
> *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 preferrable 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.

Revised comments dated 16/10/2025:

Drawing 21043/138/A has been submitted that includes some additional information relating to the PROW link. However, the information is unclear and does not address the concerns previously raised.

HDM have also consulted with the S38 Team, who have confirmed that these PROW details have not been submitted or agreed by the Highway Authority, which HDM confirmed was necessary in the previous response.

The latest plan also indicates that a retaining wall of 1.7m in height is required. Therefore, the AIP process will need to be followed in relation to this structure as part of the S38 process.

Therefore, Condition 12 should not be discharged.

Assessment

Officers concur with the conclusions made by KC Highways Development Management. As such, the information submitted is considered to be insufficient and therefore condition 12 cannot be discharged at this time.

<u>Condition 13 (cycle parking)</u>

13. Prior to the first occupation of any specified dwelling hereby approved, details of secure, covered and conveniently-located cycle parking for use by residents of that dwelling shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details so approved and the cycle parking shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.
Reason: *In the interests of visual amenity and encouraging the use of sustainable transport modes, and to accord with policies LP20, LP21, LP22 and LP24 of the Kirklees Local Plan*

In support of condition 13 the following document has been submitted:

- Typical cycle store detail (ref: 2400-002-007 rev B)

<u>Consultation Response</u>

<u>KC Highways Development Management</u>

Initial comments dated 12/09/2025:

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.

Revised comments dated 16/10/2025:

Updated drawing 2400-02-007A has been submitted, which has attempted to address the previously identified by HDM. However, this information is not acceptable for the following reasons:

- *Drawing 2400-02-007A includes a note referring to plan 2400-02-03 for cycle store locations. However, this plan does not appear to have been submitted. Instead plans 2405/003/01A and 2021.01.003X have been submitted, which include conflicting cycle store information, which does not correspond to the proposed cycle sheds dimensions proposed.*

- *Drawing 2400-02-007A shows larger cycle sheds of 1.8x2.0m, which aim to meet the minimum dimensions previously requested by HDM. However, the 2m length needs to be the internal dimension of the shed, which is not the case on the drawing.*

Therefore, Condition 13 should not be discharged.

Assessment

Following the above comments from KC Highways Development Management, a revised cycle store plan and site layout plan (rev B) was received. These details have been reviewed by officers and are now considered to be acceptable for the purpose of condition 13. However, as the condition has an ongoing requirement it cannot currently be discharged in a full. A note of the ongoing requirement is recommended to be included in the council's decision notice.

<u>Condition 15 (collection of waste)</u>

15. Prior to the commencement of superstructure works, details of storage and access for collection of wastes from the residential units hereby approved, and details of management of waste collection points, shall be submitted to and approved in writing by the Local Planning Authority. The details shall confirm that waste collection points shall not obstruct access to private driveways, and shall include details of management measures (including measures to control odour and vermin) and measures to discourage flytipping. The works and arrangements comprising the approved details shall be implemented prior to first occupation and shall be so retained thereafter unless otherwise agreed in writing by the Local Planning Authority.
***Reason**: In the interests of visual and residential amenity and highway safety, to assist in achieving sustainable development, and to accord with Policies LP21 and LP24 of the Kirklees Local Plan.*

In support of condition 15 the following document has been submitted:

- Site plan (ref: 2405-03-001 rev B)

Consultation Response

KC Waste Strategy – Response received 07/07/2025

> *I can confirm that the proposed bin collection points and bin storage locations on the site are acceptable to the WCA.*
>
> *Before full discharge of this condition the WCA would like clarification as to whether the site will be phased or whether it will only be occupied once it is built. If it is a phased development the Condition 15 will still apply in terms of temporary waste collection arrangements.*

Assessment

In light of the above comments, the applicant has confirmed that the development would not be phased and therefore, the proposed waste collection details are considered acceptable for the purpose of condition 15. However, as the condition has an ongoing requirement it cannot currently be discharged in a full. A note of the ongoing requirement is recommended to be included in the council's decision notice.

Condition 21 (remediation strategy)

> *21. Following completion of any measures identified in the approved Remediation Strategy, a Verification Report shall be submitted to the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority, no part of the site shall be brought into use until such time as that part of the site has been remediated in accordance with the approved Remediation Strategy and a Verification Report in respect of those works has been approved in writing by the Local Planning Authority. Where verification has been submitted and approved in stages for different areas of the site, a Final Verification Summary Report shall be submitted to and approved in writing by the Local Planning Authority.*
> ***Reason**: To ensure unacceptable risks to human health and the environment are identified and removed, and to ensure that the development is safely completed in accordance with the requirements of Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.*

In support of condition 21 the following documents have been submitted:

- Phase 2 Ground Investigation Report by GVR Geoservices (ref: G-22-009, dated April 2022)
- Extract from section 7.2 of the Phase 2 Ground investigation report

Consultation Response

KC Environmental Health – Response received 15/07/2025

In our last response to application 2023/91212 - Land off Bankfield Drive, Holmbridge, Holmfirth, HD9 2PH, dated the 8th of November 2023, we accepted the phase 2 report with an additional letter regarding additional testing and commentary.

