DERBYSHIRE County Council

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

Planning Manager
Amber Valley Borough Council
PO Box 15, Town Hall, Market Place
RIPLEY
Derbyshire
DE5 3XE

Highway Officer: Gemma Statham
Our ref: AVBC/2026/016158/R3
Your ref: AVA/2026/0069
Date: 22 October 2026

Dear Ms Anthony,

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

PROPOSAL: Extension to existing clubroom, addition of new accessible washroom facilities and outdoor veranda

LOCATION: QUARNDON CRICKET CLUB THE COMMON QUARNDON DERBY DE22 5JY

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 observations on this planning application were issued on 10/09/26. The applicant has now submitted Access and Parking Area drawing number 01005 Rev P6 along with some parking scenarios information on an Excel spreadsheet.

Site Access

The submitted plan indicates that the required 2.4m x 43m visibility splays along The Common on both sides of the site access could, if correctly detailed and clear of obstruction, be achieved within highway land and/or land under the applicant's control.

The major road visibility splays have now been projected to the carriageway edge, and the revised details now show properly constructed visibility splays on accurate base mapping, which is acceptable to the highway authority and can be secured by planning condition.

The applicant should note that the visibility splay envelopes must be maintained clear of obstruction above a height of 0.6m above adjacent carriageway level. Vegetation must be removed from within the visibility splay envelopes and should be no closer than 1m to the visibility splay envelope to allow for future growth.

Internal Layout

The amended details now show 22 car parking spaces with access into a match day overflow area. The parking scenarios information now provides justification that the proposed level of parking provision will be sufficient for the existing use and the additional use created by the extension. However, that information relates to 41 overflow spaces “at top of main ground” and 222 overflow spaces “on second ground”. The submitted details do not detail these parking areas, showing only match day parking. This will need to be clarified on amended drawings, with the relevant parking areas to be enclosed within the planning application “red line” boundary.

Allowance is made for 3 accessible parking spaces. The hatched margins around those spaces are not correctly detailed, as the hatched margin alongside the parking space should be on the driver’s side when the vehicle moves forward into the parking space.

The long thin area within the “red line” boundary, which follows the boundary hedge to The Common, has been confirmed as a pedestrian access route. Further details are required, to include provision of a consistent width and surfacing specification.

A pedestrian access gate has been shown at the southern end of the site. The pedestrian access gate is now located in a suitable location to align with the pedestrian link. However, there is no detail showing a paved area for pedestrians between the gate and the highway or a link within the highway to the existing footway on The Common to the south of the proposed pedestrian access. Details showing pedestrian access improvement works at the southern gated access should be submitted, showing how the site can be linked to the existing footway on The Common to the south of the site.

The site layout plan shows sufficient space within the site for service vehicles to manoeuvre.

Cycle parking this has now been detailed and is acceptable.

The vehicular access gates to the site must be a minimum of 5m from the carriageway edge on The Common.

The vehicular access should be hard paved within 5m of the highway boundary.

The area within the highway, between the site and the carriageway edge on The Common, will require surfacing to highway authority specification.

A licence under Section 184 of the Highways Act 1980 will be required to allow work to be undertaken within the highway.

Conclusion

Having regard to the above, the highway authority recommends that this planning application should not be determined until the applicant has submitted further information and amended details which satisfactorily address the above issues.

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

Yours sincerely,

Gemma Statham
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
1 October 2026	Gemma Statham	SD	22 October 2026