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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Highway Officer: Steve Dudhill
Our ref: AVBC/2025/013524/R4
Your ref: AVA/2025/0490
Date: 3 September 2026

Dear Mrs Cox,

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

PROPOSAL: **Demolition of derelict portal frame building and residential development of up to 80 Affordable Housing dwellings with infrastructure, SUDS, public open space and off-site highway modifications with all matters reserved with the exception of the main site access (Departure from Local Plan as the site is within Green Belt)**

LOCATION: **Land West of Crosshill and South of Middleton Ave Middleton Avenue Codnor Ripley Derbyshire**

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

The highway authority's most recent formal observations on this planning application were issued on 21/5/26.

Informal dialogue has been ongoing with the applicant's highway consultant in relation to the matters raised in the highway authority's 21/5/26 observations, which principally related to the site access layout design and traffic impacts at the signalised A610/A6007 junction.

The applicant has now formally submitted further information in the form of Highways Technical Note 3 (HTN3; dated August 2026), which includes a revised site access layout scheme shown on drawing number W153/100D/P.

Site Access Road

Drawing number W153/100D/P shows the access road into the site as having a 5.5m wide carriageway adjacent to the A6007, tapering to a 5.0m wide carriageway further to the west, with a 2m wide footway on its northern side and a 1.0m wide margin on its southern side. The cross-section is compliant with the highway authority's Planning Streets, and Places (PSP) guidance for pedestrian prioritised streets.

The submitted drawing, based on topographical survey mapping, indicates that the site access road can be constructed on land under the applicant's ownership/control.

The cross-sectional layout of the site access road is therefore acceptable to the highway authority, in highway capacity/safety terms, although the highway authority notes the lack of street tree provision along the initial length of the access road, as normally required by PSP and by Policy N3 of the National Planning Policy Guidance (NPPF; August 2026).

Site Access Junction with A6007

Notwithstanding the responses to the highway authority's 29/12/25 observations presented in Appendix A of the applicant's May 2026 Transport Assessment (TA), the highway authority continues to be concerned with the details of the site access junction with the A6007 Crosshill.

Before the highway authority can confirm whether the preliminary design of the site access scheme is acceptable (or otherwise), the submitted scheme will need to be subject to a stage 1 road safety audit (RSA). That should consider the issues in the 29/12/25 observations as well as any other relevant highway safety issues that may need to be addressed. The RSA should be undertaken in accordance with the procedures set out in Design Manual for Roads and Bridges (DMRB) General Information document GG119.

A610/A6007 Junction

HTN3 includes further detailed capacity assessments at the signalised A610/A6007 junction.

Advice from the highway authority's traffic signals engineer confirms that errors remain in the traffic signal modelling (including relatively fundamental errors that show a lack of understanding of how traffic signals work).

Notwithstanding the above, noting the relatively minor increases in traffic on each affected movement at the A610/A6007 junction, considering the current operation of this junction, and given the lack of opportunity for improvement but noting that the junction has recently been refurbished, with an up to date and validated MOVA dataset, the highway authority is content that the increase in traffic flows associated with the proposed development can be accommodated at the A610/A6007 junction without a severe residual impact.

Accordingly, the highway authority will not require any further assessment of development traffic impacts at the A610/A6007 junction.

Transport Assessment (TA)

The applicant previously submitted a revised TA (dated May 2026). It is not appropriate for the highway authority to respond in detail to those aspects of the TA which do not relate to the site access and A610/A6007 junction before the outstanding site access issues identified earlier in these observations are satisfactorily resolved.

The highway authority will provide further observations on the remaining TA issues in due course following receipt of further information.

Conclusion

The highway authority recommends that this panning application should not be determined until the applicant has submitted further information which satisfactorily addresses the above issues.

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

SD; DCC TDM; 3/9/26.