"We agree with the information provided, however, should any sub-soils be stockpiled for re use then additional testing will be necessary given that all the samples to date have been limited to the near-surface shallow soils (c.30cm). Notwithstanding, we recommend the following conditions and footnote be applied to any consent granted."

A condition for unexpected contamination(Condition 20)and an imported materials condition (Condition 22), specifically detailing the need for testing of imported materials and stockpiled site won materials from soils deeper than 30cm's was applied.

We have been consulted in relation to the discharge of Condition 21– Remediation only. The applicant has provided a copy of the earlier Phase 2 report and a brief statement summarising the conclusion that no remediation was necessary. Whilst we accept this information we would remind the applicant that the other contaminated land conditions 20 and 21 still remain.

Assessment

Section 7.2 of the submitted phase 2 report states that no remediation mitigation measures are considered necessary to deal with the isolated elevated lead concentration within the topsoil which is suitable for re-use in the private gardens. This statement is accepted by KC Environmental Health.

In conclusion, the details submitted are considered acceptable for the purpose of condition 21 and are hereby approved.

However, officers would remind the applicant that the other contaminated land conditions 20 (unexpected land contamination) and 22 (imported materials) still remain.

<u>Condition 23 (external materials)</u>

23. Notwithstanding what is shown on the drawings hereby approved, prior to the commencement of superstructure works, details of all external materials to be used shall be submitted to the Local Planning Authority, and samples shall be left on site for the inspection and approval in writing of the Local Planning Authority. No materials other than those approved in accordance with this condition shall be used.
***Reason**: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan and the National Planning Policy Framework.*

In support of condition 23 the following document has been submitted:

- Planning condition 23 – Materials (unreferenced)

Assessment

The document submitted states that the dwellings would be constructed from Newlay artificial stone but does not state which type of Newlay artificial stone. As such, the agent has confirmed in writing (on the 28/11/2025) that this would be the Pitched Face Calder Buff artificial stone.

The proposed roofing materials include a Hardrow twilight roof slate (manufactured by Forticrete) which is considered acceptable.

In light of the above, officers accept the external materials proposed.

However, as only the proposed walling and roofing materials have been detailed, only a partial discharge pursuant to condition 23 can be issued at this stage. Details of materials of fascias/soffits, doors, windows, frames, rainwater goods and other materials would also need to be submitted.

Furthermore, as the condition has an ongoing requirement it cannot currently be discharged in a full. A note of the ongoing requirement is recommended to be included in the council's decision notice.

Condition 24 (windows and doors)

> *24. Prior to the commencement of superstructure works, and notwithstanding what is shown on the drawings hereby approved, details of all windows and doors (including details of cills, lintels and 100mm deep reveals) for each house type hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the details so approved.*
> ***Reason**: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan and the National Planning Policy Framework.*

In support of condition 24 the following documents have been submitted:

- Tewkesbury, Gosford, Salisbury Stone heads and cills/bay set (ref: SD101 rev H)
- Window Jamb details (dated June 2025)
- Planning Condition 24 document (unreferenced)

Assessment

The window and door details (including the details of cills, lintels and 100mm deep reveals) are considered acceptable for the purpose of condition 24. However, as the condition has an ongoing requirement it cannot currently be discharged in a full. A note of the ongoing requirement is recommended to be included in the council's decision notice.

Condition 25 (electricity substations)

> *25. Prior to the commencement of superstructure works, and notwithstanding what is shown on the drawings hereby approved, details of any electricity substations to be provided on-site in association with the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include plans, elevations and sections, and details of external materials and any boundary treatments. The substation(s) shall be constructed in accordance with the details so approved.*
> ***Reason**: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan and the National Planning Policy Framework.*

In support of condition 25 the following document has been submitted:

- Planning condition 25 (unreferenced)

Assessment

The details submitted confirm that no electricity substations are required at the site and therefore condition 25 is satisfied.

