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
DE5 3XE

Highway Officer: Jenny Rhodes
Our ref: AVBC/2026/018158/R1
Your ref: AVA/2026/0447
Date: 5 October 2026

Dear Mrs Godson,

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

PROPOSAL: Three-storey mixed-use building comprising 2 commercial units (Use Class E) at ground floor level and 8 residential apartments (Use Class C3) on the upper floors

LOCATION: 111 Station Road Langley Mill Derbyshire

Derbyshire County Council, the Local Highway Authority (LHA) 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 LHA's initial observations on this planning application were issued on 13/8/26. The applicant has submitted amended details, including floor plan drawing number 818.1516.2-(08)004 Rev P4.

Pedestrian Access

As stated in the LHA's 13/8/26 observations, there is a discrepancy between pedestrian access through this site and that approved under permission reference AVA/2024/0737 for 5 one-bedroom flats to the north of this site. The amended floor plan shows a pedestrian access route on a similar, although not identical, alignment to that approved.

It is assumed that the Local Planning Authority (LPA) will ensure that the inconsistences between the two schemes are resolved.

Site Access

The original scheme proposed car parking to the rear of the proposed building. That has now been removed. A note on the amended floor plan drawing states that no parking is proposed to the rear of the site and that the area to the rear is to be used for commercial unit drop off only, with the undercroft limited to cars and small vehicles not exceeding 2.6m (presumably in height, though that is not stated on the drawing).

To allow access for multiple vehicles associated with the commercial units, the access should have a width of 4.8m for the first 8m measured from the back of the Station Road footway with 0.5m wide margins added if the access is physically bound. The undercroft is proposed to be 3.5m wide over a length of 15m and does not satisfy this requirement.

Where a new or improved driveway emerges onto a footway, 2m x 2m pedestrian visibility splays must be provided on both sides of the access at the back of the footway, in accordance with paragraph 4.8.1 of the highway authority's Planning, Streets, and Places (PSP) guidance. Such splays must be maintained clear of any object greater than 0.6m in height relative to adjacent footway level. The amended plans show 2m x 2m pedestrian visibility splays, but these are incorrectly detailed within the footprint of the access rather than on both sides of it.

The proposed access is therefore substandard, providing limited pedestrian visibility splays at the back of the footway where it meets Station Road and having a constrained width which would prevent two vehicles from entering and leaving the site simultaneously. The proposed layout will result in vehicles reversing onto, and waiting on, the northern footway on Station Road. Such manoeuvres would be associated with restricted visibility for the exiting driver, increasing the risk of conflict with pedestrians, cyclists, and other vehicles. The proposed access would therefore be detrimental to highway and pedestrian safety.

As such, unless the geometry of the undercroft can be amended to satisfy the above geometric requirements, the LHA considers that the undercroft should not be promoted as an access for motor vehicles and should be modified accordingly.

Site Layout

Sheltered, secure, and accessible cycle parking should be provided at or near the pedestrian access to the property. Cycle parking for the apartments should be provided at a rate of 1 space per bedroom. For the commercial units, cycle parking provision should reflect Local Transport Note (LTN) 1/20.

No details of cycle parking are included on the amended plans. The applicant should provide details of the location and design of cycle parking.

A bin storage area is shown to the rear of the building on the western boundary. It is not clear how many bins could be accommodated in the area, although it appears to

be too small for the number of bins that are likely to be required for a development of this scale. The applicant should consult with the relevant refuse collection department to ascertain what will be acceptable to them in terms of access, numbers, and locations of bins. Bin storage should not obstruct the pedestrian access or access to cycle storage.

No details of a bin collection point for refuse collection days are shown on the amended plans. The applicant should provide clearer details of the proposed bin storage area and show the location of a bin collection point.

Construction

The LHA's 13/8/26 observations on the construction impact of the development remain relevant although, as previously stated, a construction traffic management plan could be secured by planning condition.

Conclusion

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

The LHA will comment again following receipt of further information.

Yours sincerely,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
27 August 2026	**Jenny Rhodes**	**SD**	**5 October 2026**