DERBYSHIRE County Council

Response provided under the delegated authority of the Executive Director for Place

Planning Manager
Amber Valley Borough Council
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RIPLEY
Derbyshire
DE5 3XE

Highway Officer: Amelia Williams
Our ref: AVBC/2026/015813
Your ref: AVA/2026/0028
Date: 18 February 2026

Dear Alex Shaw

TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY

PROPOSAL: Construction of two storey side extension and single storey rear extension, proposed double garage on the frontage of the property.

LOCATION: 11 WOODLANDS LANE
QUARNDON
DERBY
DE22 5JU

Derbyshire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 **has no objection subject to conditions.**

Background

This planning application seeks permission for the construction of a two-storey side extension, single-storey rear extension, and a double garage at 11 Woodlands Lane, Quarndon.

The existing property has four bedrooms, and the proposed development will create a fifth bedroom.

Highway Boundary Issues

The green shaded area on the following Ordnance Survey mapping extract indicates the extent of the adopted highway in the vicinity of the site.



The highway extent is consistent with the applicant's land title boundary, as indicated by the green lines on the following Ordnance Survey mapping extract. It is also consistent with the planning application "red line" boundary.



The Google Maps Street View image extract below shows that the applicant's driveway extends into the highway along the full length of the site frontage to Woodlands Lane. The driveway is block-paved, includes a drainage channel along its south-western side, and the dropped kerb appears to have been constructed to the north-east of the carriageway channel line rather than along the carriageway channel, given the gap between the kerb and the existing drainage gulley grating. The existing driveway, where within the highway, is not constructed to highway authority specifications. The carriageway to the south-west of the dropped kerb is in poor condition.



Impact of the Proposed Development

The proposed double garage reduces the width of the site access. This will lead to an intensification of use of the remaining width of the driveway access onto Woodlands Lane.

The existing driveway area, located within the highway and which would fall to the south-west of the proposed garage along that section of Woodlands Lane between the south-eastern site boundary and the north-western face of the garage, will become redundant once the garage is constructed.

The above issues give rise to the need to improve and rationalise the site access arrangements to accommodate the proposed development.

Access Works

Having regard to the above, the following works are required at the site access.

The section of block paved driveway which would serve the site, where it falls within the highway, should be replaced by a dropped kerb verge crossing to highway authority specification. The dropped kerbs should span the full width of the driveway with dropper kerbs provided at each end of the dropped kerb.

The redundant area of driveway, where it falls within the highway to the south-west of the garage and between the south-eastern site boundary and the north-western

face of the garage, should be replaced by verge with full height kerbs to highway authority specification.

The new dropped and full height kerbs should be located at the carriageway channel line, to ensure that surface water is directed towards the existing gulley grating. This will involve repairing the existing carriageway where it has deteriorated along the site frontage.

Provision is required to prevent the unregulated discharge of surface water onto the highway from the retained driveway. Such a facility must be positioned on land within the applicant's ownership and not within the highway.

The highway authority considers that the above works can be secured by planning condition.

Visibility Splays

Visibility splays must be measured from a minor road setback distance of 2.4m along the retained driveway centre line. Major road visibility splay distances of 43m are required, consistent with the 30mph speed limit on Woodlands Lane.

The above visibility splays would fall within the highway but the splay to the north-west of the retained driveway is obstructed by vegetation to the north-west of the site access. The vegetation must therefore be cut back to provide an unobstructed 43m splay. This requirement can be secured by planning condition.

Car Parking

The highway authority's Parking Guidance for New Developments (PGND) requires dwellings with four to five bedrooms to have a minimum of three car parking spaces. The proposed development does not change the parking requirement on the site.

Paragraph 4.5.1 of the PGND states that, in all circumstances, garages are not counted towards parking provision.

The proposed double garage will reduce the size of the current parking and turning area. However, the remainder of the existing driveway will provide sufficient parking and turning space to meet the PGND requirements.

Electric vehicle (EV) charging facilities are not shown but details can be secured by planning condition.

Cycle Parking

Section 4.7 of the PGND requires secure, covered cycle parking to be provided at a minimum rate of one space per bedroom. Accordingly, the dwelling should have at least five cycle parking spaces.

PGND section 4.5 confirms that cycle parking can be provided within garages subject to design and location.

Details can be secured by planning condition.

Conclusion

Having regard to the above, the highway authority would have no objection to this planning application subject to the following recommended planning conditions and informatives being attached to the decision notice if planning permission is granted.

1. No part of the development hereby permitted shall be brought into use until the on-site driveway/parking/turning areas have been provided in accordance with the scheme shown on drawing number 2025-08-53-03. The driveway/parking/turning areas shall not be used for any purpose other than parking/turning/loading/unloading of vehicles and shall be maintained for the life of the development.

   Reason: In the interest of highway safety.

2. The development hereby permitted shall not commence until access scheme details, all to highway authority specification, have been submitted to and approved in writing by the Local Planning Authority. The access scheme shall be implemented as approved prior to any part of the development being brought into use. The access scheme shall include the following key features:

   A. Provision of a hard surfaced dropped kerb verge crossing along the full width of the retained driveway. The dropped kerbs shall span the full width of the driveway with dropper kerbs provided at each end of the dropped kerb.

   B. The redundant area of driveway, where it falls within the highway to the south-west of the garage and between the south-eastern site boundary and the north-western face of the garage, shall be replaced by highway verge with full height kerbs.

   C. The new dropped and full height kerbs shall be located along the carriageway channel line, to ensure that surface water is directed towards the existing gulley grating on Woodlands Lane.

   D. Repair of the existing carriageway where it has deteriorated along the site frontage.

   Reason: In the interest of highway safety.

3. The development hereby permitted shall not be brought into use until 2.4m x 43m visibility splays, projected to the nearside carriageway edge on Woodlands Lane, have been provided on both sides of the site access. Such splays shall be free of obstruction above a height of 0.6m above adjacent carriageway channel level.

Reason: In the interest of highway safety.

4. The development hereby permitted shall not be brought into use until the driveway is surfaced in a bound material, along the full width of the driveway for a minimum length of 5m within the site measured from the highway boundary, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. This area of driveway shall be maintained in the bound material for the life of the development.

   Reason: In the interest of highway safety.

5. The development hereby permitted shall not be brought into use until the on-site access driveway/parking/turning areas are constructed with provision to prevent the unregulated discharge of surface water to the public highway in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.

   Reason: To ensure that surface water from the site is not deposited on the public highway causing danger to road users.

6. The development hereby permitted shall not be brought into use until provision has been made within the application site for secure, covered cycle parking, secure cycle equipment storage, and electric vehicle charging facilities in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall not thereafter be used for any other purpose and shall be maintained for the life of the development.

   Reason: In the interest of highway safety and furthering travel by sustainable modes

<u>Note to applicant</u>

Planning permission does not convey consent to work on or adjacent to the public highway.

Prior to any works commencing on site, including demolition works, the developer must obtain the highway authority's consent.

The developer must obtain a license under Section 184 of the Highways Act 1980 before commencing any works on the highway.

Details are available at: www.derbyshire.gov.uk/transport-roads/roadstraffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-anddropped-kerbs.aspx or email highways.hub@derbyshire.gov.uk .

The deposit of mud or other items, and/or the discharge of water, onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner/occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the highway authority to take both practical and legal action (which may include prosecution) against the applicant/contractors/owner or occupier of the land

Yours sincerely,

Amelia Williams
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
22 January 2026	**Amelia Williams**	**SD**	**18 February 2026**