Condition 26 (boundary treatments)

> *26. Prior to the commencement of superstructure works, and notwithstanding what is shown on the drawings hereby approved, details (including sections and details of levels) of all boundary treatments, and any retaining walls and gabions, shall be submitted to and approved in writing by the Local Planning Authority. The details shall correspond with measures relating to flood routing, shall be designed to limit overlooking of neighbouring residential properties, shall be designed to prevent and deter crime and anti-social behaviour, and shall provide for the movement of hedgehogs. The development shall be implemented in accordance with the details so approved. The approved works shall be retained thereafter.*
> ***Reason**: In the interests of visual amenity, highways safety and biodiversity, to minimise flood risk, to ensure the amenities of existing neighbouring residential units and the residential units hereby approved are protected, in the interests of creating a safer, more sustainable neighbourhood and reducing the risk of crime and anti-social behaviour, and to accord with Policies LP21, LP24, LP27, LP30 and LP47 of the Kirklees Local Plan and the National Planning Policy Framework.*

In support of condition 26 the following documents have been submitted:

- Detailed landscape proposals (ref: H2-230201-1 rev G)
- Landscape management Specification (ref: 230201)
- Site plan (ref: 2405-03-001 rev B)

Consultation Response

KC Highways Development Management – Response received 16/10/2025

> *In addition to the lack of adequate information relating the PROW, drawing H2/230201/1/G has been submitted, which includes boundary treatments information to discharge Condition 26. This drawing shows a proposed hedge along the PROW connection. This is unacceptable as it will reduce the affective width of the PROW (minimum clear width of 2m is required), and is unlikely to be a feasible option given the proposed site levels and retaining structure along the western edge of the PROW. A fence should be provided instead, together with any edge protection required to prevent pedestrian falling from the PROW. Therefore, it is also recommended that Condition 26 is not discharged.*

Assessment

The information submitted to discharge condition 26 is limited. Site plan (ref: 2405-03-001 rev B) shows details of the proposed 1.8m timber fencing to rear gardens. Whilst this is a common boundary treatment to rear gardens, no details have been provided in relation to gaps for hedgehogs.

Furthermore, the proposed native hedge along the eastern boundary, is proposed at 60-80cm in height, and it is unclear what height it would be allowed to grow to. It is therefore unclear whether adequate natural screening would be provided between the site and the properties along Bankfield Drive, due to its restricted height. This was explicitly stated within the committee report.

As mentioned in the comments received by KC Highways Development Management, details of the boundary treatment to the PROW (which forms part of the boundary treatment for the site) are not acceptable.

Therefore, having taken into account the above, the information submitted pursuant to condition 26 is not considered to be acceptable.

A single boundary treatment plan should be submitted as part of any future discharge of condition application, responding all requirements of condition 26.

Condition 27 (external lighting)

> *27. Prior to the first occupation of any dwelling with external lighting (other than street lighting on streets to be adopted), details of the external lighting for that dwelling shall be submitted to and approved in writing by the Local Planning Authority. These details shall include a scheme detailing street lighting to all private (unadopted) roads/drives/courtyards and shall not include low-level or bollard street lighting. The external lighting shall be designed to avoid harm to residential amenity, increased highway safety risk, risk of creating opportunities for crime and anti-social behaviour, and disturbance to wildlife. All external lighting shall be installed in accordance with the*

details (including specifications and locations) so approved, and the external lighting shall be maintained thereafter in accordance with the approved details. No dwellings accessed from a private (unadopted) road/drive/courtyard shall be brought into use until the street lighting so approved for that road/drive/courtyard has been installed and brought into use, and the street lighting shall be retained as such thereafter. Under no circumstances should any other external lighting be installed without prior written consent from the Local Planning Authority.
***Reason**: In the interests of residential amenity and highway safety, to prevent significant ecological harm, to safeguard habitat, in the interests of creating a safer, more sustainable neighbourhood and reducing the risk of crime and anti-social behaviour, and to accord with Policies LP21, LP24, LP30 and LP47 of the Kirklees Local Plan and the National Planning Policy Framework.*

In support of condition 27 the following document has been submitted:

- Planning condition 27 (unreferenced)

<u>Consultation Response</u>

<u>KC Ecology – Response received 01/07/2025</u>

It would be good to know whether the external lighting scheme is in line with established guidance (e.g. Bat Conservation Trust and Institute of Lighting Professionals (2023) Bats and Artificial Lighting at Night).

If I could have confirmation, that would be most helpful. Condition 27 is not yet met from an ecological standpoint.

<u>West Yorkshire Crime Prevention – Response received 23/07/25</u>

PIR lighting at the front elevation is not supported. Can the coach lantern be operated using a photoelectric cell (dusk to dawn) instead, please.
This solution would also be preferable at rear elevations but I appreciate that the site has some specific requirements due to wildlife.

Assessment

The applicant has confirmed via email that the lighting scheme proposed would be in line with the established guidance. Planning officers note the concerns raised by West Yorkshire Police, however, the PIR lighting control is considered to be acceptable in order to maintain an acceptable impact on residential amenity and any ecological receptors within or adjacent to the application site. The PIR lighting is also less likely to distract drivers and would therefore have an acceptable impact on highway safety.

