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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Derbyshire
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Highway Officer: Steve Dudhill
Our ref: AVBC/2026/018553
Your ref: AVA/2026/0511
Date: 27 August 2026

Dear Ms Anthony,

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

PROPOSAL: New detached home

LOCATION: Land to Rear of 22A and 22B Northfield Kilburn

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, recommends that determination of this planning application should be deferred pending the submission of further information.

Background

This planning application seeks permission for the development of a single dwelling on land to the rear of numbers 22A and 22B Northfield, Kilburn.

Planning permission was granted on 9/1/24 for the development of a single dwelling on this site under permission reference AVA/2023/0827. The planning permission remains extant.

Assessment

Having regard to the planning history, the principle of development of a single dwelling on this site is acceptable.

The current planning application proposes a dwelling having a larger overall floor area than that which was previously approved. The submitted floor plan details

indicate provision of 3 bedrooms. However, there is a further room at first floor level, labelled as having a limited height (vaulted roof), which could be used as a further bedroom. The proposed development should therefore be assessed as a 4-bedroom dwelling.

The highway authority's Parking Guidance for New Developments (PGND) stipulates a minimum car parking requirement of 3 spaces for 4-bedroom dwellings. The PGND does not count garages towards parking provision, though garages can be used to provide secure, covered cycle parking subject to location and design.

The proposed development should therefore be provided with 3 driveway car parking spaces.

Given the length of the site access driveway between Northfield and the main body of the site, sufficient manoeuvring space should be provided within the site, clear of the proposed car parking spaces, to allow vehicles to enter, turn within, and leave the site in forward gear.

As submitted, the proposed site layout does not provide adequate driveway parking or turning space.

The existing site access driveway is surfaced in loose material which can be carried onto the highway to the detriment of highway safety. The site access driveway should therefore be resurfaced in a hard paved material within 5m of the back of footway on Northfield.

No gates should be located within 5m of the southern carriageway edge on Northfield.

Revised site layout details are therefore required.

No secure, covered cycle parking, secure cycle equipment storage, electric vehicle charging, or bin storage facilities are provided. Details can be secured by planning condition.

Conclusion

The highway authority recommends that this planning application should not be determined until the applicant has submitted amended site layout details which satisfactorily address the above issues.

The highway authority will comment again following receipt of further information.

SD; DCC TDM; 27/8/26.