In light of the above, an approved pursuant to condition 27 can be issued. However, as the condition has an ongoing requirement it cannot currently be

discharged in a full. A note of the ongoing requirement is recommended to be included in the council's decision notice.

Recommendation: Split Decision

Report Dated: 12/03/2026

Recommended Decision Notice Text

Overview

Details approved: 13 (cycle parking), 15 (collection of wastes), 21 (remediation strategy), 23 (external materials) (partial), 24 (windows and doors), 25 (electricity substations) and 27 (external lighting)

Details refused: 12 (pedestrian connection) and 26 (boundary treatments)

Condition 12 (pedestrian connection)

Pursuant to condition 12, you have submitted:

- Site plan (ref: 2405-03-001 Rev B)
- PROW details (ref: 21043-138 Rev A)
- PROW layout (ref: 2405-03-005)

The information submitted in support of condition 12 is considered to be insufficient. Therefore, condition 12 cannot be discharged at this time.

For the avoidance of doubt, a fresh Discharge of Condition application will be required to allow further consideration of this condition.

Condition 13 (cycle parking)

Pursuant to condition 13, you have submitted:

- Typical cycle store detail (ref: 2400-002-007 rev B)

The information submitted in support of condition 13 is considered acceptable and is hereby approved. However, please be aware that condition 13 has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with the condition:

> *The development shall be implemented in accordance with the details so approved and the cycle parking shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.*

Condition 15 (collection of waste)

Pursuant to condition 15, you have submitted:

- Site plan (ref: 2405-03-001 rev B)

The information submitted in support of condition 15 is considered acceptable and is hereby approved. However, please be aware that condition 15 has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with the condition:

> *The works and arrangements comprising the approved details shall be implemented prior to first occupation and shall be so retained thereafter unless otherwise agreed in writing by the Local Planning Authority.*

<u>Condition 21 (remediation strategy)</u>

Pursuant to condition 21, you have submitted:

- Phase 2 Ground Investigation Report by GVR Geoservices (ref: G-22-009, dated April 2022)
- Extract from section 7.2 of the Phase 2 Ground investigation report

The information submitted in support of condition 21 is considered acceptable and is hereby approved.

However, you are reminded that the other contaminated land conditions 20 (unexpected land contamination) and 22 (imported materials) still remain.

<u>Condition 23 (external materials)</u>

Pursuant to condition 23, you have submitted:

- Planning condition 23 – Materials (unreferenced)

The information submitted in support of condition 23 is considered acceptable and is hereby approved. However, as only the proposed walling and roofing materials have been detailed, only a partial discharge pursuant to condition 23 can be issued at this stage. Details of materials of fascias/soffits, doors, windows, frames, rainwater goods and other materials would also need to be submitted.

Please also be aware that condition 23 has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with the condition (in respect of the walling and roofing materials hereby approved, and the other materials yet to be approved):

> *No materials other than those approved in accordance with this condition shall be used.*

For the avoidance of doubt, a fresh Discharge of Condition application will be required to allow further consideration of this condition.

<u>Condition 24 (windows and doors)</u>

Pursuant to condition 24, you have submitted:

- Tewkesbury, Gosford, Salisbury Stone heads and cills/bay set (ref: SD101 rev H)
- Window Jamb details (dated June 2025)
- Planning Condition 24 document (unreferenced)

The information submitted in support of condition 24 is considered acceptable, and is hereby approved. However, please be aware that condition 24 has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with the condition:

> *The development shall be constructed in accordance with the details so approved.*

Condition 25 (electricity substations)

Pursuant to condition 25, you have submitted:

- Planning condition 25 (unreferenced)

The information submitted in support of condition 25 (confirming no substations are proposed) is considered acceptable, and is hereby approved.

Condition 26 (boundary treatments)

Pursuant to condition 26, you have submitted:

- Detailed landscape proposals (ref: H2-230201-1 rev G)
- Landscape management Specification (ref: 230201)
- Site plan (ref: 2405-03-001 rev B)

The information submitted is insufficient to fulfil the requirements of condition 26. Therefore, condition 26 cannot be discharged at this time.

For the avoidance of doubt, a fresh Discharge of Condition application will be required to allow further consideration of this condition.

Condition 27 (external lighting)

Pursuant to condition 27, you have submitted:

- Planning condition 27 (unreferenced)

The information submitted in support of condition 27 is considered acceptable, and is hereby approved. However, please be aware that condition 27 has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with the condition:

All external lighting shall be installed in accordance with the details (including specifications and locations) so approved, and the external lighting shall be maintained thereafter in accordance with the approved details. No dwellings accessed from a private (unadopted) road/drive/courtyard shall be brought into use until the street lighting so approved for that road/drive/courtyard has been installed and brought into use, and the street lighting shall be retained as such thereafter. Under no circumstances should any other external lighting be installed without prior written consent from the Local Planning Authority.